

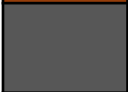


# Connecticut Department of Transportation

## FFY 2025 – FFY 2029

### Transportation Infrastructure Capital Plan

*Selected Major Projects*  
*January 2025*

| Sheet Color Index                                                                   |                                                                                   |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|   | Projects in Design                                                                |
|  | Projects in Construction                                                          |
|  | Overprogrammed Projects<br>(projects under development without confirmed funding) |

**Notes:**

- The following sheets indicate the years in which CTDOT intends to program funds; the amounts shown reflect anticipated funding, rather than actual expenditures.
- The years of anticipated funding depicted may not reflect the project schedule or the actual time needed to construct the project.
- Project scopes, costs, and durations are subject to revision throughout design and construction.



## PROJECT 0004-0134: NEW MAINTENANCE FACILITY IN AVON

Project Status = Design

### Project Location

The project is located at 3 Chidsey Road (Route 10) in Avon, which is the site of the existing Avon Maintenance Facility.

### Purpose and Need

The existing Avon Maintenance Facility was constructed in 1956 and has reached the end of its service life.

### Scope of Work

This project consists of the construction of a new one-story maintenance facility with an administrative office core and a minimum of 16 vehicle bays (2 of which will also be wash bays). The existing building will be selectively renovated to remain for cold/warm storage of vehicles and equipment. The project will also be constructed as “solar ready” to permit solar panels to be installed on the building. The site will also be reconstructed as a part of the project.

### Project Image



### Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$28.100 | \$0.000   | \$28.100    | -              | -   | -     | \$28.100 | \$0.000 | \$28.100 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0015-0339: REHABILITATION OF BRIDGE NO. 02475 ROUTE 130 OVER PEQUONNOCK RIVER IN BRIDGEPORT

Project Status = Design

## Project Location

Bridge No. 02475 carries Route 130 (Stratford Avenue) over the Pequonnock River, in Bridgeport. The bridge features a vertical lift span to facilitate passage of marine vehicles.

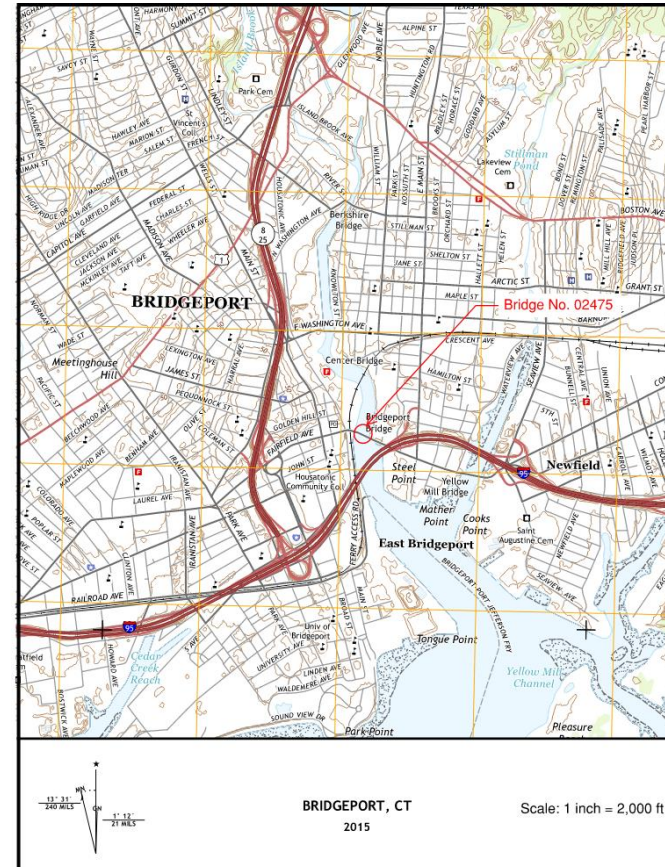
## Purpose and Need

The purpose of this project is to rehabilitate Bridge 02475 in order to maintain a “State of Good Repair” and extend the life of the structure.

## Scope of Work

The proposed rehabilitation consists of deck patching, concrete and steel repairs, replacement of the lift cables, mechanical and electrical system upgrades, replacement of the pier protection fender system, and construction of a new control house.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |          |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$48.735 | \$38.988  | \$9.747     | \$35.766       | \$26.019 | \$9.747 | \$12.969 | \$12.969 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0015-0386: REHABILITATION OF BRIDGE NO. 00111A (PT BARNUM BRIDGE) IN BRIDGEPORT

Project Status = Design

## Project Location

The PT Barnum Bridge (Bridge No. 00111A) carries I-95 over Bridgeport Harbor, Route 130, Metro-North Railroad and local roads in Bridgeport.

## Purpose and Need

The purpose of this project is to rehabilitate the bridge in order to maintain a “State of Good Repair” and extend the life of the structure.

## Scope of Work

The bridge rehabilitation will include steel repairs, deck patching, joint replacement, drainage repairs and improvements, substructure repairs and fender system replacement.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |         | FFY 2027 |          |         | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|---------|----------|----------|---------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$27.500 | \$24.750  | \$2.750     | -              | -   | -     | -        | -   | -     | \$17.500 | \$14.750 | \$2.750 | \$10.000 | \$10.000 | \$0.000 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECTS 0028-0207 AND 0028-0211 RESURFACING, BRIDGE REHABILITATION, AND SAFETY IMPROVEMENTS ON ROUTE 2 IN COLCHESTER

Project Status = Design

## Project Location

These projects are located in Colchester on Route 2.

## Purpose and Need

The purpose of these projects is to rehabilitate the existing Route 2 pavement and restore it to an acceptable condition. The existing concrete pavement was installed circa 1956 and has reached the limit of its serviceable life. The existing guiderail, bridge railing, and roadside safety conditions throughout the project limits also warrant upgrade and will be addressed as part of this project.

## Scope of Work

Repairing the deteriorated underlying concrete pavement on the mainline will involve removal of the existing bituminous pavement. Where only bituminous pavement exists the rehabilitation work will involve milling, surface patching, filling joints and cracks, overlay and full-depth reconstruction. Drainage pipes within the project limits will also be replaced or relined, wherever feasible.

## Construction Funding (cost in millions) – Project 0028-0207

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$21.000 | \$0.000   | \$21.000    | -              | -   | -     | \$21.000 | \$0.000 | \$21.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |

## Construction Funding (cost in millions) – Project 0028-0211

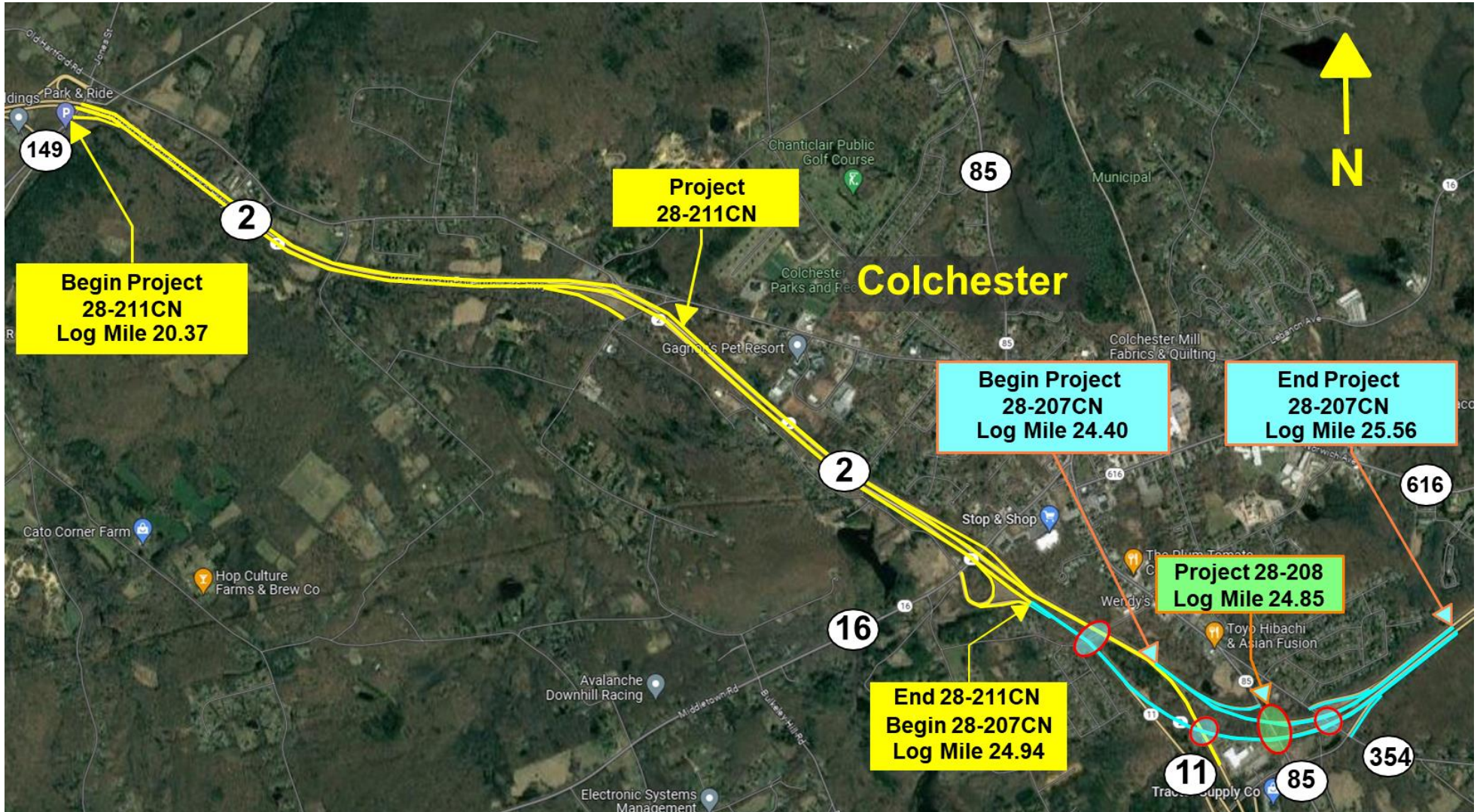
| Total    | Total Fed | Total State | Previous Years |          |          | FFY 2025 |          |         | FFY 2026 |          |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|----------|----------|----------|---------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State    | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$55.617 | \$44.494  | \$11.123    | \$21.123       | \$10.000 | \$11.123 | \$15.000 | \$15.000 | \$0.000 | \$19.494 | \$19.494 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECTS 0028-0207 AND 0028-0211 RESURFACING, BRIDGE REHABILITATION, AND SAFETY IMPROVEMENTS ON ROUTE 2 IN COLCHESTER

Project Status = Design

## Project Image





# PROJECT 0028-0208: REHABILITATION OF BRIDGE NOS. 03395 & 03396 ROUTE 2 WEST & EASTBOUND OVER ROUTE 85 IN COLCHESTER

Project Status = Design

## Project Location

Bridge Nos. 03395 & 03396 carry Route 2, west and eastbound, respectively, over Route 85 in Colchester.

## Purpose and Need

The purpose of this project is to rehabilitate the bridges in order to maintain a “State of Good Repair” and extend their service life.

## Scope of Work

The proposed rehabilitation for both bridges involves removing the existing superstructures and replacing them with new steel beams with reinforced concrete decks along with new pavement. The superstructures will be designed with the goal of increasing minimum vertical clearance over Route 85 to 14’-7”. Minor substructure repairs will be performed as needed.

## Project Images



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |         | FFY 2026 |          |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|---------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State   | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$14.200 | \$11.360  | \$2.840     | -              | -   | -     | \$4.140  | \$1.300 | \$2.840 | \$10.060 | \$10.060 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0034-036I: I-84 PAVEMENT REHABILITATION AND REPLACEMENT OF BRIDGE NOS. 01181 AND 01182 IN DANBURY

Project Status = Design

## Project Location

This project is located on Interstate 84 (I-84) in Danbury. The project begins at the New York state line at I-84 and extends approximately 3.7 miles to the vicinity of Exit 4. Also included in the project limits are the following ramps: Exit 1 (eastbound on-ramp and westbound off-ramp), Exit 2 (all east and westbound ramps, including the on and off-ramps at Milestone Road and Old Ridgebury Road, and the ramp to and from the CT Welcome Center/Rest Area). Although the CT Welcome Center is within the project area, no work is being proposed to the facility or its parking lot.

## Purpose and Need

The purpose of this project is to rehabilitate the existing pavement on I-84, upgrade roadside safety equipment, and address deficiencies identified for Bridge Nos. 01181 and 01182 (I-84 west and eastbound, respectively, over Conrail).

## Scope of Work

Pavement rehabilitation is required to restore it to a state of good repair. The existing guiderail, median barriers, and overall roadside safety conditions throughout the project limits are proposed to be upgraded to meet current standards as part of this project. It is anticipated that the superstructures for Bridge Nos. 01181 and 01182 will be replaced as part of this project.

## Construction Funding (cost in millions)

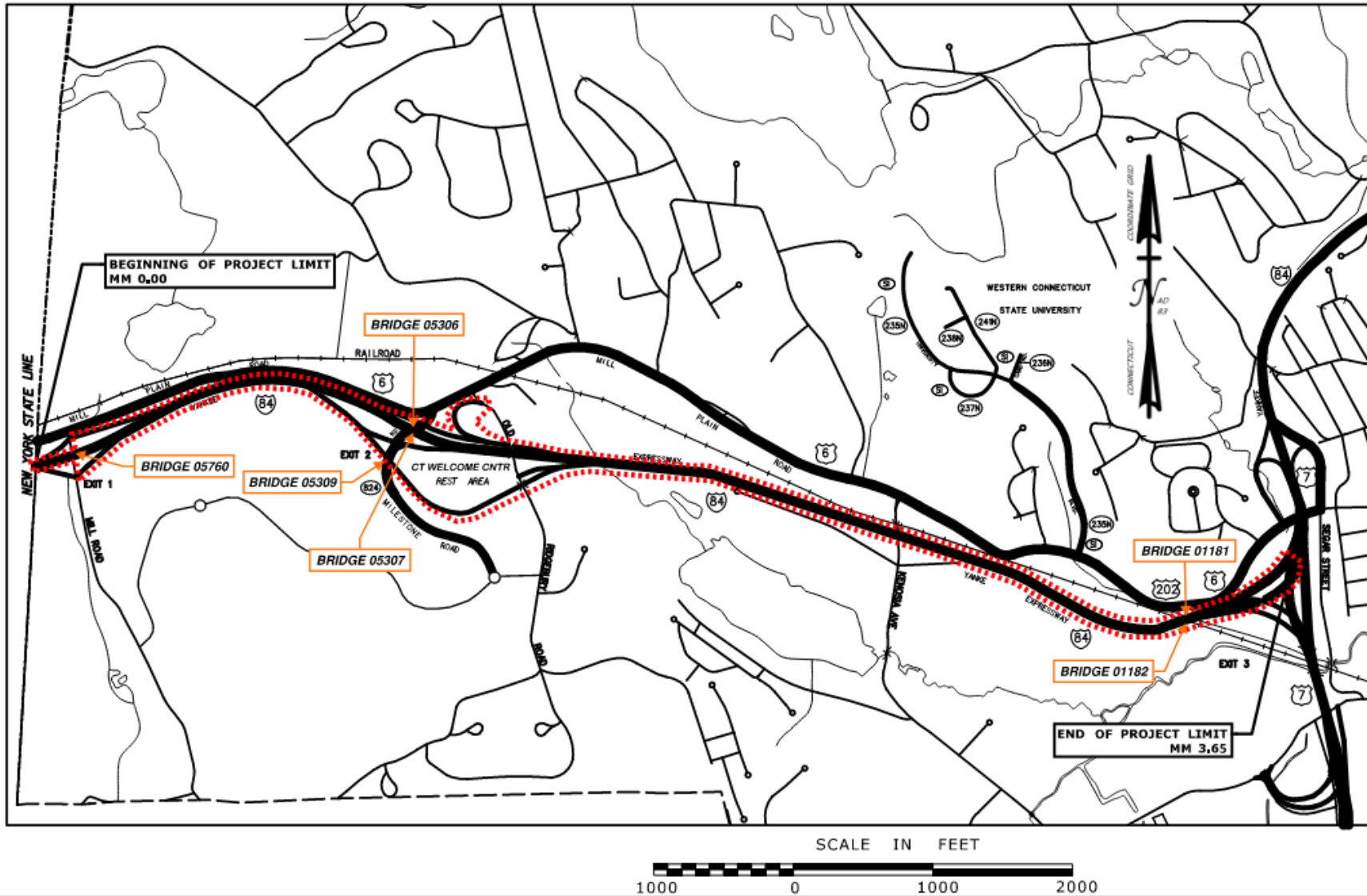
| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |          |          | Future Years |          |         |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|----------|----------|--------------|----------|---------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed      | State    | Total        | Fed      | State   |
| \$138.60 | \$124.74  | \$13.860    | -              | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | \$76.230 | \$62.370 | \$13.860 | \$62.370     | \$62.370 | \$0.000 |



# PROJECT 0034-036I: I-84 PAVEMENT REHABILITATION AND REPLACEMENT OF BRIDGE NOS. 01181 AND 01182 IN DANBURY

Project Status = Design

## Project Image





# PROJECT 0042-0330: UPGRADE AND INSTALLATION OF TRAFFIC MANAGEMENT TECHNOLOGY ALONG I-84 AND I-384 IN HARTFORD, EAST HARTFORD, MANCHESTER, SOUTH WINDSOR, VERNON, AND TOLLAND

Project Status = Design

## Project Location

This project will upgrade existing Advanced Traffic Management Systems (ATMS), which begins at Exit 53 on I-84 in East Hartford and extends to Exit 69 in Tolland, including approximately 4 miles of I-384, from the interchange with I-84 to Exit 3.

