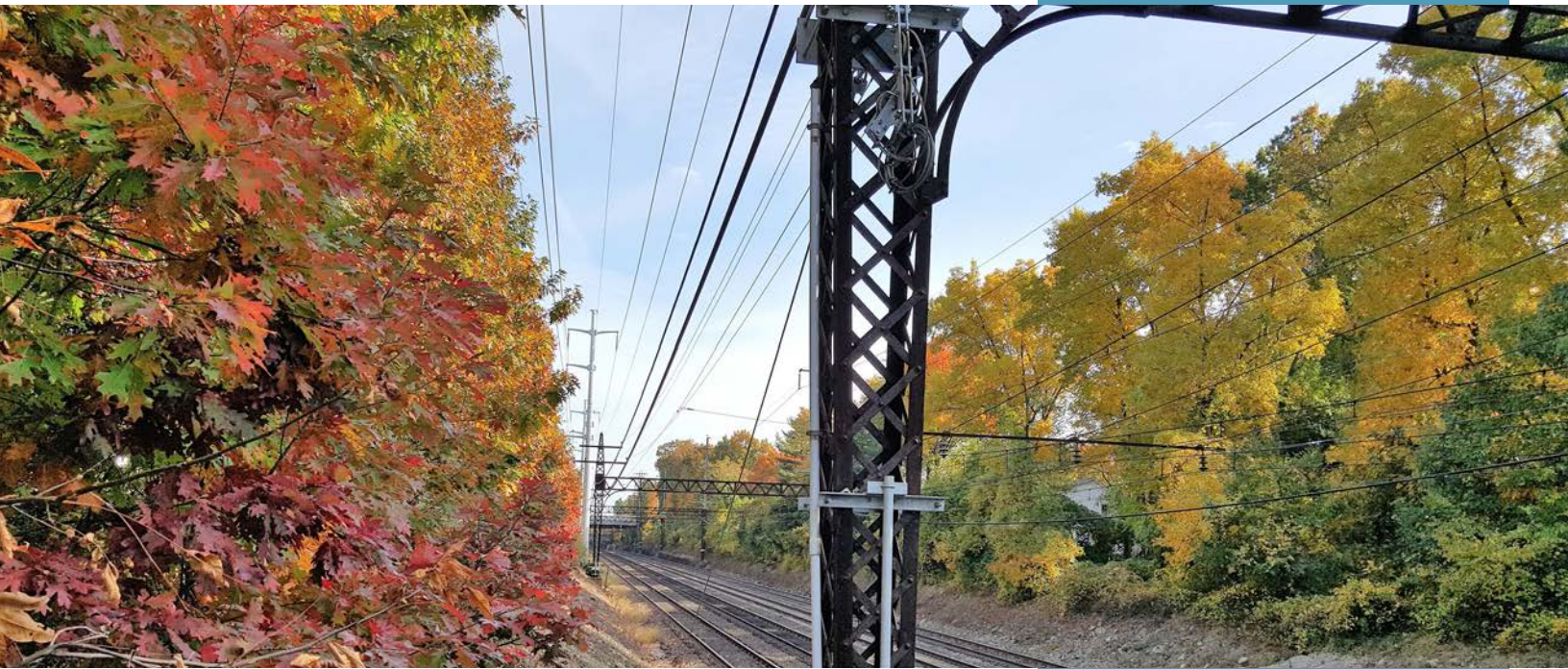




CP243 Interlocking Project

State Project No. 0301-0181

WALK BRIDGE PROGRAM | 2017



The CP243 Interlocking Project will construct a new four-track interlocking, a powered switch and signal system that allows trains to move from one track to another. The new interlocking is approximately 2,200 feet long, located on the New Haven Line (NHL) between East Norwalk and Westport and approximately 1.5 miles east of the Walk Bridge.

The project includes:

- Installation of six new switches and crossover tracks
- Track realignment and replacement
- Overhead catenary modifications including new crossover wiring throughout the interlocking
- Installation of signal houses
- New power balancing station
- Drainage improvements
- Positive Train Control (PTC) capabilities

Anticipated Start Date

July 2017

Construction Duration

3 Years

Estimated Construction Cost

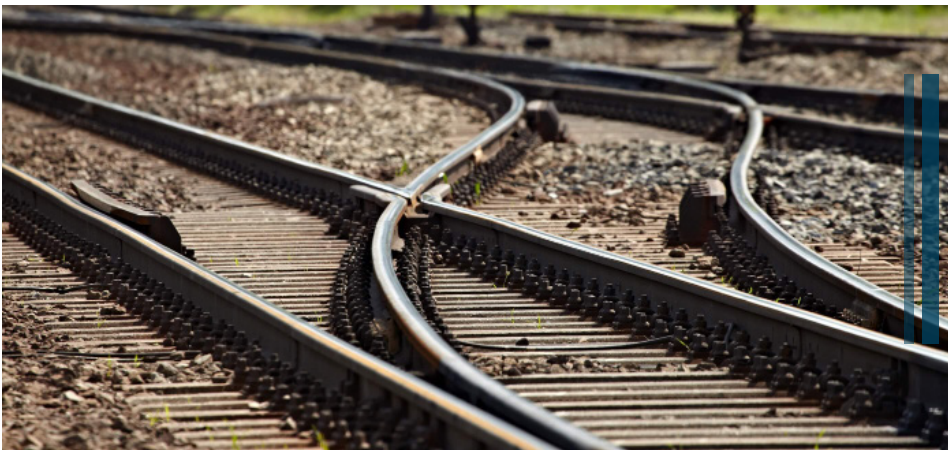
\$210 Million

What Does CP243 Mean?

