

Royal Junction Siding Track Capacity Project

Royal Junction Siding will provide additional track capacity necessary to enable more frequent and efficient daily operation of Downeaster trains and freight trains between Brunswick and Boston. This passing siding relieves a constraining bottleneck for all trains, creating more options for the travelling public while improving the financial and operational efficiency of both passenger and freight service.

About the Project

The Royal Junction Siding Project includes the construction of an approximately four-mile second track adjacent to the Pan Am Freight Mainline. The Siding will begin approximately 1,000 feet east of Field Road and then, cross Woodville Road in Falmouth, as well as Muirfield Road, Longwoods Road (RT 9), Tuttle Road and Greely Road in Cumberland. It will tie in just east of Royal Junction, which is located northeast of Greely Road.

In railroad terms, this "passing siding" will begin just east of CPF-185 (Royal Junction) and extend 21,700 feet west to a point approximately 1,000 feet east of MP- 189. Royal Junction Siding will be constructed as a double block passing siding to allow "at-speed" meets of two trains traveling in opposite directions. This will allow both passenger and freight trains to move through the corridor concurrently, and without conflict. In addition to new track, the new siding will require communication and signal upgrades such as a new mainline control point (CP-Cemetery), modification of an existing control point (CPF -185), new mainline automatic signals and grade crossing AHCP conversions for double track. The Communication and Signal upgrades required of these types of infrastructure improvements will be designed and installed by Pan Am.

All construction work will be performed within Pan Am Railways existing railroad right-of-way with no additional environmental impacts anticipated. A Categorical Exclusion (CE) worksheet has been prepared and has been submitted to the Federal Transit Administration for concurrence.

Why Royal Siding is Important

The key operational benefit is Royal Siding will increase the potential for trains operating on this existing stretch of single track to pass in opposite directions, as well as allow a faster passenger train to overtake a slower freight headed in the same direction. This increase in overall track capacity allows more trains to safely travel through this corridor, which allows for an increase in the frequency of Downeaster service north of Portland.

Amtrak Downeaster trains currently make ten one-way trips each day between Portland and Boston, yet only six of those trips currently extend north of Portland to Freeport and Brunswick. Because most of the connecting railroad is only single track, the back and forth movement of trains is constrained. Once Royal Siding is complete, ten Downeaster trains will operate north of Portland each day.

Project Budget & Schedule

The total Project budget is \$9,370,084. Eighty percent (80%) of the project is being financed using federal funding sources, with the State of Maine contributing the remaining twenty percent (20%) match. Construction of Royal Siding is expected to begin in 2017 and continue into 2018.

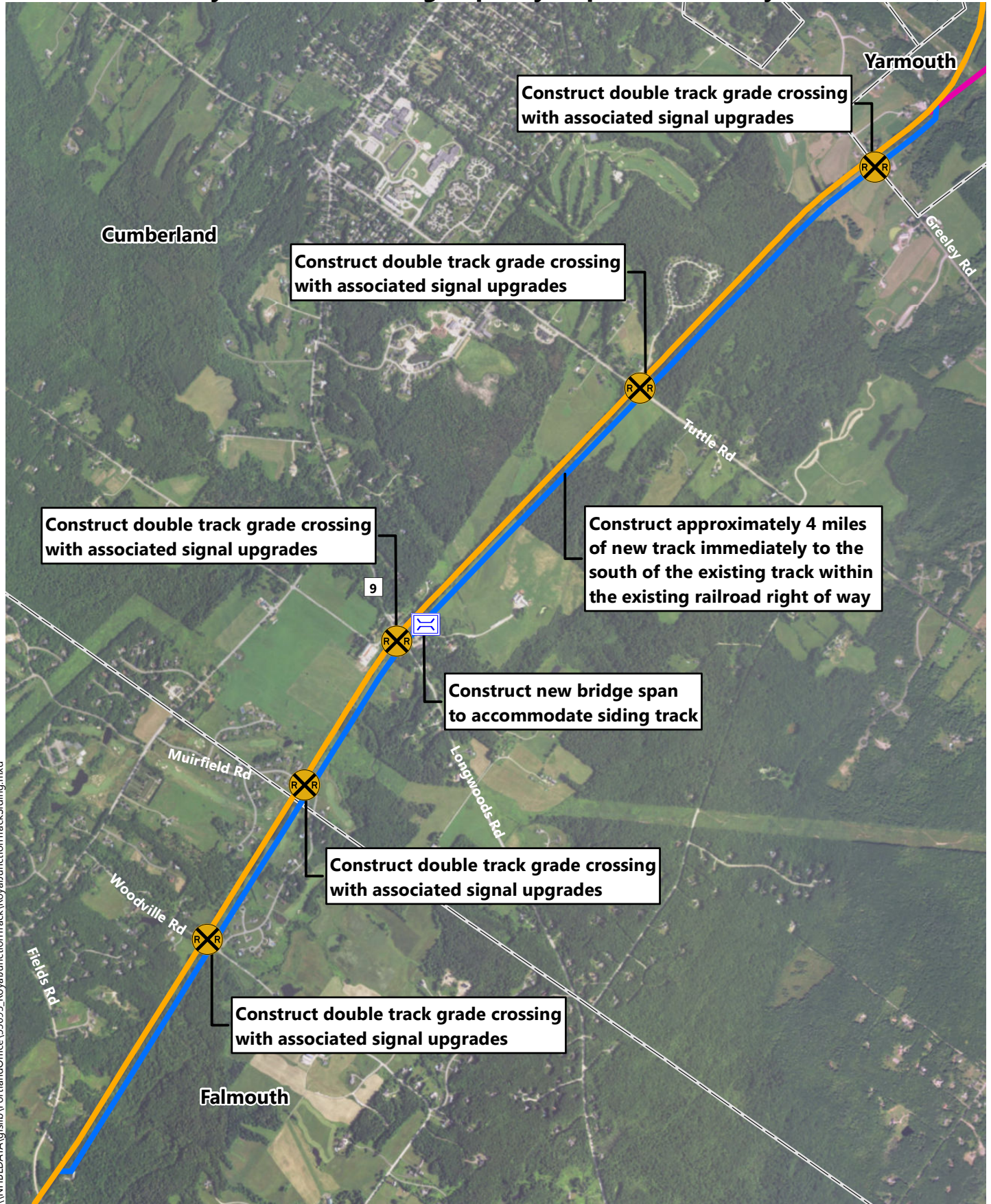
For more information: <http://www.nnepra.com/projects/royal-junction-siding>

Patricia Quinn, Executive Director
207-780-1000 x105
patricia@nnepra.com

Jim Russell, Special Projects Manager
207-699-9989
james@nnepra.com

Royal Junction Siding Capacity Improvement Project

October 24, 2016



\\NHBEDATA\gis\city\Portland\Office\155095_RoyalJunctionTrack\RoyalJunctionTrackSiding.mxd



Royal Junction Siding Capacity Improvement Project

Cumberland, Falmouth and Yarmouth, Maine

Legend

- Existing Freight Main Line Track
- Proposed Second Track
- Existing Brunswick Branch Track
- Municipal Boundary

Project Location Map

Source: ESRI, MEGIS,