## Purpose and Need

The purpose of this project is to upgrade existing aging traffic management camera and fiber optic communications infrastructure. Additionally, the project includes extending the camera coverage to improve public safety and CTDOT's ability to monitor traffic conditions, construction work, maintenance work, and perform highway information activities.

## Scope of Work

Fiber Optic Cable and Conduit Installation: Along Route 15 and I-84, approximately 13 miles of new trunkline fiber optic cable will be installed in a spare cell where existing conduit between the fiber vault at Route 15 northbound Exit 90 in East Hartford and I-84 Exit 65 (Route 30) in Vernon. Along I-84, approximately 10 miles of new trunkline fiber optic cable and new 4-inch multicell conduit will be installed between I-84 Exit 65 (Route 30) in Vernon and I-84 Exit 69 (Route 74) in Tolland. Along I-384, approximately 4 miles of new trunkline fiber optic cable and new 4-inch multicell conduit will be installed between the I-84 interchange in East Hartford and I-384 Exit 3 (Route 83) in Manchester.

Closed-Circuit Television Camera (CCTV) Installation: The project proposes to install forty-one (41) new cameras on Camera Lowering Devices and associated communication equipment along I-84 and I-384. Of the 41 cameras, 15 are at new locations and 26 are intended to replace existing cameras.

Variable Message Signs (VMS): There are seven (7) existing Variable Message Signs (VMS) within the project limits. Four (4) of these VMS will utilize their existing conduits to install new fiber optic cable between the VMS and CCTV Camera ground mounted cabinets. The remaining three (3) VMS will be connected through new branch fiber and conduits.

## Construction Funding (cost in millions)

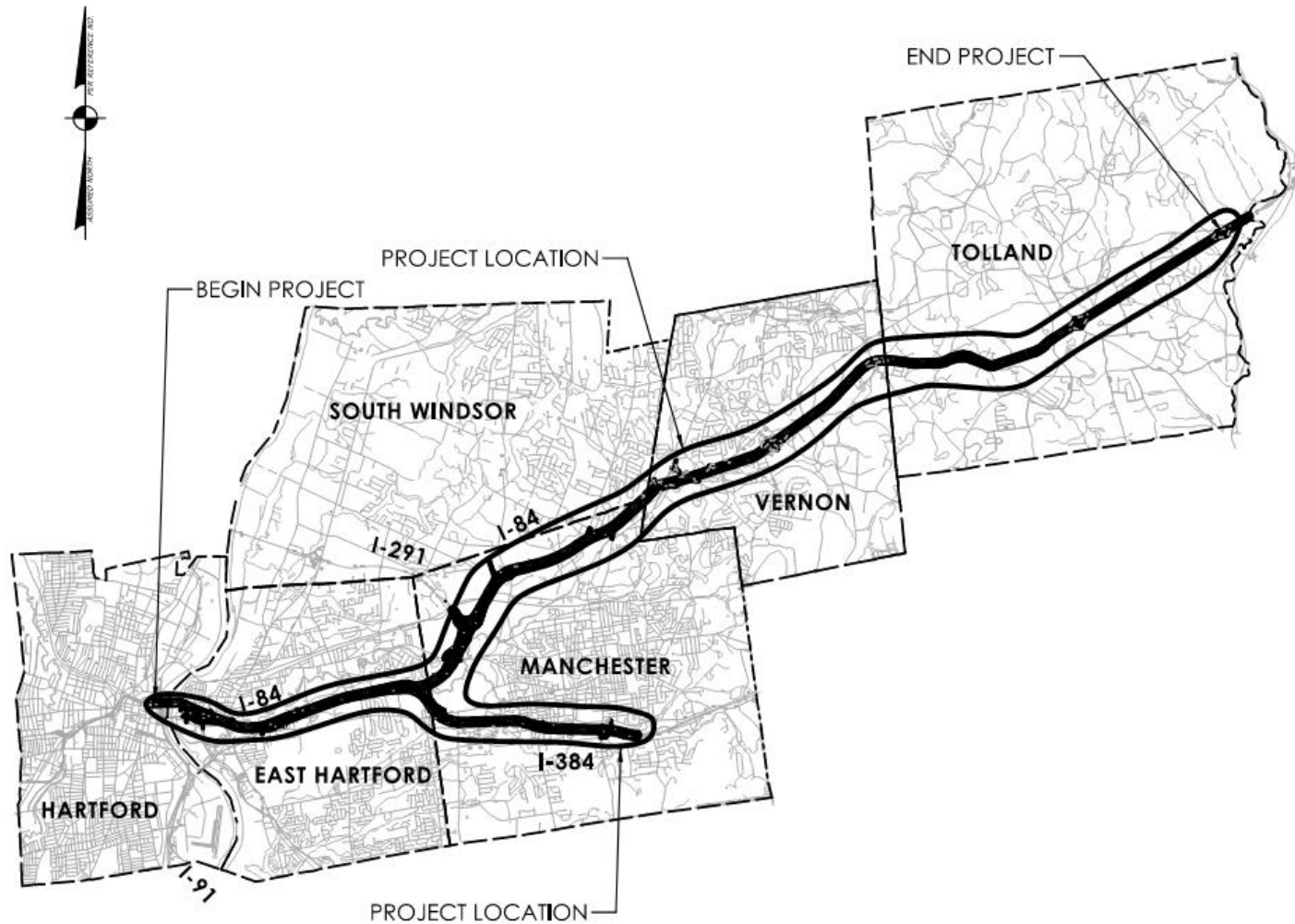
| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$27.000 | \$24.300  | \$2.700     | -              | -   | -     | \$27.000 | \$24.300 | \$2.700 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0042-0330: UPGRADE AND INSTALLATION OF TRAFFIC MANAGEMENT TECHNOLOGY ALONG I-84 AND I-384 IN HARTFORD, EAST HARTFORD, MANCHESTER, SOUTH WINDSOR, VERNON, AND TOLLAND

Project Status = Design

## Project Image





# PROJECT 0171-0502: UPGRADE AND INSTALLATION OF TRAFFIC MANAGEMENT TECHNOLOGY ALONG I-91 AND I-291 IN HARTFORD, SOUTH WINDSOR, WINDSOR LOCKS AND MANCHESTER

Project Status = Design

## Project Location

This project will upgrade approximately 10 miles of the existing Advanced Traffic Management Systems (ATMs) along I-91 between I-84 in Hartford and Route 20 in Windsor Locks. The project will expand the ATMS along the entire six-mile section of I-291 between I-91 in Windsor and I-84 in Manchester.

## Purpose and Need

The purpose of this project is to upgrade and extend camera and fiber optic communications infrastructure to improve motorist information and public safety. This will also improve the CTDOT's ability to monitor traffic, construction work, maintenance work, and perform highway information activities.

## Scope of Work

Fiber Optic Cable and Conduit Installation: Along I-91, approximately 9.7 miles of new trunkline fiber optic cable will be installed within existing conduit between the Main Fiber Hub (located near I-84 Exit 50 off-ramp to Route 44) in Hartford and I-91 Exit 40 (Route 20) in Windsor Locks. New branch fiber optic cable will be installed in new conduit between the trunkline and new camera cabinet foundations. Along I-291, approximately 6 miles of new trunkline fiber optic cable and new conduit will be installed between the I-91 Interchange in Windsor and the I-84 Interchange in Manchester. This new trunkline will connect to the I-91 corridor trunkline as well as an existing I-84 trunkline.

Closed-Circuit Television Camera (CCTV) Installation: The project proposes to install twenty-three (23) new cameras along with camera lowering devices and associated communication equipment along I-91 and I-291. Of the twenty-three (23) cameras, eighteen (18) are intended to replace existing cameras along I-91 and five (5) are at new locations along I-291.

Variable Message Signs (VMS): There are eight (8) existing Variable Message Signs (VMS) within the project limits. Five (5) of these VMS will maintain existing fiber optic cable connections within existing conduits between the VMS and CCTV Camera ground mounted cabinets. The remaining three (3) VMS will be connected through new branch fiber and conduits.

## Construction Funding (cost in millions)

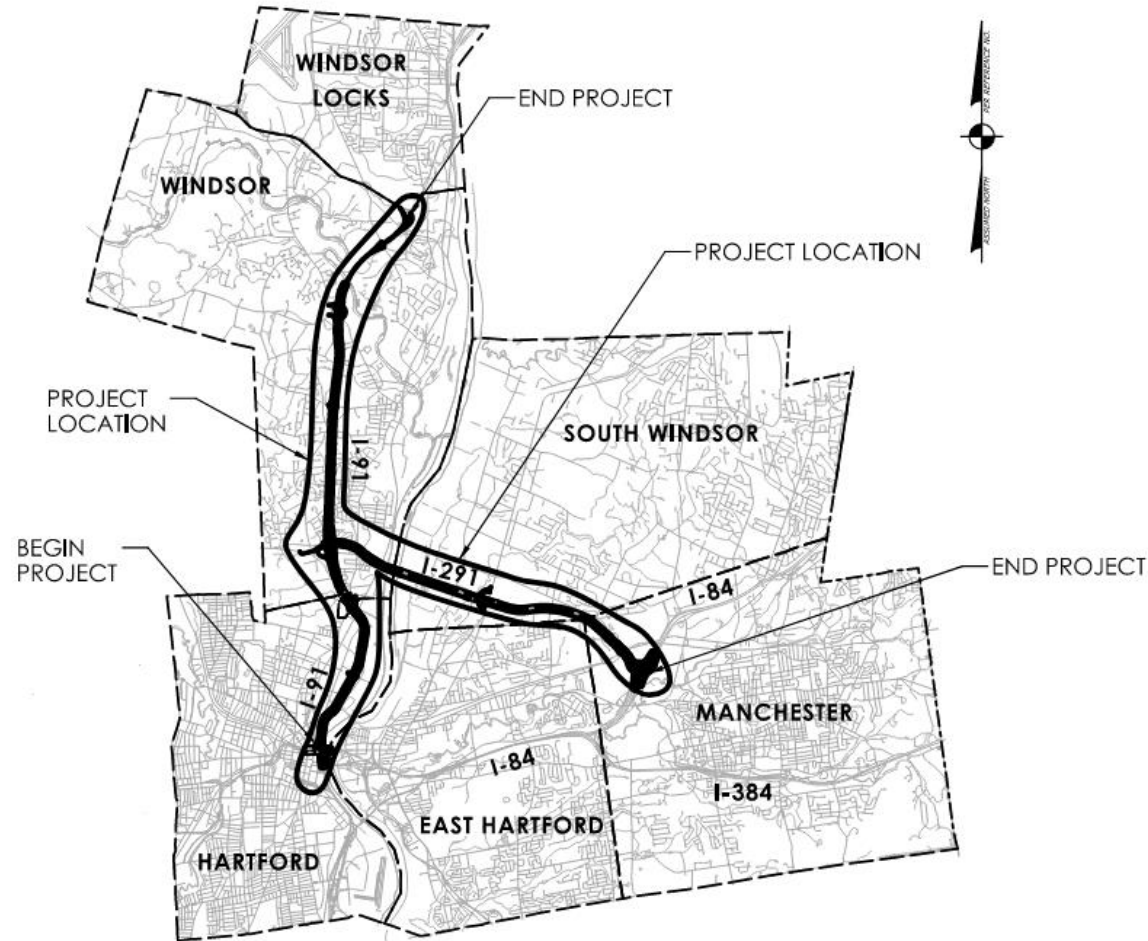
| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |         | FFY 2026 |          |         | FFY 2027 |         |         | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|---------|----------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State   | Total    | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$16.400 | \$14.760  | \$1.640     | -              | -   | -     | \$2.640  | \$1.000 | \$1.640 | \$10.000 | \$10.000 | \$0.000 | \$3.760  | \$3.760 | \$0.000 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0171-0502: UPGRADE AND INSTALLATION OF TRAFFIC MANAGEMENT TECHNOLOGY ALONG I-91 AND I-291 IN HARTFORD, SOUTH WINDSOR, WINDSOR LOCKS AND MANCHESTER

Project Status = Design

Project Image





# PROJECT 0053-0196: BRIDGE REHABILITATION ON ROUTE 2 EASTBOUND & LANE RECONFIGURATION IN GLASTONBURY

Project Status = Design

## Project Location

The project is located within Glastonbury on Route 2 eastbound in the vicinity of Exit 6 to Exit 8.

## Purpose and Need

The purpose of the project is to reduce congestion and improve safety for motorists travelling on Route 2 eastbound. It is needed because the existing lane configuration, includes a lane-add at the Route 3 (Exit 6) on-ramp and an exit-only "lane-drop" to Route 17 (Exit 7) which creates an inefficient travel pattern for vehicles travelling this section of roadway.

## Scope of Work

The proposed rehabilitation will lessen the need to change lanes for motorists on Route 2 eastbound, reducing the number of weaving movements and increasing the continuity of traffic flow. The proposed project involves:

- Convert the left, exit-only lane for Route 17 (Exit 7) to a Route 2 eastbound through lane.
- Modify Exit 7 to a standard exit ramp (left exit).
- Modify Bridge No. 00386, which carries Route 2 over House Street to provide three lanes for Route 2 eastbound traffic. The right-most lane will be striped as an auxiliary lane between the Route 3 on-ramp and the Exit 8 off-ramp.
- Widen Bridge No. 00384, which carries Route 2 over Griswold Street
- Modify and/or replace signs along Route 2 to reflect the new lane arrangements.
- Repave Route 2 eastbound between the Route 3 on-ramp and Exit 8.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |         |         | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|---------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed     | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$20.303 | \$16.243  | \$4.061     | \$8.000        | \$8.000 | \$0.000 | \$12.303 | \$8.243 | \$4.061 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0053-0199: REHABILITATION OF BRIDGE NO. 00417 (PUTNAM BRIDGE) IN GLASTONBURY AND WETHERSFIELD

Project Status = Design

## Project Location

The project is located at Bridge No. 00417 (Putnam Bridge) which carries Route 3 over the Connecticut River between Glastonbury and Wethersfield.

## Purpose and Need

The purpose of this project is to rehabilitate the bridge in order to maintain a “State of Good Repair” and extend the life of the structure.

## Scope of Work

The project includes steel strengthening to ensure that the bridge remains usable for all legal, permit, and emergency vehicles. The project will also include deck patching, new waterproofing membrane and pavement, drainage repairs, substructure concrete repairs, and localized painting.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |          | FFY 2026 |          |         | FFY 2027 |          |         | FFY 2028 |          |         | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|----------|----------|----------|---------|----------|----------|---------|----------|----------|---------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State    | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed | State | Total        | Fed | State |
| \$80.000 | \$64.000  | \$16.000    | -              | -   | -     | \$20.000 | \$4.000 | \$16.000 | \$22.000 | \$22.000 | \$0.000 | \$22.000 | \$22.000 | \$0.000 | \$16.000 | \$16.000 | \$0.000 | -        | -   | -     | -            | -   | -     |



# PROJECT 0063-0732: REHABILITATION OF BRIDGE NOS. 03160A & 3160B IN HARTFORD

Project Status = Design

## Project Location

This project consists of two bridges: Bridge Nos. 03160A and 03160B that carry I-84 east and westbound, respectively, over Amtrak, city streets, the CTfastrak Busway, and parking lots in Hartford.

## Purpose and Need

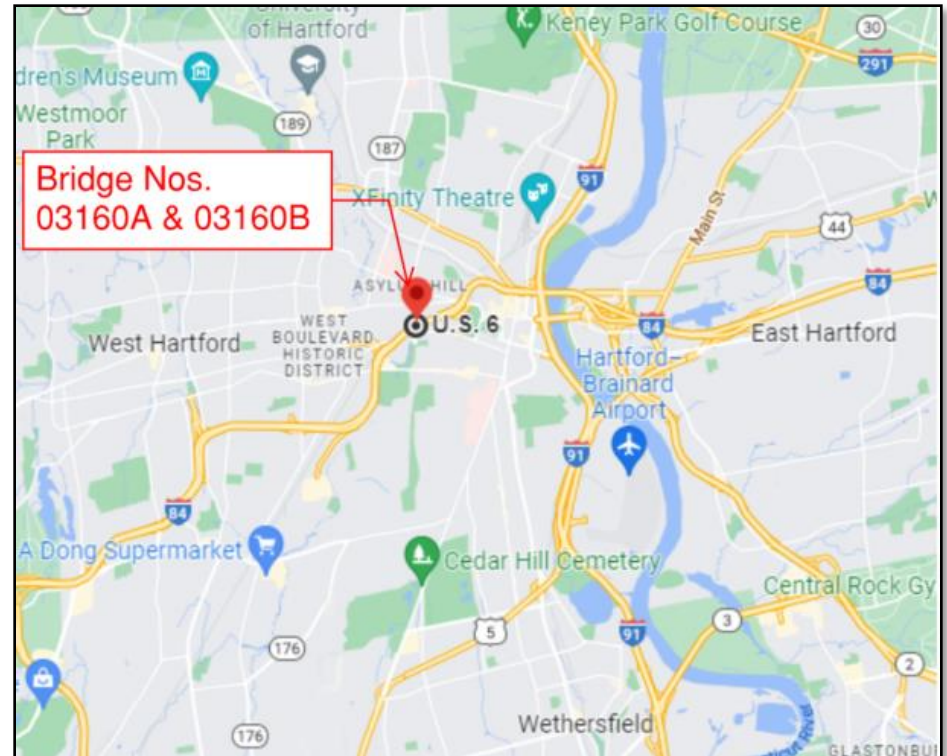
The purpose of this project is to rehabilitate the bridges in order to maintain a "State of Good Repair" and extend their service life.