'CP' is the control point

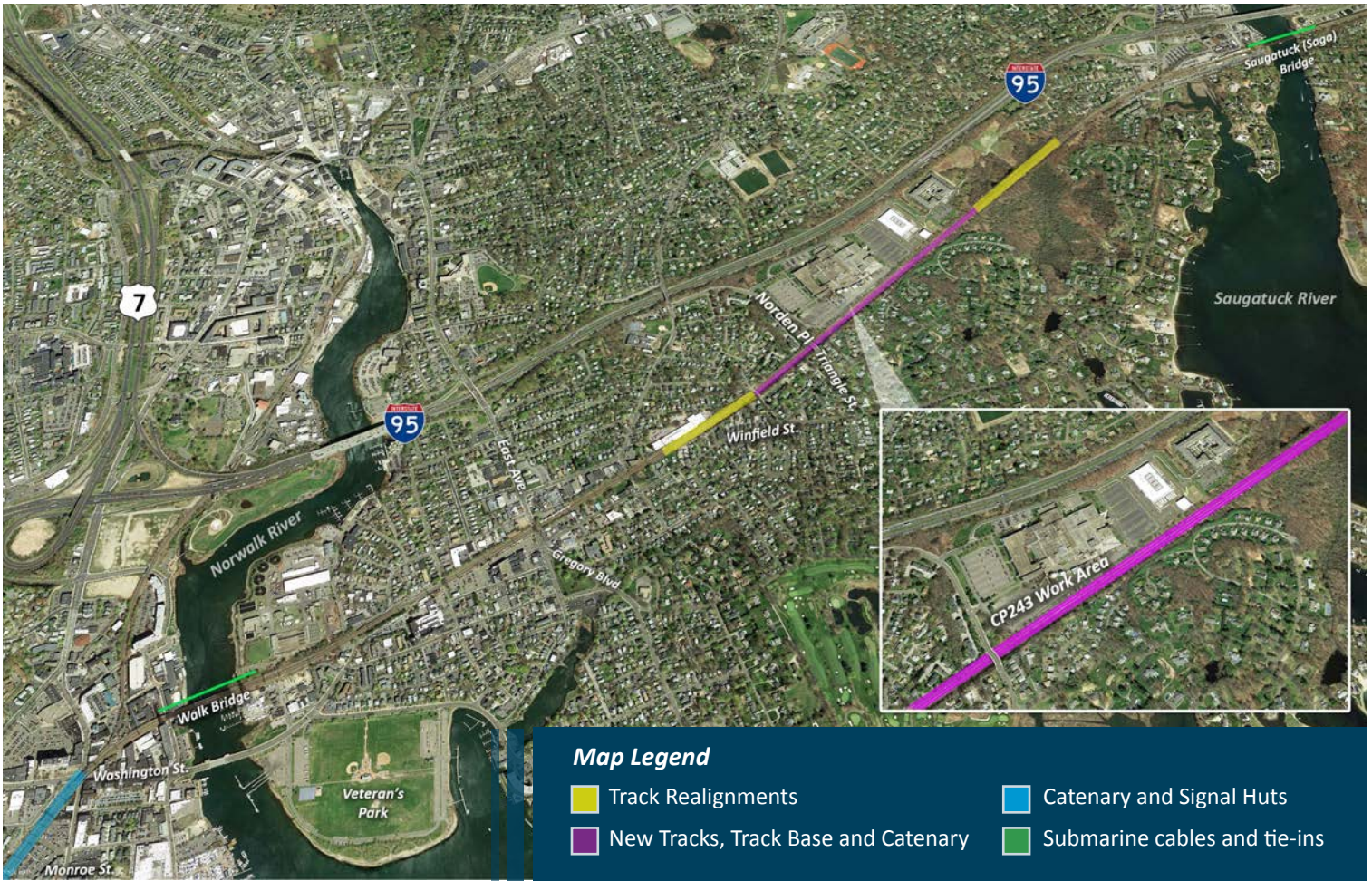
'2' refers to the New Haven Commuter Line

'43' is the nearest mile post on the rail line, marked from Grand Central Station



A **railroad switch** is a set of tracks that create a junction, that when moved allows for trains to change from one track to another.





Map Legend

- Track Realignments
- New Tracks, Track Base and Catenary
- Catenary and Signal Huts
- Submarine cables and tie-ins

Contact Us

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The CP243 Interlocking project includes: fiber optic signal system upgrades from Monroe Street, west of the Norwalk River, to a new signal hut just east of the River. This includes mounting the signal cable on the Walk Bridge and a submarine crossing of the Norwalk River at the movable span. Additionally, a signal and submarine crossing for the Saugatuck River in Westport will occur as part of this work.

The new signal system upgrades will accommodate Positive Train Control (PTC) capabilities. PTC allows trains to be stopped automatically, improving operational safety. This is controlled by an on-board computer system that receives information from base-stations, alerting the train in advance of speed limits, track conditions and potential hazards.



This project is independent of the Walk Bridge Replacement Project, but will improve the operations on the mainline during the construction of the new bridge.