



State Project No. 0320-0008
Hartford Line Rail Program Phase 3B in Windsor, Windsor Locks, and Enfield

Wednesday, January 28, 2026
Windsor Locks Town Hall (50 Church Street), Windsor Locks

Presenters/Speakers:

Jonathan Kang (CTDOT)
Zachary Guarino (CTDOT)
Chris Bonsignore (WSP)
Aaron Foster (HNTB)

CTDOT Attendees:

Rich Bertoli
Eric Feldblum
Rabih Barakat
Andrew Mroczkowski
Kyle Craig

Program Management Team (PMT) Attendees:

Matt Ponsness (WSP)
Grant Olear (WSP)

Consultant Design Attendees:

DJ Logan (HNTB)

Town of Windsor Locks Attendees:

First Selectman Jon Savino
Selectman Mark Whitten
Devin Cowperthwaite, Director of Public Works

Public Attendees:

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Presentation:

A presentation was held at Windsor Locks Town Hall for State Project No. 0320-0008, Hartford Line Rail Program Phase 3B in Windsor, Windsor Locks, and Enfield. Jonathan Kang, CTDOT Supervising Engineer, welcomed attendees, reviewed CTDOT's Title VI Notice to the Public, and outlined the agenda. Windsor Locks First Selectman Jon Savino, Public Works Director Devin Cowperthwaite, and Selectman Mark Whitten provided introductory remarks. Chris Bonsignore (WSP) presented an overview of the Hartford Line Rail Program, including the purpose and benefits of restoring double track along the corridor. Aaron Foster (HNTB) presented the engineering and technical design for the double track improvements in two segments: a continuous double track segment through Windsor and Windsor Locks, and a separate double track segment in Enfield. Zachary Guarino



(CTDOT) presented the right-of-way information, including statutory requirements, anticipated impacts, and the acquisition process. Jonathan Kang reviewed the anticipated construction schedule and estimated cost and moderated the Q&A session.

The presentation began at 6:04pm. After introductions and Title VI Notices, the following items were presented:

- The purpose and need of the project, which is to restore double track in two locations along the Hartford Line to improve safety, reliability, operational resiliency, and capacity.
- The improvements will install approximately two miles of new double track through Windsor and Windsor Locks, and approximately two miles of new double track in Enfield, including trackside drainage upgrades, new signal equipment, and grade crossing improvements at Bridge Street and the Ahlstrom Emergency Access Road.
- Additional design elements include canal wall work, utility bridge replacement, haul routes, detours, and safety improvements at the private Trolley Barn crossing.
- The anticipated right of way actions, which may include partial acquisitions, permanent easements, and total takes, along with an overview of the statutory acquisition process.
- The estimated combined construction cost of approximately 235 million dollars for the Windsor, Windsor Locks, and Enfield improvements.
- The anticipated construction schedule, which is expected to begin in Spring 2027 with completion in Fall 2030, subject to funding, right of way acquisition, and permits.

Public Comments and Questions:

The questions and responses from the Q&A session are listed below.

- 1. Question:** Will the State be doing anything related to the Amtrak bridge over the CT River?
Answer: It was explained that the bridge is likely in need of repair or replacement. Amtrak has received federal funding from the Federal Railroad Administration to study and advance solutions, including repair or replacement. While the team did not have Amtrak's detailed schedule on hand, the work is underway or soon to begin and would be a next step toward enabling continuous double track across the broader corridor.
- 2. Question:** Are there two tracks on the Connecticut River bridge and are both active?
Answer: It was explained that two tracks are installed across the bridge, and one is currently in service. Freight weight limits on the existing structure govern how the bridge is operated today, which is why both tracks are not active for concurrent operations.
- 3. Question:** There are more than twenty trains passing through Windsor Locks today. What increase in train traffic is expected?
Answer: It was explained that current daily passenger service on the line is approximately thirty-one trains systemwide. Phase 3B provides capacity and operational flexibility to support more frequent service in the future; any increases will depend on ridership demand, schedule coordination with operating partners, availability of equipment, and funding. Incremental adjustments are possible over time as conditions warrant.
- 4. Question:** Every time a train comes through town, the Bridge Street crossing stops, what will this do to traffic flow in town?



Answer: It was explained that the project includes upgrades at the Bridge Street crossing, and that municipalities can pursue Federal Railroad Administration Quiet Zone designation. Crossing improvements are typically part of Quiet Zone prerequisites. Establishing a Quiet Zone can reduce routine horn noise, but it does not eliminate all horn use, as train crews may still sound horns at their discretion for safety.

5. **Question:** When will construction start, and how will passengers access the northbound track during construction?

Answer: It was explained that construction is anticipated to begin in Spring 2027 and to be completed by Fall 2030, subject to funding, permits, and right of way acquisition. Dispatching allows trains to operate on either track in either direction as needed, with interlockings north and south of the station area. Passenger service will be maintained during construction using that flexibility.

6. **Question:** When the line is double tracked, will one track be dedicated to passengers and one to freight?

Answer: It was explained that this is not how the corridor is dispatched. Both tracks are used by passenger and freight service as needed. The second track provides flexibility to meet the schedule, reduce holding times, and manage movements more efficiently through interlockings.

7. **Question:** What is the Trolley Barn?

Answer: It was explained that “Trolley Barn” is the historic name used for a private crossing and its associated interlocking near the Windsor Locks town line. It is not a public roadway crossing.

8. **Question:** There are several at grade crossings in Windsor Locks. Do all of them need upgrades to eliminate train horns?

Answer: It was explained that Quiet Zone eligibility and horn use are determined by FRA criteria and site conditions. Crossing upgrades are part of the project, and CTDOT is discussing the private crossing with the owner as part of a broader safety review. Establishing a Quiet Zone remains a municipal application process and does not guarantee zero horn use in all circumstances.

9. **Question:** Does increased capacity mean more trains per day or longer trains?

Answer: It was explained that the primary benefit of restoring double track is the ability to operate trains more frequently and with greater reliability. Longer consists are not a project objective; the focus is on flexibility and frequency, subject to service planning and demand.

10. **Question:** How is double tracking helpful before both tracks on the Connecticut River bridge are restored?

Answer: It was explained that additional double track reduces the length of single-track bottlenecks and the time trains spend holding at interlockings to pass. Even if the bridge remains a limiting point until a separate bridge project advances, shorter bottlenecks upstream and downstream reduce overall delays and improve schedule reliability.



- 11. Question:** How do rail improvements in Massachusetts relate to this corridor?
Answer: It was explained that Massachusetts is evaluating capacity projects on east–west corridors, including potential bypass tracks, which could enable expanded regional services. Connecticut continues to coordinate with partner states and Amtrak so that future service ambitions align with available capacity on the Hartford Line.
- 12. Question:** Why is only one track active on the Connecticut River bridge today?
Answer: It was explained that freight loading governs how the existing structure can be used. A track shift occurred during recent maintenance to keep trains moving while work progressed, but due to weight limitations and structural conditions, only one track is currently active. Freight speeds are restricted across the bridge for the same reason.
- 13. Question:** When will the pedestrian bridge over the canal open?
Answer: It was explained that the bridge lift is planned for this weekend, with a crane mobilized to set the span. Additional grading and safety work are required afterward, so the opening is anticipated by early summer, weather and field conditions permitting.
- 14. Question:** Is the Main Street utility pole relocation part of this project?
Answer: It was explained that the Route 159/Main Street utility relocation is a separate but related project intended to enable double track installation. Utility companies are performing due diligence now, and construction is expected to begin April 1.