## Scope of Work

The bridge rehabilitation scope includes the following:

- Repair of the existing concrete deck
- Structural steel repair and strengthening
- Metallizing of beam ends and locations with heavy/active rust
- Repair and strengthening of steel pier caps
- Replacement of existing deck joints
- Repair of the bridge drainage system
- Repair of concrete substructure components

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |         | FFY 2026 |          |         | FFY 2027 |          |         | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|---------|----------|----------|---------|----------|----------|---------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$57.000 | \$51.300  | \$5.700     | -              | -   | -     | \$15.700 | \$10.000 | \$5.700 | \$25.000 | \$25.000 | \$0.000 | \$16.300 | \$16.300 | \$0.000 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0063-0734: REHABILITATION OF BRIDGE NO. 00980A (BULKELEY BRIDGE) IN HARTFORD

Project Status = Design

### Project Location

Bridge No. 00980A (Bulkeley Bridge) carries I-84 over the Connecticut River in Hartford.

### Purpose and Need

The purpose of this project is to rehabilitate the bridge in order to maintain a “State of Good Repair” and extend the life of the structure.

### Scope of Work

The project includes repairs to the concrete arches, stone masonry repointing, parapet and bridge railing replacement, and drainage repairs. New illumination will be installed, and the concrete median barrier will be upgraded.

### Project Image



### Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |         |         | FFY 2027 |          |         | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|---------|---------|----------|----------|---------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed     | State   | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$23.900 | \$21.510  | \$2.390     | -              | -   | -     | -        | -   | -     | \$9.390  | \$7.000 | \$2.390 | \$14.510 | \$14.510 | \$0.000 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0063-0737: REHABILITATION OF BRIDGE NO. 00371A (FOUNDERS BRIDGE) ROUTE 2 OVER I-91 IN HARTFORD

Project Status = Design

## Project Location

Bridge No. 00371A (Founders Bridge) carries Route 2 over I-91, Connecticut River and the Connecticut Southern Railroad (CSO RR) in Hartford.

## Purpose and Need

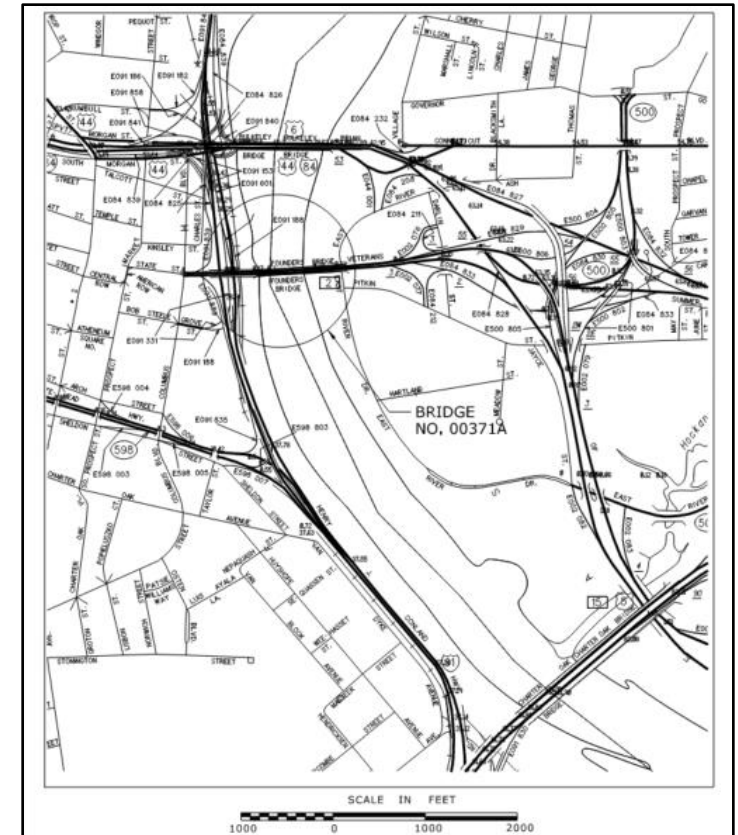
The purpose of this project is to rehabilitate the bridge in order to maintain a “State of Good Repair” and extend the service life of the structure.

## Scope of Work

The overall scope of this project is as follow:

- Repair bridge deck
- Install new deck joints and pavement
- Clean and paint the steel girders including beam ends, and bearings
- Repair and patch deteriorated substructure elements
- Clean and repair existing bridge drainage system

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |         |          | FFY 2027 |          |         | FFY 2028 |          |         | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|---------|----------|----------|----------|---------|----------|----------|---------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed     | State    | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed | State | Total        | Fed | State |
| \$55.700 | \$44.560  | \$11.140    | -              | -   | -     | -        | -   | -     | \$12.140 | \$1.000 | \$11.140 | \$23.560 | \$23.560 | \$0.000 | \$20.000 | \$20.000 | \$0.000 | -        | -   | -     | -            | -   | -     |



# PROJECT 0065-0114: BRIDGE PAINTING/METALLIZING ALONG ROUTE 8 IN WINCHESTER, COLEBROOK & TORRINGTON

Project Status = Design

## Project Location

The project is located in Winchester, Colebrook, and Torrington.

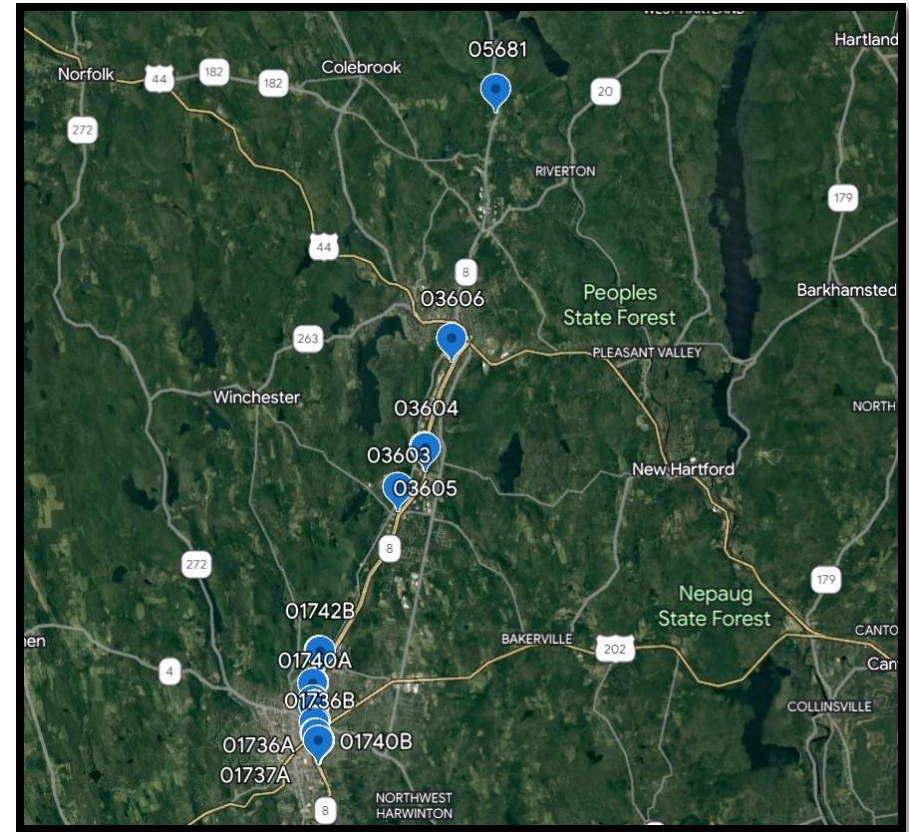
## Purpose and Need

The purpose of the project is to protect the structural steel and preserve the condition of these steel bridges, thus extending their useful service life and keeping the structures in a state of good repair.

## Scope of Work

The proposed rehabilitation involves abrasive blast cleaning of structural steel surfaces to remove the existing, deteriorated coating, performing necessary steel repairs, and then recoating with a new paint or metallizing system.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$23.869 | \$19.095  | \$4.774     | \$13.056       | \$13.056 | \$0.000 | \$10.814 | \$6.040 | \$4.774 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0076-0227: BRIDGE DECK REPAIR PROGRAM IN MANCHESTER & BOLTON

Project Status = Design

## Project Location

The project includes the rehabilitation of 19 bridges in Manchester (17 bridges) and Bolton (2 bridges).

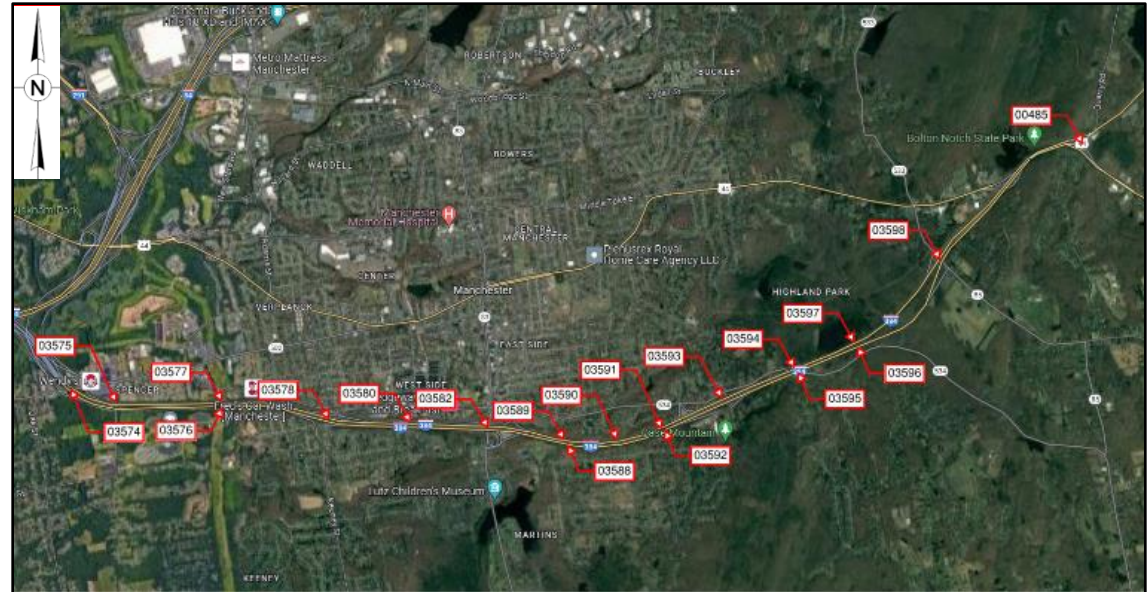
## Purpose and Need

This project was initiated to address maintenance and longevity of 19 of the state's bridges in Manchester and Bolton. The primary purpose of this project is to address the deficiencies in the bridge decks by performing deck repairs and installing new waterproofing, deck joints, and pavement.

## Scope of Work

The work on each bridge will consist of removing the existing pavement, patching the concrete deck (full depth and partial depth as needed), applying membrane waterproofing, overlaying with asphalt pavement and replacing bridge deck joints. Also included in the scope is painting of Bridge No. 00485 (Route 6 westbound over Route 44 eastbound) and replacing expansion bearings for various structures.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |         |         | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|---------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed     | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$22.153 | \$17.723  | \$4.431     | \$13.431       | \$9.000 | \$4.431 | \$8.723  | \$8.723 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0079-0240: I-91 / I-691 / ROUTE 15 INTERCHANGE IMPROVEMENTS – SOUTHBOUND IN MERIDEN & MIDDLETOWN

Project Status = Design

## Project Location

This proposed project is located on a segment of I-91 that provides access to Route 15 (Wilbur Cross Parkway), I-691, and East Main Street in Meriden. All three highways in the project area consist of a complex system of mainline lanes and ramp connections that form the I-91/I-691/Route 15 Interchange. The improvements proposed as part of this project encompass highway elements in the southbound direction within the limits as described below.

- The proposed project limits on I-91 southbound begin approximately a half mile north of Interchange 19, extending southbound to the Meriden/Wallingford town line for approximately 4.25 miles.
- The proposed project limits on Route 15 southbound begin at the I-691 eastbound overpass and extend southbound to approximately a quarter mile south of the Miller Avenue overpass for approximately 2.25 miles.
- The proposed project also includes improvements to I-691 eastbound from the Route 5 overpass (Interchange 8) to approximately 130 feet west of the Bee Street overpass for approximately 1 mile.
- The proposed project limits on Route 66 westbound begin just west of the Preston Avenue underpass and extend to I-691 westbound Interchange 9 (off-ramp to Route 15 northbound) for approximately 1 mile.

## Purpose and Need

The purpose of this project is to reduce congestion and improve safety for the southbound movements on Route 15 and I-91 within the I-91, I-691, and Route 15 Interchange.

## Scope of Work

It is proposed to reconfigure I-91 southbound to provide an additional operational lane between Interchanges 18 and 19, widen the existing off-ramp from I-91 southbound to I-691 westbound (Interchange 18) to provide two lanes, and provide a new two-lane off-ramp from I-91 southbound to Route 15 southbound. Additionally, the I-691 eastbound to the Route 15 southbound (Interchange 10) on-ramp will be widened to provide to two lanes.

## Construction Funding (cost in millions)

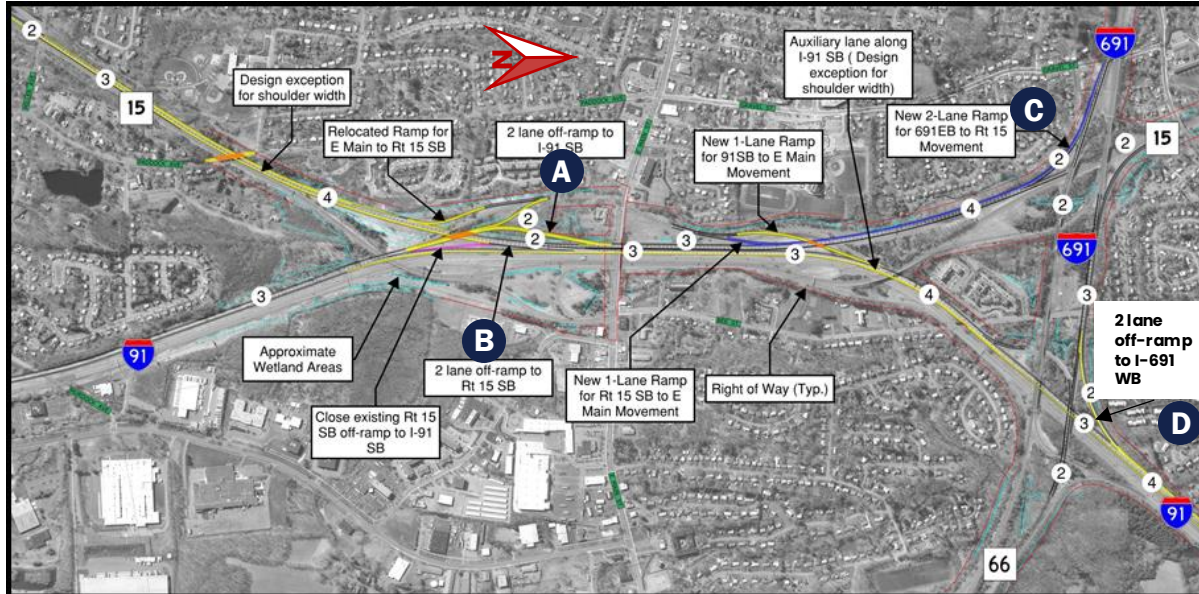
| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |         |        | Future Years |         |        |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|---------|--------|--------------|---------|--------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed     | State  | Total        | Fed     | State  |
| \$265.00 | \$133.60  | \$131.40    | -              | -   | -     | \$230.33 | \$98.93 | \$131.40 | -        | -   | -     | -        | -   | -     | -        | -   | -     | \$18.12  | \$18.12 | \$0.00 | \$16.56      | \$16.56 | \$0.00 |



# PROJECT 0079-0240: I-91 / I-691 / ROUTE 15 INTERCHANGE IMPROVEMENTS – SOUTHBOUND IN MERIDEN & MIDDLETOWN

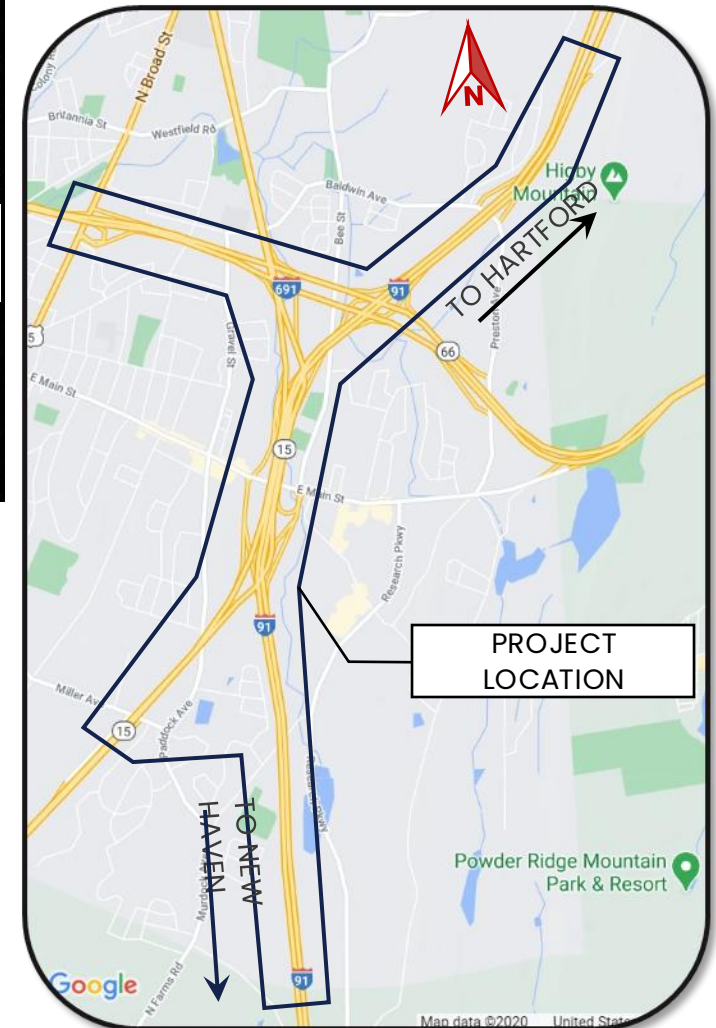
Project Status = Design

## Project Image



- A** New two-lane exit ramp from Route 15 southbound to I-91 southbound to reduce traffic congestion on the existing exit ramp (Exit 67).
- B** New two-lane I-91 southbound ramp to Route 15 southbound to reduce traffic congestion on the existing ramp (Exit 17).
- C** Widen ramp from I-691 eastbound to Route 15 southbound (Exit 10) to two lanes.
- D** Widen ramp from I-91 southbound to I-691 westbound (Exit 18) to two lanes.
- E** Additional improvements include the resurfacing of I-91 southbound to the Wallingford-Meriden town line

## Project Image - Existing Conditions





# PROJECT 0079-0246: I-91 / I-691 / ROUTE 15 INTERCHANGE IMPROVEMENTS – NORTHBOUND IN MERIDEN & MIDDLETOWN

Project Status = Construction

## Project Location

This proposed project is located on a segment of I-91 northbound from the Wallingford/Meriden town line to Interchange 18. This segment provides access to Route 15 northbound (Wilbur Cross Parkway), I-691 westbound, Route 66 eastbound, and East Main Street in Meriden. All three highways in the project area consist of a complex system of mainline lanes and ramp connections that form the I-91/I-691/Route 15 Interchange. The improvements proposed as part of this project encompass highway elements in the northbound direction within the limits as described below.

- The limits of improvements begin on I-91 northbound, extending from the Meriden-Wallingford town line to slightly north of Bridge No. 01825 (Route 15 northbound overpass) for approximately 2.5 miles.
- The limits of improvements on Route 15 northbound extend from Miller Avenue to the on-ramp to I-691 westbound (Interchange 68W) for approximately 2 miles.
- The limits of improvements on I-691 westbound extend from the on-ramp from Route 15 northbound (Interchange 68W) to Route 5/Broad Street overpass for approximately 1 mile.

## Purpose and Need

The purpose of this project is to address traffic operational and safety concerns associated with capacity, congestion and weaving along Route 15 and I-91 in the northbound direction, as well as capacity deficiencies on the Route 15 northbound off-ramp to I-691 westbound and on mainline I-691 westbound.

## Scope of Work

The project will reconfigure both I-91 northbound and Route 15 northbound mainlines, replace the existing ramp connection from I-91 northbound to Route 15 northbound with a new two-lane off-ramp and the existing off-ramp from Route 15 northbound to East Main Street with a new one lane off-ramp. In addition, the existing off-ramp from Route 15 northbound to I-691 westbound is proposed to be widened to accommodate two-lanes.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |         |         | FFY 2025 |         |        | FFY 2026 |         |        | FFY 2027 |         |        | FFY 2028 |         |        | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|---------|---------|----------|---------|--------|----------|---------|--------|----------|---------|--------|----------|---------|--------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed     | State   | Total    | Fed     | State  | Total    | Fed     | State  | Total    | Fed     | State  | Total    | Fed     | State  | Total    | Fed | State | Total        | Fed | State |
| \$249.34 | \$199.47  | \$49.87     | \$138.81       | \$88.94 | \$49.87 | \$56.19  | \$56.19 | \$0.00 | \$18.12  | \$18.12 | \$0.00 | \$18.12  | \$18.12 | \$0.00 | \$18.12  | \$18.12 | \$0.00 | -        | -   | -     | -            | -   | -     |



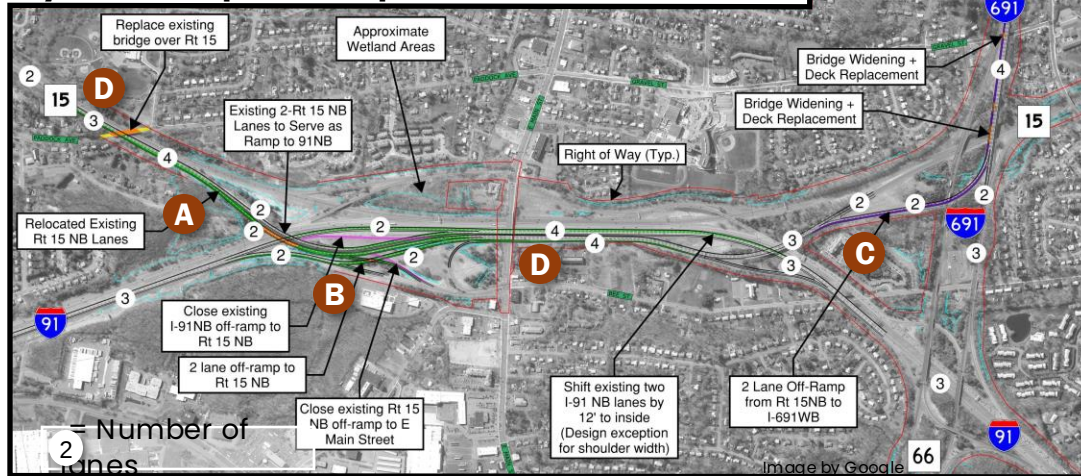
# PROJECT 0079-0246: I-91 / I-691 / ROUTE 15 INTERCHANGE IMPROVEMENTS – NORTHBOUND IN MERIDEN & MIDDLETOWN

Project Status = Construction

## Project Area Deficiencies

- **Congestion** – Highways operating at or near capacity, with I-91 carrying 120,000 vehicles per day, I-691 carrying 80,000 vehicles per day and Route 15 carrying 60,000 vehicles per day
- **Operational** – Significant weaving maneuvers occurring at closely spaced on/off-ramps. Limited capacity on the exit ramps.

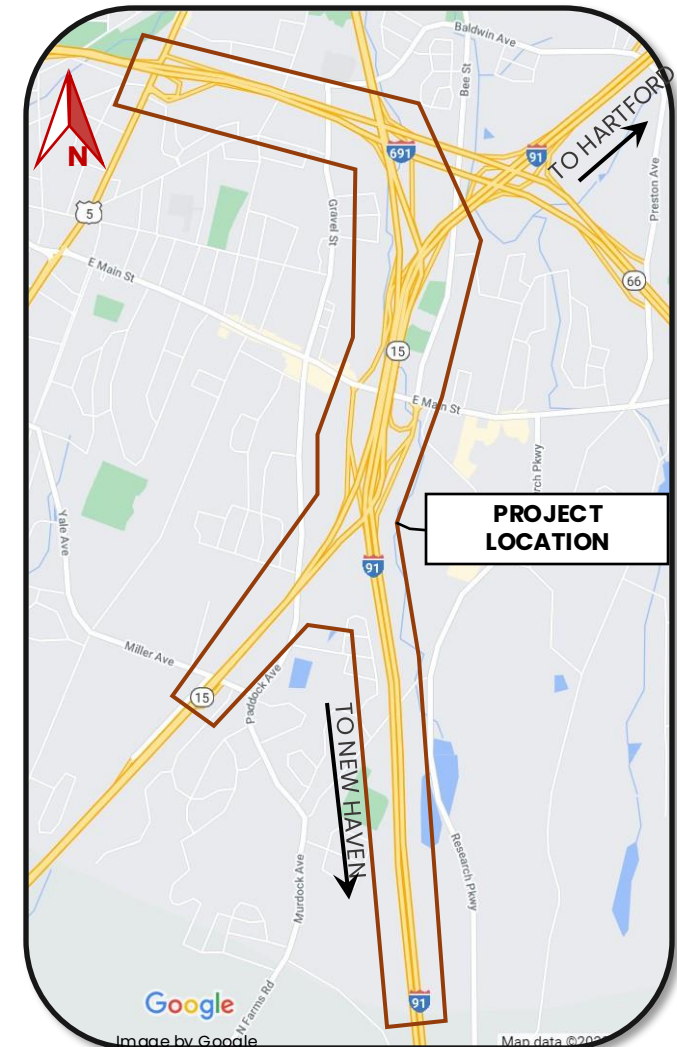
## Layout of Proposed Improvements



## Proposed Improvements

- A** New two-lane exit ramp from Route 15 northbound to I-91 northbound to reduce traffic congestion on the existing exit ramp (Exit 68 N-E).
- B** Close the existing exit ramp from I-91 northbound to Route 15 northbound (Exit 17) and re-route traffic to Exit 16 where a two-lane exit ramp with a right-side traffic merge on Route 15 northbound will be provided.
- C** Widen the existing exit ramp from Route 15 northbound to I-691 westbound to two lanes (Exit 68W).
- D** Acceleration and deceleration lanes will be reconfigured to provide adequate traffic weaving distances.

## Project Image - Existing Conditions





# PROJECT 0082-0316: RECONFIGURATION OF THE ROUTE 17 ON-RAMP TO ROUTE 9 IN MIDDLETOWN

Project Status = Construction

## Project Location

This project is located in Middletown on Route 17 between log mile 21.65 and 22.50. Route 9 overlaps Route 17 through a portion of this project between log mile 23.46 to 23.90.

## Purpose and Need

The purpose of the project is to reduce rear-end crashes at the Route 9 and 17 northbound interchange. This project is needed because the existing stop-controlled on-ramp from Route 17 onto Route 9 northbound has a crash rate significantly higher than similar adjacent freeway segments.

## Scope of Work

The proposed work includes providing a full-length acceleration lane for Route 17 northbound traffic to merge onto Route 9 north. A full structure replacement will enable widening the structure to the west as well as addressing maintenance concerns. The proposed acceleration lane will require realignment of Route 9 as well as the closure of the Harbor Drive on-ramp to Route 9.

The existing weave on Route 17 northbound was analyzed and it was determined that the congestion experienced on the weave was a result of the traffic signals on Route 9 and that a two-lane cross section has adequate capacity. This two-lane section allows us to maintain the existing sight distance through the curve.

After closure of the Harbor Drive interchange, the Main Street Extension and Route 17 interchange will serve as primary access to Route 9 for the southern section of downtown Middletown. Consequently, traffic volumes would increase at the interchange and operate at a failing level of service under the anticipated traffic volumes. The proposed improvements include reconfiguring the interchange and signaling the northern intersection. Dedicated turn lanes will be added on Main Street Extension and the Route 17 off-ramps to increase traffic capacity. The Route 17 southbound on-ramp will be realigned with the Route 17 southbound off-ramp to create a more typical intersection configuration and will be signaled. A noise wall will be installed between the Route 17 northbound on-ramp from Main Street Extension and the residences on Flower Street.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |          | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|----------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State    | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$73.760 | \$59.026  | \$14.734    | \$69.726       | \$54.992 | \$14.734 | \$4.034  | \$4.034 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0082-0318: REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 IN MIDDLETOWN

Project Status = Design

## Project Location

This project is located in Middletown and Cromwell on Route 9 (Chester Bowles Highway).

## Purpose and Need

The purpose of this project is to improve safety and reduce congestion on Route 9. This project is needed because two traffic signals on Route 9 directly contribute to crash rates significantly higher than adjacent segments of freeway.

## Scope of Work

Hartford Avenue: The traffic signal on Route 9 at the Route 17 interchange onto Hartford Avenue (Old Exit 16) will be removed by elevating the southbound direction of Route 9. This grade separation will allow for free flow acceleration from Hartford Avenue to Route 9 northbound, crossing under Route 9 southbound. This acceleration lane will be constructed in the existing median of Route 9 and will serve as an additional through lane for Route 9 northbound until old Exit 18 for Route 99 in Cromwell. The existing access to Hartford Avenue from Route 9 northbound will be removed and motorists will be directed towards the previous exit for access to Route 17. Access to and from Hartford Avenue from Route 9 southbound will be maintained with full length deceleration and acceleration lanes.

Washington Street: To remove the traffic signal on Route 9 at the Washington Street interchange (Old Exit 15), a new off-ramp from Route 9 northbound is proposed to provide access to River Road, approx. 3,500 feet south of Washington Street. Access to Washington Street is proposed to be removed from Route 9. The interchange will encompass the existing Providence and Worcester rail line and will provide access to Route 9 southbound. An acceleration lane to Route 9 southbound will provide access from Washington Street prior to Exit 13. The existing access from Route 9 southbound to Washington Street will be removed and motorists will be directed towards the previous exit for access to Route 66.

Rapallo Avenue: A 200-foot right turn lane is proposed on Rapallo Avenue at Main Street. This right turn lane alleviates traffic from queueing into the Washington Street intersection and onto the Route 9 northbound offramp. This additional lane requires approximately five feet of widening within the street right of way. This requires the removal of seven parking spaces, with sidewalks maintained on both sides of the road.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |         |         | FFY 2027 |         |        | FFY 2028 |         |        | FFY 2029 |         |        | Future Years |         |        |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|---------|---------|----------|---------|--------|----------|---------|--------|----------|---------|--------|--------------|---------|--------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed     | State   | Total    | Fed     | State  | Total    | Fed     | State  | Total    | Fed     | State  | Total        | Fed     | State  |
| \$143.00 | \$114.40  | \$28.60     | -              | -   | -     | -        | -   | -     | \$39.60  | \$11.00 | \$28.60 | \$30.40  | \$30.40 | \$0.00 | \$27.00  | \$27.00 | \$0.00 | \$23.00  | \$23.00 | \$0.00 | \$23.00      | \$23.00 | \$0.00 |



**Project Status = Design**

## Project Image





# PROJECT 0082-0327: PEDESTRIAN BRIDGE OVER ROUTE 9 IN MIDDLETOWN

Project Status = Design

## Project Location

This project is located in Middletown along the Route 9 Corridor.

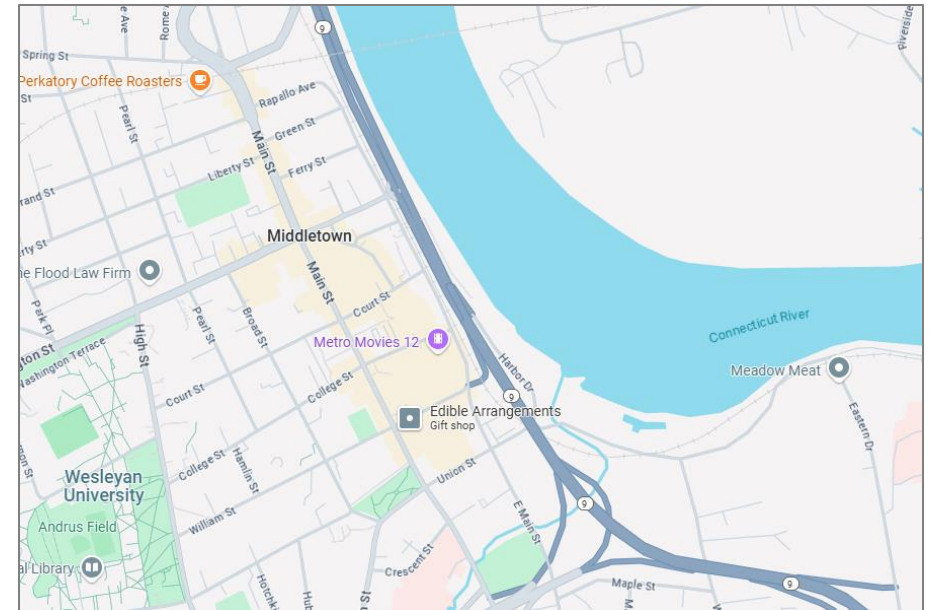
## Purpose and Need

The purpose of this project is to install a pedestrian bridge over Route 9 in Middletown to provide a connection between downtown Middletown and the Connecticut River riverfront at Harbor Park.

## Scope of Work

Route 9 currently separates downtown Middletown from the Connecticut River riverfront at Harbor Park, with only two pedestrian crossings in the corridor (Union Street under Route 9 and a pedestrian tunnel under Route 9). Middletown officials have been evaluating options to "Return to the Riverbend" – focusing on improving pedestrian accessibility between downtown and the riverfront. As part of coordination with the city in the development of project for the removal of the Traffic Signals on Route 9, CTDOT has committed to constructing a pedestrian bridge over Route 9.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |         |         | FFY 2028 |          |         | FFY 2029 |          |         | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|---------|---------|----------|----------|---------|----------|----------|---------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed     | State   | Total    | Fed      | State   | Total    | Fed      | State   | Total        | Fed | State |
| \$34.983 | \$27.986  | \$6.997     | -              | -   | -     | -        | -   | -     | -        | -   | -     | \$7.997  | \$1.000 | \$6.997 | \$14.000 | \$14.000 | \$0.000 | \$12.986 | \$12.986 | \$0.000 | -            | -   | -     |



# PROJECT 0082-0317: REHABILITATION OF BRIDGE NO. 00639R – MIDDLETOWN SWING BRIDGE IN MIDDLETOWN & PORTLAND

Project Status = Design

## Project Location

Bridge No. 00639R carries an existing railroad line over CT Route 9 and the Connecticut River in Middletown and Portland.

## Purpose and Need

The purpose of this project is to address the structural deficiencies of this bridge. The existing mechanical and electrical operating systems are near the end of their service life. Rehabilitation is needed to provide a safe and reliable bridge.

## Scope of Work

The project proposes a variety of improvements, including structural repair and strengthening of the steel trusses, rehab or replacement of fender systems, and major rehabilitation of the mechanical and electrical operating systems.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |         |          | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|---------|----------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed     | State    | Total    | Fed | State | Total        | Fed | State |
| \$50.000 | \$0.000   | \$50.000    | -              | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | \$50.000 | \$0.000 | \$50.000 | -        | -   | -     | -            | -   | -     |



# PROJECT 0085-0146: ROUTE 85 IMPROVEMENTS IN SALEM & MONTVILLE

Project Status = Design

## Project Location

This project is comprised of four separate segments along Route 85 in Salem and Montville. This overall 5+ mile section of Route 85 begins just south of the intersection of Routes 82 and 85 in Salem and extends southbound to approximately 1,200 feet south of the intersection with Lakewood Drive in Montville.

## Purpose and Need

The general purpose for this project is to provide upgrades consistent with the current function of Route 85 as a major north-south route linking the New London and Hartford areas, while accommodating current and anticipated future traffic volumes.

## Scope of Work

The proposed improvements include widening shoulders to provide a consistent roadway width and better accommodate pedestrians/cyclists, upgrading guiderail, correcting sightline deficiencies, addressing drainage, and providing left-turn bypass at select intersections.

Segment 1, located in Salem, begins just south of the Route 85 and Route 82 roundabout and extends south to Horse Pond Road, a total distance of 5,450 feet. Bridge No. 02538, Route 85 over Fraser Brook, will be replaced to address existing structural deficiencies and accommodate the widened Route 85 shoulders.

Segment 2, located in Salem, begins 1,500 feet north of Beckwith Hill Drive and extends south to Valley Drive, a total distance of 5,010 feet.

Segment 3, located in Montville, begins 300 feet north of Fox Hollow Drive and extends south to 350 feet south of Beckwith Road, a total distance of 3,740 feet. Bridge No. 01248, Route 85 over Latimer Brook, will be replaced to address existing structural deficiencies and accommodate the widened Route 85 shoulders.

Segment 4, located in Montville, begins 1,500 feet north of the Grassy Hill Road / Chesterfield Road intersection and extends south to 1,200 feet south of Lakewood Drive, a total distance of 8,300 feet. The existing signalized intersection of Route 85 at Grassy Hill Road and Chesterfield Road will be expanded to incorporate turning lanes and a new traffic signal. The existing signalized intersection of Route 85 at Route 161 will be reconstructed for improved traffic flow and a new traffic signal.

## Construction Funding (cost in millions)

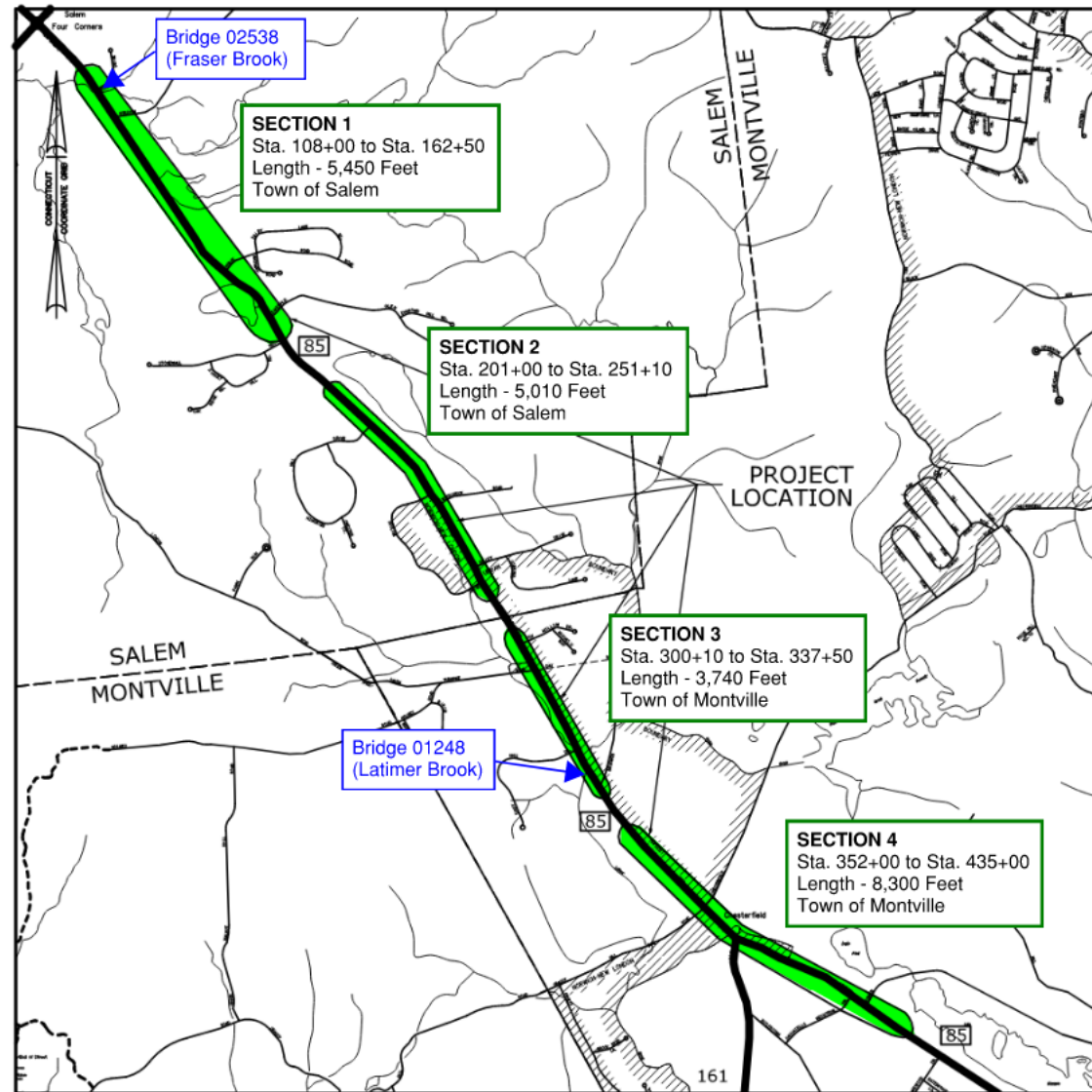
| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$38.000 | \$0.000   | \$38.000    | -              | -   | -     | \$38.000 | \$0.000 | \$38.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0085-0146: ROUTE 85 IMPROVEMENTS IN SALEM & MONTVILLE

Project Status = Design

## Project Image





# PROJECT 0092-0687: REHABILITATION OF BRIDGE NO. 00337 IN NEW HAVEN

Project Status = Design

## Project Location

Bridge No. 00337, also known as the Tomlinson Bridge, carries US Route 1 and P&W Railroad over the Quinnipiac River in New Haven.

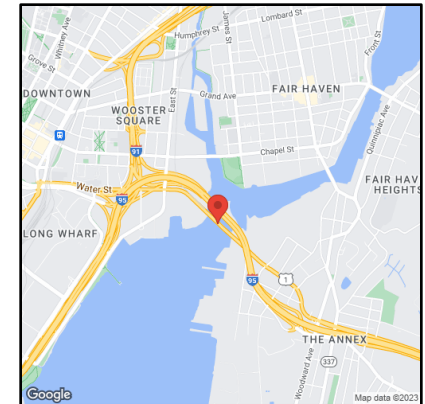
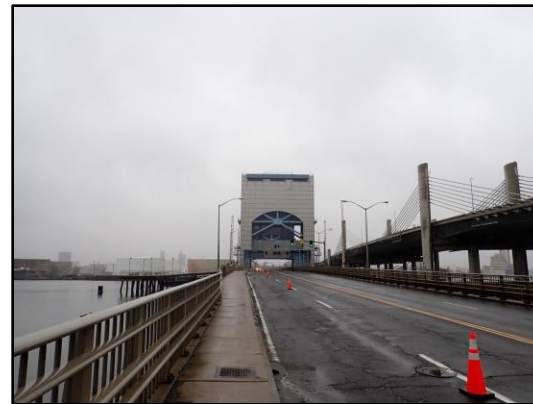
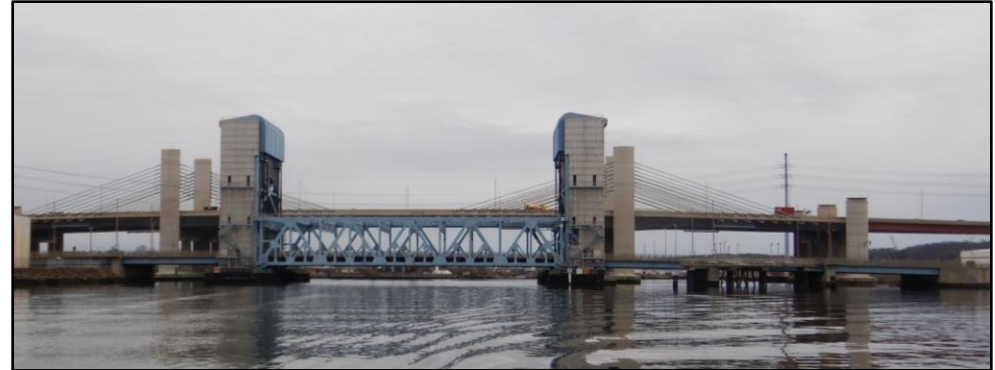
## Purpose and Need

The purpose of the project is to address operational, safety and preventative maintenance concerns, to ensure the bridge remains in a “State of Good Repair” and extend its service life.

## Scope of Work

The focus of the project will be major rehabilitation of the lift span mechanical and electrical systems, including providing backup generators for the bridge. The existing elevators will be replaced, and the Operator’s House will be upgraded. Other repairs will include installation of a new aerial communication cable, spot painting of the existing steel, and repaving of the approach roadways.

## Project Images



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$28.000 | \$0.000   | \$28.000    | -              | -   | -     | \$28.000 | \$0.000 | \$28.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0092-0689: ROUTE 15 INTERCHANGE NO. 59 IMPROVEMENTS IN NEW HAVEN & WOODBRIDGE

Project Status = Design

## Project Location

This project is located on Route 15 (Wilbur Cross Parkway) at Interchange 59, in New Haven and Woodbridge.

## Purpose and Need

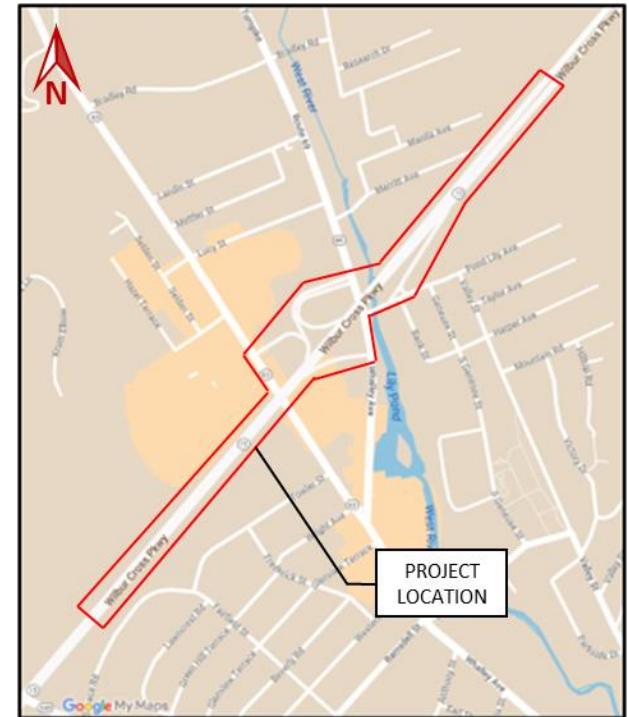
The purpose of this project is to provide safety, mobility, and connectivity improvements on Route 15 at the Exit 59 interchange ramps with Route 69 and Route 63.

## Scope of Work

This project proposes to provide acceleration and deceleration lanes for all four ramps within this interchange and add a new ramp to improve access to Route 15 northbound from Route 69 southbound. To accommodate the proposed interchange improvements, reconstruction of the Route 15 bridges over Route 63 and Route 69 will be required. New retaining walls will be required to minimize impacts to private properties and the West River.

The addition of a new ramp will improve access to Route 15 northbound and reduce congestion on Route 69. The ramp will eliminate the left turn maneuver on Route 69 currently used to access Route 15 northbound by allowing a free flow right-turn from Route 69 southbound onto Route 15.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |         |          | FFY 2027 |          |         | FFY 2028 |          |         | FFY 2029 |          |         | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|---------|----------|----------|----------|---------|----------|----------|---------|----------|----------|---------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed     | State    | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed      | State   | Total        | Fed | State |
| \$62.000 | \$49.600  | \$12.400    | -              | -   | -     | -        | -   | -     | \$13.400 | \$1.000 | \$12.400 | \$16.200 | \$16.200 | \$0.000 | \$16.200 | \$16.200 | \$0.000 | \$16.200 | \$16.200 | \$0.000 | -            | -   | -     |



# PROJECT 0094-0261: GOLD STAR MEMORIAL BRIDGE REHABILITATION – PHASE 2 IN NEW LONDON & GROTON

Project Status = Design

## Project Location

This project involves Bridge No. 03819, the northbound span of the Gold Star Memorial Bridge, which carries I-95 over the Thames River between New London and Groton.

## Purpose and Need

This is Phase 2 of a comprehensive rehabilitation to address existing structural deficiencies, ensure the bridge remains in a “State of Good Repair,” and extend its service life.

## Scope of Work

The scope of work for this project involves the strengthening of approach span girders and deck replacement. The proposed approach span girder steel strengthening is intended to increase the structural capacity so that the bridge can carry all legal, permit and emergency vehicles. The project also includes bearing replacement, navigation lighting repairs, new overhead sign, illumination, and substructure repairs. The bridge will be fully painted as part of this project as well.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |         | FFY 2026 |          |        | FFY 2027 |          |        | FFY 2028 |          |        | FFY 2029 |          |        | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|---------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State   | Total    | Fed      | State  | Total    | Fed      | State  | Total    | Fed      | State  | Total    | Fed      | State  | Total        | Fed | State |
| \$655.00 | \$589.50  | \$65.50     | -              | -   | -     | \$212.85 | \$147.35 | \$65.50 | \$110.54 | \$110.54 | \$0.00 | \$110.54 | \$110.54 | \$0.00 | \$110.54 | \$110.54 | \$0.00 | \$110.54 | \$110.54 | \$0.00 | -            | -   | -     |



# PROJECT 0094-0256: GOLD STAR MEMORIAL BRIDGE REHABILITATION – PHASE 1 IN NEW LONDON & GROTON

Project Status = Construction

## Project Location

This project involves Bridge No. 03819, the northbound span of the Gold Star Memorial Bridge, which carries I-95 over the Thames River between New London and Groton.

## Purpose and Need:

This is Phase 1 of a comprehensive rehabilitation to address existing structural deficiencies, ensure the bridge remains in a “State of Good Repair,” and extend its service life.

## Scope of Work:

The project involves a series of steel repairs and strengthening of truss members by adding additional steel plates to the existing structure. Existing rivets will be removed and replaced with high-strength bolts. All newly installed steel members will be galvanized.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |         |          | FFY 2025 |         |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|---------|----------|----------|---------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed     | State    | Total    | Fed     | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$82.743 | \$0.000   | \$82.743    | \$69.743       | \$0.000 | \$69.743 | \$13.000 | \$0.000 | \$13.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0094-0267: GOLD STAR MEMORIAL BRIDGE PEDESTRIAN IMPROVEMENTS IN NEW LONDON & GROTON

Project Status = Design

## Project Location

The proposed pedestrian improvements are located on Bridge Nos. 02514A and 02514B, which comprise the southbound span of the Gold Star Memorial Bridge, which carries I-95 southbound over the Thames River, between New London and Groton.

## Purpose and Need

The purpose of the project is to improve multimodal access between New London and Groton. There is an existing sidewalk on the bridges that is very narrow and cannot accommodate bi-directional pedestrian and bicycle traffic. The project scope includes reconstruction of the bridges to provide a bi-directional shared use pathway across the Thames River, including approach and departure ramps.

## Scope of Work

The project improves multi-modal mobility across from the Thames River by widening the existing 5-foot walkway on the approaches and on the bridge to allow for bi-directional pedestrian and bicycle travel. The project proposes to achieve this improvement by reducing the I-95 southbound on-ramp from Bridge Street from two lanes to one lane and by removing one I-95 southbound vehicular lane from the existing five lane configuration on the bridge. The right shoulder width will be increased from 10 feet to 12 feet across the bridge. To further enhance safety for trail users, a new roundabout is proposed to replace the existing traffic signal located at the intersection of the I-95 northbound ramps and Bridge Street.

## Construction Funding (cost in millions)

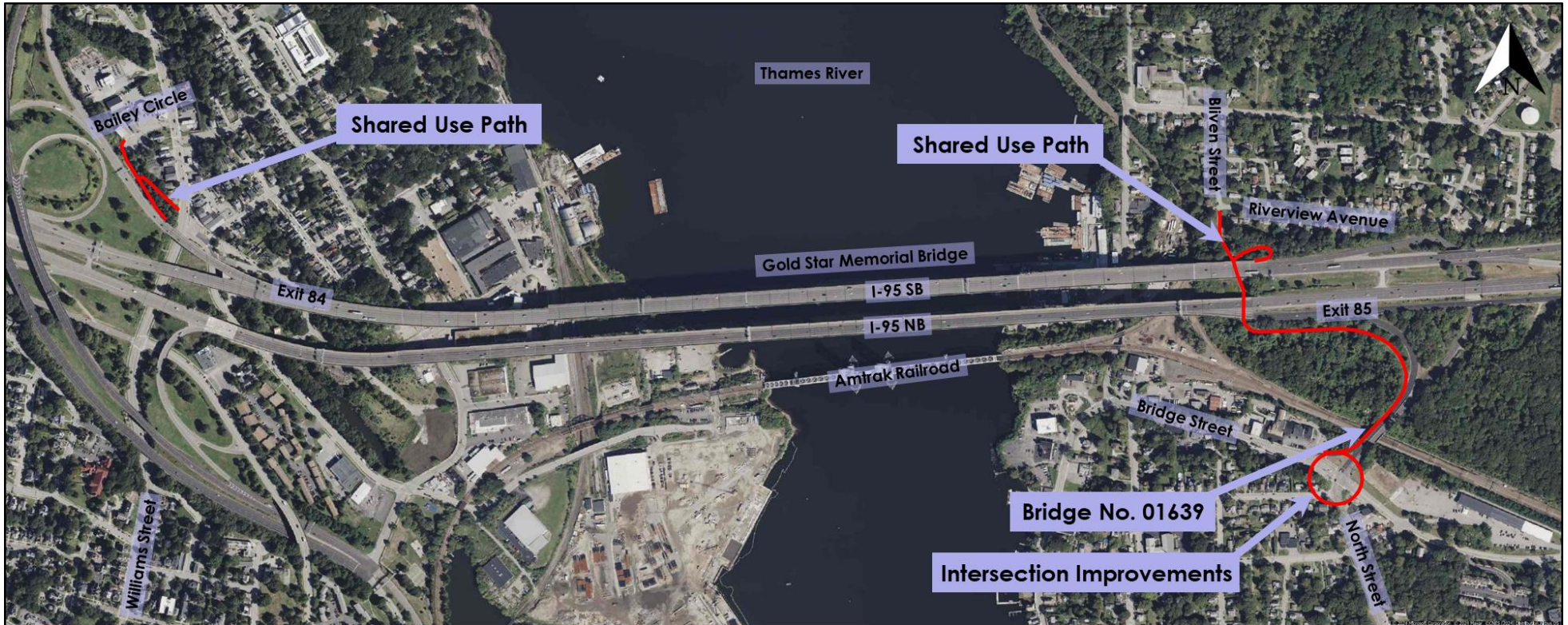
| Total   | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |        |        | FFY 2027 |         |        | FFY 2028 |         |        | FFY 2029 |     |       | Future Years |     |       |
|---------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|--------|--------|----------|---------|--------|----------|---------|--------|----------|-----|-------|--------------|-----|-------|
|         |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed    | State  | Total    | Fed     | State  | Total    | Fed     | State  | Total    | Fed | State | Total        | Fed | State |
| \$52.80 | \$47.52   | \$5.28      | -              | -   | -     | -        | -   | -     | \$10.28  | \$5.00 | \$5.28 | \$21.26  | \$21.26 | \$0.00 | \$21.26  | \$21.26 | \$0.00 | -        | -   | -     | -            | -   | -     |



# PROJECT 0094-0267: GOLD STAR MEMORIAL BRIDGE PEDESTRIAN IMPROVEMENTS IN NEW LONDON & GROTON

Project Status = Design

## Project Image





# PROJECT 0102-0358: ROUTE 7/15 INTERCHANGE IMPROVEMENTS IN NORWALK

Project Status = Design

## Project Location

The project is located in Norwalk at the interchange of Routes 7/15 (Interchange 39) and includes the interchange of Route 15 (Merritt Parkway) with Main Avenue (Interchange 40); and Glover Avenue/Creeping Hemlock Drive in the vicinity of Main Avenue.

## Purpose and Need

The purpose of this project is to improve roadway connections between Route 7/15 at Interchange 39; improve the mobility for all users (motorists, pedestrians, and bicyclists) at the Merritt Parkway's Main Avenue and Route 7 Interchanges; and improve safety in the vicinity of these interchanges.

## Scope of Work

This project will address the missing connections on the existing Route 15/7 Interchange and would consequently improve the mobility for motorists at the following connections: (1) southbound Route 15 to northbound Route 7, (2) southbound Route 15 to southbound Route, (3) northbound Route 7 to northbound Route 15, and (4) southbound Route 7 to northbound Route 15.

Additionally, the project will address the substandard acceleration lanes, steep changes in grade, sharp curves, and limited sight distance on the existing Main Avenue and Route 15 interchange ramps. These factors contribute to a high number of crashes on the Merritt Parkway.

On local networks, Main Avenue, Glover Avenue, and Creeping Hemlock Drive will be upgraded to expand mobility for pedestrians, bicyclists, transit users, and motorists. The upgrade will include installing bicycle facilities and adequate shoulder widths, where there are none today. Sidewalks, curb ramps, and crosswalks will be installed in compliance with the U.S. Americans with Disabilities Act (ADA).

## Construction Funding (cost in millions)

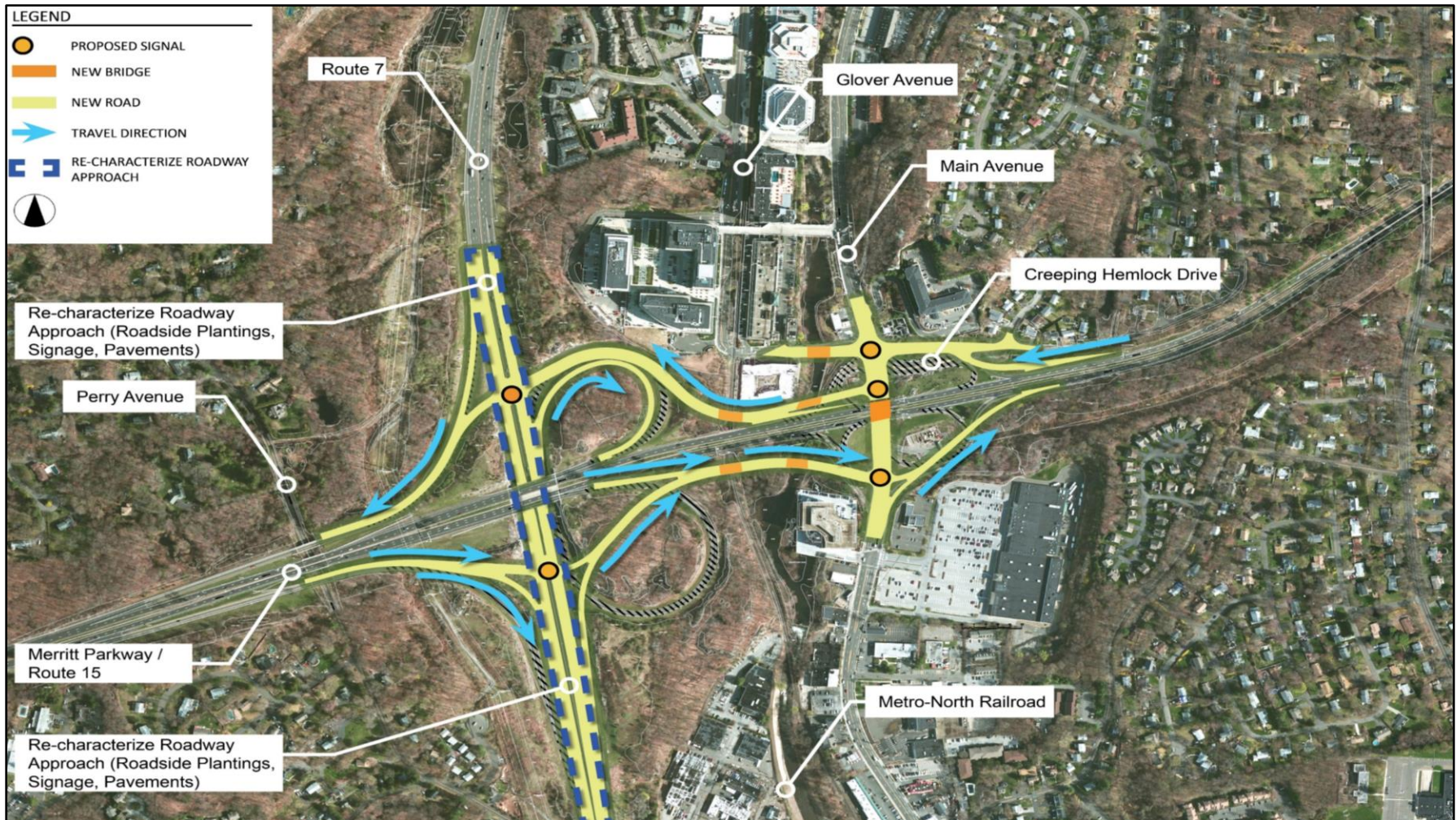
| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |          | FFY 2027 |          |         | FFY 2028 |          |         | FFY 2029 |          |         | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|----------|----------|----------|---------|----------|----------|---------|----------|----------|---------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State    | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed      | State   | Total        | Fed | State |
| \$175.00 | \$140.00  | \$35.00     | -              | -   | -     | -        | -   | -     | \$80.000 | \$45.000 | \$35.000 | \$35.000 | \$35.000 | \$0.000 | \$35.000 | \$35.000 | \$0.000 | \$25.000 | \$25.000 | \$0.000 | -            | -   | -     |



# PROJECT 0102-0358: ROUTE 7/15 INTERCHANGE IMPROVEMENTS IN NORWALK

Project Status = Design

## Project Image





# PROJECT 0103-0274: SAFETY IMPROVEMENTS ON ROUTE 82 – PHASE 1 IN NORWICH

Project Status = Design

## Project Location

The project is located along Route 82 from Banas Court to Fairmount Street in Norwich.

## Purpose and Need

The purpose of this project is to improve safety along Route 82. The corridor experiences a high number of turning and rear-end crashes due to high speeds, lack of turn lanes and numerous driveway openings.

## Scope of Work

The proposed project involves constructing a raised median between Dunham Street and Ann Steet; converting the signalized intersections at Osgood Street and Asylum/Mechanic Street into roundabouts; updating the traffic signal at Dunham Street and providing U-turn capabilities for Route 82 westbound traffic at the Dunham intersection. The signal at Mount Pleasant will also be removed and the median will allow for left-turn access into the shopping plaza for Route 82 eastbound traffic.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |         | FFY 2027 |         |         | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$30.000 | \$24.000  | \$6.000     | -              | -   | -     | -        | -   | -     | \$25.000 | \$19.000 | \$6.000 | \$5.000  | \$5.000 | \$0.000 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0103-0275: SAFETY IMPROVEMENTS ON ROUTE 82 – PHASE 2 IN NORWICH

Project Status = Design

## Project Location

The project is located along Route 82 from the New London Turnpike and Dunham Road intersections in Norwich.

## Purpose and Need

The purpose of this project is to improve safety along Route 82. The corridor experiences a high number of turning and rear-end crashed due to high speeds, lack of turn lanes and numerous driveway opening.

## Scope of Work

The proposed project involves constructing a raised median from Jones Court to Dunham Street. The traffic signal at New London Turnpike will be upgraded and pedestrian improvements will be incorporated. The signalized intersections at Norman Road and Dunham Street are proposed to be converted into roundabouts.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |         |         | FFY 2029 |         |         | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|---------|---------|----------|---------|---------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed     | State   | Total    | Fed     | State   | Total        | Fed | State |
| \$24.410 | \$19.528  | \$4.882     | -              | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | \$14.646 | \$9.764 | \$4.882 | \$9.764  | \$9.764 | \$0.000 | -            | -   | -     |



# PROJECT 0104-0117: IMPROVEMENTS TO I-95 SOUTHBOUND AT INTERCHANGES 71 AND 72 IN OLD LYME & EAST LYME

Project Status = Design

## Project Location

This project is located on I-95 southbound at Interchange 71 (4 Mile River Road) and 72 (Rocky Neck Connector (State Road 449) in Old Lyme and East Lyme.

## Purpose and Need

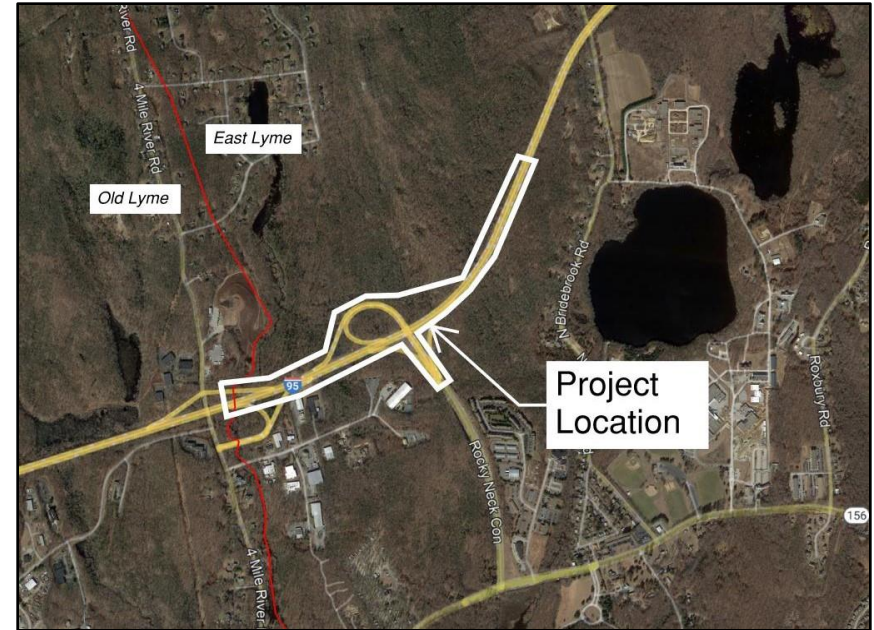
The purpose of this project is to reduce congestion and crashes by eliminating the on-ramp/off-ramp lane weave in the southbound direction between Interchanges 71 and 72.

## Scope of Work

This project proposes to combine and relocate Exit 71 and 72 off-ramps. The realigned off-ramp for Exits 71 and 72 will intersect State Road 449 forming the eastern leg of a new three-legged intersection (type to be determined). The southern leg will provide access for vehicles entering and exiting from State Road 449. The western leg of the intersection will split into 2 lanes and provide access to I-95 southbound and Exit 71 (4 Mile River Road). The new on-ramp to I-95 southbound will provide a 1,200 ft acceleration lane.

Existing roadway within project limits will be repaved. Other improvements include construction of retaining walls, storm drainage system upgrades, highway sign replacement, and installation of new guiderail and concrete barriers.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |          |         | FFY 2029 |         |         | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|----------|---------|----------|---------|---------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed      | State   | Total    | Fed     | State   | Total        | Fed | State |
| \$21.617 | \$19.455  | \$2.162     | -              | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | \$12.162 | \$10.000 | \$2.162 | \$9.455  | \$9.455 | \$0.000 | -            | -   | -     |



# PROJECT 0105-0217: REHABILITATION BRIDGE NOS. 06200A & 06200B (BALDWIN BRIDGE) IN OLD LYME & OLD SAYBROOK

Project Status = Design

## Project Location

Bridges No. 06200A and 06200B, (known as the Baldwin Bridge) carry I-95 north and southbound respectively over the Connecticut River and Ferry Road in Old Lyme and Old Saybrook. Each bridge carries four lanes of traffic.

## Purpose and Need

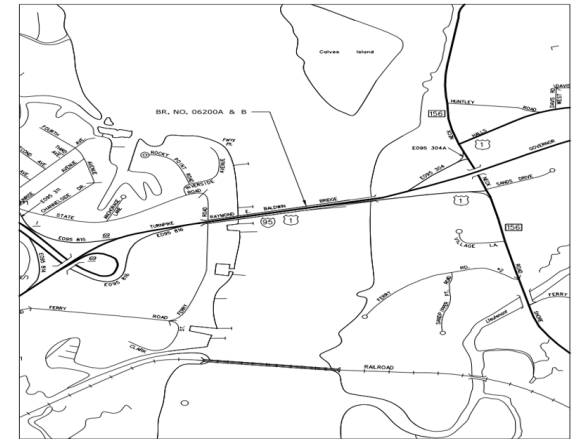
The purpose of this project is to address identified deficiencies for each structure and achieve a "State of Good Repair, thus extending the service life of the two structures.

## Scope of Work

The proposed project consists of various work elements required to achieve a "State of Good Repair, including the following:

- Patching and sealing of all concrete surfaces
- Repaving existing roadways
- Replacement of existing deck joints
- Protective fencing upgrades
- Replacement of existing illumination, conduits, junction boxes, and wiring
- Replace navigation lights and assemblies.
- Repair bridge drainage system

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |         |         | FFY 2027 |          |         | FFY 2028 |          |         | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|---------|---------|----------|----------|---------|----------|----------|---------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed     | State   | Total    | Fed      | State   | Total    | Fed      | State   | Total    | Fed | State | Total        | Fed | State |
| \$65.000 | \$58.500  | \$6.500     | -              | -   | -     | -        | -   | -     | \$15.000 | \$8.500 | \$6.500 | \$25.000 | \$25.000 | \$0.000 | \$25.000 | \$25.000 | \$0.000 | -        | -   | -     | -            | -   | -     |



## PROJECT 0106-0108: U.S. ROUTE 1 OPERATIONAL LANE IN ORANGE

Project Status = Design

### Project Location

This project is located along U.S. Route 1 (Boston Post Road) in Orange, starting at the Milford town line and extending north to the vicinity of Lambert Road for approximately 1 mile.

### Purpose and Need

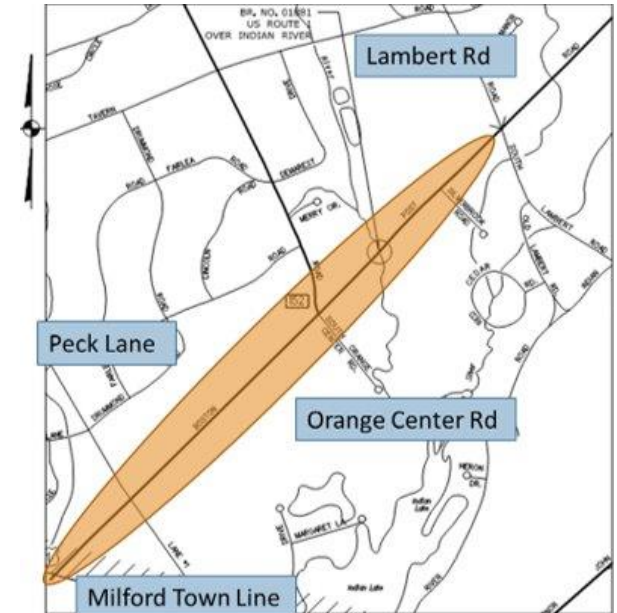
The purpose of the project is to improve traffic flow, reduce crashes, and enhance business access, while also improving safety and mobility for non-motorized users. This segment of the U.S. Route 1 corridor experiences congestion which causes delays and difficulties for drivers to enter the traffic stream from the many commercial driveways along US Route 1.

### Scope of Work

The proposed project involves the installation of a two-way, left turn operational lane on U.S. Route 1 from the Milford town line to the vicinity of Lambert Road. Within the project limits there are two signalized intersections, Peck Lane and Route 152 (Orange Center Road). The existing traffic signal equipment at these intersections will be upgraded. The scope of the project will also include the construction of sidewalks, pedestrian bridges and wider shoulders to accommodate bicyclists.

In order to provide for the proposed operational lane, the project also includes the rehabilitation of Bridge No. 1881, which carries US Route 1 over the Indian River; as well as improvements to the existing storm drainage system within the project limits.

### Project Image



### Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |         |         | FFY 2027 |         |         | FFY 2028 |         |         | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed | State | Total        | Fed | State |
| \$26.000 | \$20.800  | \$5.200     | -              | -   | -     | -        | -   | -     | \$7.200  | \$2.000 | \$5.200 | \$9.400  | \$9.400 | \$0.000 | \$9.400  | \$9.400 | \$0.000 | -        | -   | -     | -            | -   | -     |



# PROJECT 0118-0171: NEW DISTRICT 1 HEADQUARTERS, MATERIALS TESTING LAB, SIGNAL LAB & SIGN SHOP IN ROCKY HILL

Project Status = Design

## Project Location

The project site is located at 280 West Street in Rocky Hill, which is the site of the existing CTDOT Materials Testing Lab, Signal Lab, and Bridge Safety.

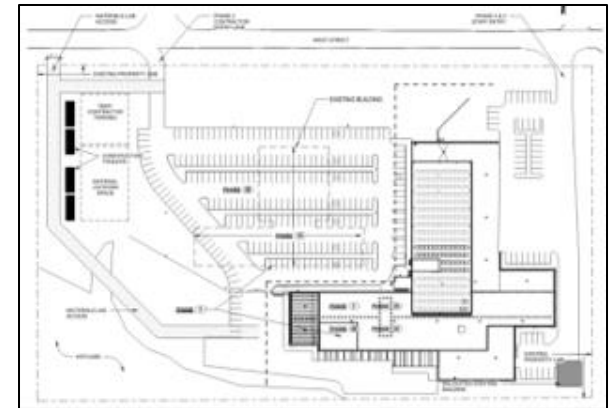
## Purpose and Need

Following an inspection of all CTDOT "Highway Building" assets it was determined that the lowest rated Administration Buildings were the District 1 Headquarters and the Materials Testing Lab. Due to their proximity to one another in Rocky Hill, CTDOT determined that both buildings should be replaced with a new single structure. After additional consideration, the CTDOT determined that the Signal Lab should also be incorporated into this new building. The Sign Shop which is currently located on the existing District 1 property on Cromwell Avenue in Rocky Hill will also be incorporated into the new facility.

## Scope of Work

This project consists of the construction of a new multi-story multi-use facility for the District 1 Headquarters including Bridge Safety, the Materials Testing Lab, the Signal Lab, and the Sign Shop. The building is approximately 135,000 square feet. The existing Annex Building and Materials Testing Lab Building will be demolished as part of the project. The project will be designed to at a minimum meet LEED Gold requirements. The project will also be constructed "solar ready" to permit solar panels to be installed on the building and on canopies.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |        |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|--------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed    | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$142.00 | \$0.00    | \$142.00    | -              | -   | -     | \$142.00 | \$0.00 | \$142.00 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0130-0193: INTERSTATE 84 PAVEMENT REHABILITATION AND RECONSTRUCTION IN SOUTHBURY & MIDDLEBURY

Project Status = Design

## Project Location

This project is located along I-84 in Southbury and Middlebury. The project limits begin in Southbury at Interchange 13 and extend approximately 8 miles to Middlebury, just east of Bridge Nos. 01162 and 01163, which carry I-84 over Long Meadow Road. The project limits encompass a total of four interchanges (Exits 13 to 16) and 16 bridges (six overpasses).

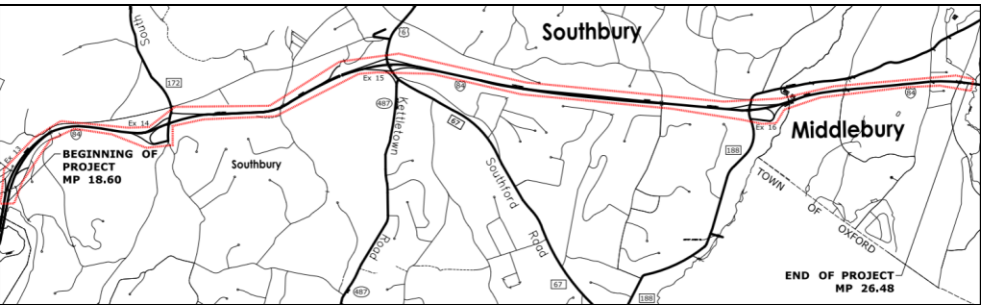
## Purpose and Need

The purpose of this project is to address the deteriorated pavement on I-84 within the project limits and restore it to an acceptable condition. The existing guiderail, median barriers, roadway illumination, signage, and overall roadside safety conditions throughout the project limits also need improvements and will be addressed as part of this project.

## Scope of Work

Mill and repave the entire project corridor. Upgrade deficient guiderail, illumination, signage, and other features as warranted.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |          |         | FFY 2026 |         |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$45.563 | \$40.945  | \$4.618     | \$31.482       | \$26.865 | \$4.618 | \$10.959 | \$10.959 | \$0.000 | \$3.121  | \$3.121 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



## PROJECT 0145-0105: NEW CTDOT MAINTENANCE FACILITY IN UNION

Project Status = Design

### Project Location

The project address is 829 Buckley Highway, Route 190 in Union which is the site of the existing Union Maintenance Facility.

### Purpose and Need

The existing maintenance facility was constructed in 1961 and needs to be replaced. A state of good repair renovation project was considered but not pursued primarily since the renovated building would still be functionally obsolete relative to the vehicle fleet fitting within the renovated building.

### Scope of Work

This project consists of the construction of a new one-story maintenance facility with an administrative office core and vehicle bays, 2 of which will also be wash bays. The plan has the new building being constructed where the existing building is, so the new building construction will be phased to minimize interference with existing DOT operations. The site will also be reconstructed as a part of the project.

### Project Image



### Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |         |          | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|---------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed     | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$20.000 | \$0.000   | \$20.000    | -              | -   | -     | -        | -   | -     | \$20.000 | \$0.000 | \$20.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0151-0340: REMOVAL OF I-84 EASTBOUND EXIT 21 OFF-RAMP IN WATERBURY

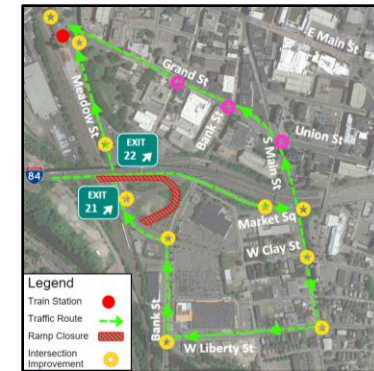
Project Status = Design

## Project Location

This project is located in Waterbury along the I-84 eastbound mainline from Exit 21 to 22, as well as along the surface roads at both ramps extending north to Grand Street, east to South Main Street, south to West Liberty Street, and west to Bank and Meadow Street to account for the anticipated shift in traffic flow as a result of this project.

## Purpose and Need

The purpose of this project is to improve traffic operations, increase interchange spacing and reduce conflict points on the I-84 eastbound mainline by permanently closing the Exit 21 off-ramp and removing the structure. Ramps from Route 8 north and southbound enter I-84 eastbound on the right and left, respectively, thereby creating a short four-lane “weave section” (approximately 350 feet long) prior to the Exit 21 off-ramp. Within this weave section, vehicles attempt to merge into I-84 traffic from the Route 8 ramps while others attempt to access the exit ramps from the mainline. This creates a high potential for conflict due to the multiple lane changes within the short distance. In addition, there is only approximately 740 feet of spacing between the Exit 21 and 22 off-ramps, so the potential to easily service this area of Waterbury exclusively from Exit 22 reasonably affords the opportunity to permanently close the off-ramp at Exit 21.



Project Image

## Scope of Work

This project was initiated as an early action breakout project under the I-84/CT Route 8 Interchange Replacement PEL Study (State Project No. 151-331). It involves the permanent closure of the I-84 eastbound at Exit 21 off-ramp and removal of the structure that carries the off-ramp. The auxiliary lane from the Route 8 northbound on-ramp to I-84 eastbound would be extended to the Exit 22 off-ramp providing two lanes within the width of the existing ramp structure. Improvements to the local roadway network will include new traffic signals and other intersection modifications within the project area to accommodate new traffic patterns. Streetscape, wayfinding, as well as pedestrian and bicycle improvements will also be considered along South Main Street, West Liberty Street, and Meadow Street.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$21.500 | \$17.200  | \$4.300     | -              | -   | -     | -        | -   | -     | \$21.500 | \$17.200 | \$4.300 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0154-0128: REPLACEMENT OF THE BRIDGE CARRYING ROUTE 153 OVER I-95 IN WESTBROOK

Project Status = Design

## Project Location

This project is located at the I-95 and CT Route 153 interchange in Westbrook.

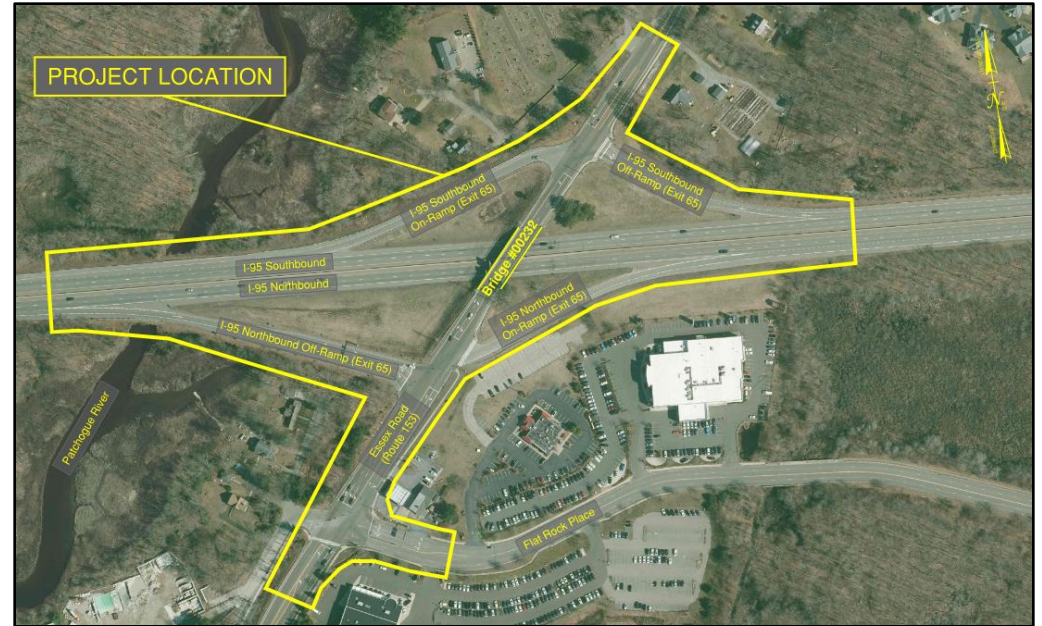
## Purpose and Need

The primary purpose of this project is to bring the bridge carrying Route 153 over I-95 to a state of good repair.

## Scope of Work

The proposed improvements consist of replacing the existing bridge and raising the elevation of the proposed bridge to meet minimum vertical clearances standards over I-95. As a result of raising Route 153, the on and off ramps will be realigned to normalize their intersections. The traffic signals will be updated at the off-ramps and at Flat Rock Place intersection with Route 153. Deteriorated sidewalks will be replaced, and sidewalk ramps will be added or upgraded, as necessary. Utilities and roadway drainage will be addressed to accommodate the proposed improvements.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |          |         | FFY 2029 |          |         | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|----------|---------|----------|----------|---------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed      | State   | Total    | Fed      | State   | Total        | Fed | State |
| \$32.000 | \$25.600  | \$6.400     | -              | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | \$21.280 | \$14.880 | \$6.400 | \$10.720 | \$10.720 | \$0.000 | -            | -   | -     |



# PROJECT 0156-0184: REPLACEMENT OF THE STATE ROUTE 745 BRIDGE OVER WEST RIVER IN WEST HAVEN & NEW HAVEN

Project Status = Design

## Project Location

This project is located on the State Route 745 (Kimberly Avenue) Bridge over West River in New Haven and West Haven. The structure is located approximately 0.20 miles south of I-95 northbound at Exit 44.

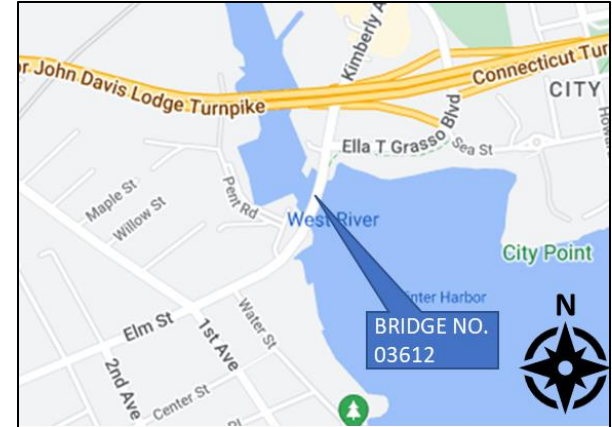
## Purpose and Need

The purpose and need of this project is to address the structural deficiencies of the existing bridge. The existing bridge is in overall fair condition due to the deteriorated condition of the reinforced concrete pier piles.

## Scope of Work

The proposed project consists of replacing the existing structure with a new four-span continuous steel multi-girder superstructure supported by reinforced concrete abutments and piers founded on piles. The new structure will have a similar length and horizontal alignment while the vertical profile will be adjusted to account for a deeper structure due to the relocation of the piers allowing for the new pile installation. The proposed bridge will also include sidewalks, bike lanes, and a shared use path for non-motorized users. The replacement bridge is expected to maintain navigation clearances and the existing timber fender system will be replaced.

## Project Images



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |         |          | FFY 2028 |          |         | FFY 2029 |          |         | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|---------|----------|----------|----------|---------|----------|----------|---------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed     | State    | Total    | Fed      | State   | Total    | Fed      | State   | Total        | Fed | State |
| \$60.000 | \$48.000  | \$12.000    | -              | -   | -     | -        | -   | -     | -        | -   | -     | \$13.500 | \$1.500 | \$12.000 | \$33.500 | \$33.500 | \$0.000 | \$13.000 | \$13.000 | \$0.000 | -            | -   | -     |



## PROJECT 0158-0223: NEW CTDOT MAINTENANCE FACILITY IN WESTPORT

Project Status = Design

### Project Location

The project address is 900 Boston Post Road East in Westport which is the site of the existing Westport Maintenance Facility.

### Purpose and Need

The existing Westport Maintenance Facility was constructed in 1958, this project will replace the existing facility with a new one. A state of good repair renovation project was not considered since the renovated building would still be functionally obsolete relative to the vehicle fleet fitting within the renovated building.

### Scope of Work

This project consists of the construction of a new one-story maintenance facility with an administrative office core and a minimum of 17 vehicle bays, 2 of which will also be wash bays. The plan has the new building constructed on an underutilized portion of the site which will minimize interference with existing operations. A one-story truck wash building will also be constructed. The existing building will be selectively renovated to remain for cold/warm storage of vehicles and equipment. The project will also be constructed "solar ready" to permit solar panels to be installed on the building. The site will also be reconstructed as a part of the project including the construction of a new fuel island, and site entrance to the Sherwood Island Connector.

### Project Image



### Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$29.379 | \$0.000   | \$29.379    | -              | -   | -     | \$29.379 | \$0.000 | \$29.379 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0164-0245: REHABILITATION OF BISSELL BRIDGE IN WINDSOR & SOUTH WINDSOR

Project Status = Design

## Project Location

The Bissell Bridge carries I-291 over the Connecticut River in South Windsor and Windsor and is situated between Windsor Meadows State Park on the west and James's State Trail on the east; approximately one mile east of the I-91 Junction.

## Purpose and Need

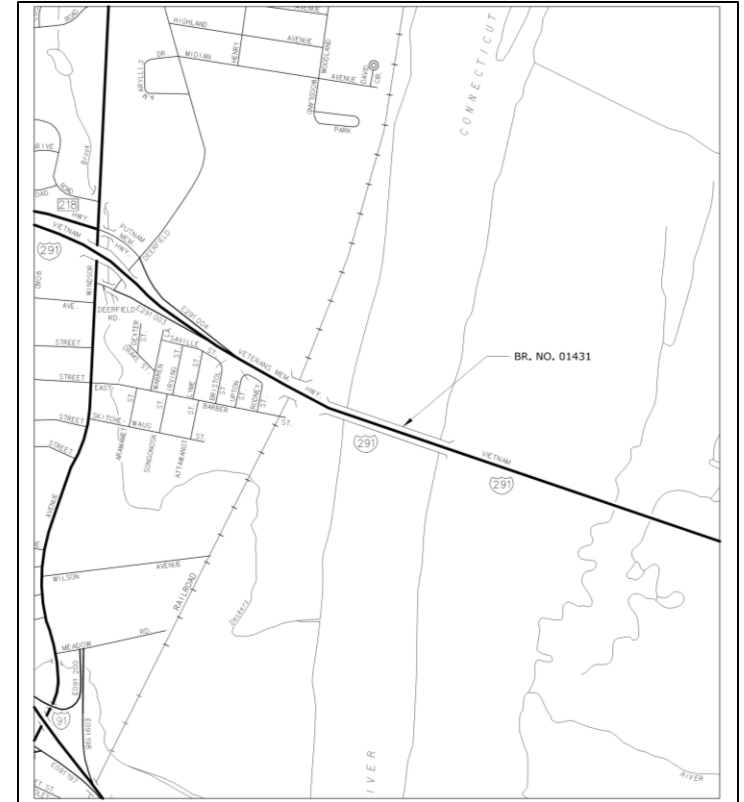
The purpose of this project is to address the deficiencies found on different elements of the structure to maintain a "State of Good Repair". The upgrades will extend the service life of the structure.

## Scope of Work

This project includes but is not limited to the following work:

- Replace wearing surface and membrane waterproofing
- Repair areas of concrete deck as needed
- Repair concrete parapets, median barrier, and curbs
- Repair fence and bridge railing
- Full replacement of bridge joints
- Remove the abandoned movable inspection platform
- Repair areas of deteriorated structural steel
- Strengthen steel girders as required to meet permit vehicles load rating requirements
- Clean and paint the steel girders, beam ends, fixed bearings, and end diaphragms
- Remove the vegetation along the fascia girder
- Repair and patch deteriorated substructure elements (above water)

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |         | FFY 2027 |         |         | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$23.800 | \$19.040  | \$4.760     | -              | -   | -     | -        | -   | -     | \$20.760 | \$16.000 | \$4.760 | \$3.040  | \$3.040 | \$0.000 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0171-0501: REHABILITATION OF FOUR BRIDGES CARRYING ROUTE 72 (DESIGN-BUILD) IN NEW BRITAIN & PLAINVILLE

Project Status = Design

## Project Location

The project is located in New Britain and Plainville.

## Scope of Work

The anticipated scope at each site involves varying levels of bridge rehabilitation including but not limited to: wearing surface, waterproofing membrane replacement, joint replacement, steel rehabilitation and painting, superstructure replacement and substructure repair. The project is being completed with a Design-Build contract.

The scope of work includes the following bridges:

Plainville: 02908 – Route 72 westbound over Route 372

New Britain: 04243 – Route 72 westbound over Route 9 southbound & Route 9 Ramp 055, 04244 – Route 72 Town Road 801 over Route 72 northbound, 04297 – Route 72 Town Road 801 over Routes 174 & 9 southbound

## Purpose and Need

The purpose of the project is to address the structurally deficient elements of these bridges under the Bridge Preservation Program, in order to maintain the CTDOT bridge inventory in a State of Good Repair.



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |          |         | FFY 2026 |         |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$47.436 | \$37.949  | \$9.487     | \$25.931       | \$16.444 | \$9.487 | \$12.789 | \$12.789 | \$0.000 | \$8.716  | \$8.716 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



## PROJECT 0171-0492: REHABILITATION/REPLACEMENT OF 6 BRIDGES ALONG ROUTE 9 IN BERLIN & NEW BRITAIN

**Project Status = Overprogrammed**

### Project Location

The project is located in Berlin and New Britain.

### Scope of Work

The anticipated scope at each site involves varying levels of bridge rehabilitation including but not limited to: wearing surface, waterproofing membrane replacement, joint replacement, superstructure patching, painting and repair, superstructure replacement, substructure patching and modification, and full bridge replacement. The State Road 571/Route 9 interchange is being evaluated for realignment to reduce the number of spans and improve geometry and traffic flow. The project is being assessed for its deliverability using a Design-Build contract. The scope of the project may be subject to change (bridges may be added or removed) based on the scope determination for the State Road 571-Route 9 interchange and project delivery determination.

The Scope of work includes the following bridges:

#### Town of Berlin:

- 03506 – Route 9 southbound over State Road 571
- 03507 – Route 9 northbound over Private Property
- 03508 – Route 9 southbound over Private Property

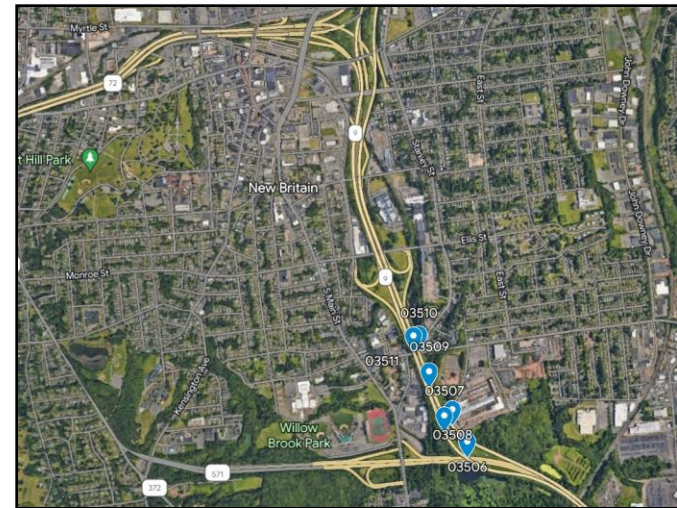
#### City of New Britain:

- 03509 – Route 9 over Pan Am Railroad (CSX Transportation, Inc.)
- 03510 – Route 9 northbound over South Street
- 03511 – Route 9 southbound over South Street

### Purpose and Need

The purpose of the project is to address the structurally deficient elements of these bridges under the Bridge Preservation Program, in order to maintain the CTDOT bridge inventory in a State of Good Repair. Safety improvements realized by relocation of an on-ramp from State Road 571 from the left lane to the right lane of Route 9 southbound are being investigated and may be incorporated into the project.

### Project Image



**Construction Cost Estimate: \$48 million**



# PROJECT 0171-0499 & PROJECT 0171-0500: ULTRA HIGH-PERFORMANCE CONCRETE BEAM END REPAIRS IN VARIOUS TOWNS IN THE GREATER HARTFORD REGION (CTDOT DISTRICT 1)

Project Status = Design

## Project Location

0171-0499 (Non-Interstate): This project includes 5 non-Interstate bridges carrying local and State routes in Windsor, Bloomfield, New Britain, and Willington.

0171-0500 (Interstate): This project includes 7 interstate bridges carrying I-84 and I-91 in the Wethersfield, Plainville, Hartford, and East Hartford.

## Purpose and Need

The purpose of this project is to address structural deficiencies primarily related to beam ends and implement other systematic preventative maintenance repairs as a way of extending the service lives of the bridges in a cost-effective way.

## Scope of Work

The scope of work varies depending on the existing condition and specific needs of each bridge. Beam end repairs with Ultra High-Performance Concrete (UHPC) will be performed on all the bridges. Other preventive maintenance scope items include cleaning and painting beam ends not requiring UHPC repair, bearing replacement, joints replacement, peening cover plate welds, installing keeper blocks, and deck end reconstruction.



**Typical UHPC Beam End Repair**

## Construction Funding (cost in millions) – Project 0171-0499

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |         | FFY 2026 |          |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|---------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State   | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$15.900 | \$12.720  | \$3.180     | -              | -   | -     | \$4.180  | \$1.000 | \$3.180 | \$11.720 | \$11.720 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |

## Construction Funding (cost in millions) – Project 0171-0500

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |         | FFY 2026 |          |         | FFY 2027 |         |         | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|---------|----------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State   | Total    | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$33.800 | \$30.420  | \$3.380     | -              | -   | -     | \$4.380  | \$1.000 | \$3.380 | \$20.000 | \$20.000 | \$0.000 | \$9.420  | \$9.420 | \$0.000 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0300-0199: CUSTOMER SERVICE INITIATIVE UPGRADES ON THE NEW HAVEN, NEW CANAAN BRANCH & DANBURY BRANCH LINES

Project Status = Design

## Project Location

New Haven, New Canaan Branch, and Danbury Branch Lines.

## Purpose and Need

The purpose of this project is to implement Customer Service Initiative upgrades across 29 stations along the New Haven, New Canaan Branch, and Danbury Branch Lines across Connecticut. The assignment seeks to upgrade the Passenger Information Display System, Customer Information Displays, Arrival Departure Boards, Public Address, and other related infrastructure. This assignment is crucial for meeting CTDOT's objectives of improving passenger experience and modernizing station facilities.

## Scope of Work

- Design and placement of Platform Displays, Arrival/Departure Boards, and Ambient Microphones for the new Public Address/Visual Information System (PA/VIS).
- Perform an acoustical analysis to demonstrate that the Public Address system meets or exceeds performance requirements.
- New devices in proposed PA/VIS cabinet(s) including Digital Signal Processor, Station Control Unit, Amplifier, Remote Monitoring Alarm Controller and Environmental Sensor and Microphone, as necessary.
- Cable/conduit routing from proposed cabinets to communication devices, considering station size limitations.
- A new 24-fiber drop on the Track 3 (North) side for the New Haven Main Line stations from West Haven to Noroton Heights.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |          | FFY 2026 |         |          | FFY 2027 |         |          | FFY 2028 |         |          | FFY 2029 |         |          | Future Years |          |         |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|----------|----------|---------|----------|----------|---------|----------|----------|---------|----------|----------|---------|----------|--------------|----------|---------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State    | Total    | Fed     | State    | Total    | Fed     | State    | Total    | Fed     | State    | Total    | Fed     | State    | Total        | Fed      | State   |
| \$100.00 | \$15.00   | \$85.00     | -              | -   | -     | \$15.000 | \$0.000 | \$15.000 | \$20.000 | \$0.000 | \$20.000 | \$20.000 | \$0.000 | \$20.000 | \$15.000 | \$0.000 | \$15.000 | \$15.000 | \$0.000 | \$15.000 | \$15.000     | \$15.000 | \$0.000 |



# PROJECT 0301-0130: NEW HAVEN RAIL YARD CAR & DIESEL SHOP REHABILITATION IN NEW HAVEN

Project Status = Design

## Project Location

This project is located within the New Haven Rail Yard Complex in New Haven. Location of the site within the Rail Yard is on the north side just west of the Church Street South bridge.

## Purpose and Need

The primary purpose of this project is to rehabilitate the Car and Diesel Shop. The Car Shop was constructed in 1958 and the Diesel Shop was originally constructed in 1880 with subsequent upgrades in 1926 and 1997. Both facilities share a common wall and need upgrades and repairs to bring them up to current building codes and safety requirements as well as operational improvements to better service the fleets.

## Scope of Work

The facility will be rehabilitated to support a proposed maintenance program and its operations, while offering flexibility for future modifications. It will include three tracks, each equipped with different jacking methods to allow safer under-body work, inspections, repairs, and testing. Additional features will include a train washer, enhanced storage areas, and multiple safety enhancements, such as handrails, inward-swinging gates, slip-resistant flooring, a canopy with a blue light system, dry-pipe sprinklers, exhaust ventilation, and proper lighting. The facility will also be equipped with toilet dump stations, a vacuum-based toilet system, revised boiler systems, and advanced fire protection measures. Furthermore, it will feature solar-ready rooftop infrastructure to accommodate future upgrades of mechanical and electrical equipment.



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |         | FFY 2026 |         |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|---------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$175.00 | \$140.00  | \$35.00     | -              | -   | -     | \$87.50  | \$70.00 | \$17.50 | \$87.50  | \$70.00 | \$17.50 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0301-0146: NEW HAVEN RAIL YARD WHEEL TRUING FACILITY IN NEW HAVEN

Project Status = Design

## Project Location

This project is located within the New Haven Rail Yard Complex in New Haven. Location of the site within the Rail Yard is on the northwest side just south of the existing fueling facility.

## Purpose and Need

The purpose of this project is to replace the existing Wheel Mill Facility, which was originally constructed in the 1950s, with a new facility. Due to demand within the yard the existing facility cannot be taken out of service until the new facility is operational.

## Scope of Work

The Wheel Truing Facility will enable the truing of a single wheelset on the rail vehicle. Wheel truing is the process of restoring a rail wheel's shape, profile, and surface to its original specifications. The building will include an underfloor truing machine, storage for wheelsets, and chip containers. New infrastructure will include a wheel truing machine, chip conveyor, ventilation and heating systems, an overhead crane, air compressor, and IT setups, along with security and proper lighting. Yard fleet storage upgrades will feature two non-electrified tracks for trainsets, comprised of one locomotive and six coaches. In addition, the fleet storage will include freeze-resistant water hydrants, cleaning cabinets, air stations, and standby power.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |          | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$75.000 | \$60.000  | \$15.000    | -              | -   | -     | -        | -   | -     | \$75.000 | \$60.000 | \$15.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0301-0168: DEVON RAIL BRIDGE REPLACEMENT IN STRATFORD & MILFORD

Project Status = Design

## Project Location

The Devon Bridge is located on the Metro North Line over the Housatonic River and spans between Milford and Stratford.

## Purpose and Need

The primary purpose of this project is to provide a safe and reliable bridge crossing with respect to rail over the river and marine navigation under the rail. The Devon Bridge serves as a critical transportation link between Stamford and New Haven on Metro North's New Haven Line, but more so, between New York and Boston on Amtrak's Northeast Corridor. While the structure is listed in the National Register of Historic Places with a "Scherzer Rolling Lift" as the movable lift span, the bridge has exceeded its useful life. The movable portion of the bridge has experienced operational issues in the recent past, including a significant incident in the summer of 2015 which closed one of the lift spans for several days and severely impacted service for both Metro North and Amtrak. Even with recent rehabilitations, the mechanical and electrical systems are antiquated. The need for this project is founded mostly with replacing a deficient structure that has exceeded its intended service life. The load carrying capacity of the existing Devon Bridge has been significantly reduced over the years due to deterioration of its structural members.

## Project Image



## Scope of Work

The scope of work will include a full replacement of the bridge to ensure a safe and reliable crossing. Additionally, the project will include track and catenary work as needed and the replacement of the Naugatuck Avenue over Metro North bridge #03641.

## Construction Funding (cost in millions)

| Total     | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |         |        | FFY 2029 |         |        | Future Years |           |         |
|-----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|---------|--------|----------|---------|--------|--------------|-----------|---------|
|           |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed     | State  | Total    | Fed     | State  | Total        | Fed       | State   |
| \$3,074.0 | \$2,459.2 | \$614.8     | -              | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | \$200.0  | \$160.0 | \$40.0 | \$200.0  | \$160.0 | \$40.0 | \$2,674.0    | \$2,139.2 | \$534.8 |



# PROJECT 0301-0557: DEVON INTERIM REPAIRS IN STRATFORD & MILFORD

Project Status = Design

## Project Location

The Devon Bridge is located on the Metro-North Railroad (MNR) New Haven Line over the Housatonic River and spans between Milford and Stratford.

## Purpose and Need

The primary purpose of this project is the need to ensure the bridge can be structurally reliable until the replacement can occur. Given the number of necessary projects on the Metro North Railroad line, a major project for the replacement of this bridge cannot occur immediately. However, the existing structure has exceeded its intended service life and the load carrying capacity of the existing Devon Bridge has been significantly reduced over the years due to deterioration of its structural members.

## Scope of Work

The scope of work will include structural repairs to the critically deteriorated members of the bridge in order to extend the service life of the bridge until it can be replaced.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$149.15 | \$119.32  | \$29.83     | -              | -   | -     | \$149.15 | \$119.32 | \$29.83 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0301-0192: STAMFORD YARD CATENARY IMPROVEMENTS IN STAMFORD

Project Status = Design

## Project Location

New Haven Line in Stamford. Catenary Structure 373 to Catenary Structure 384.

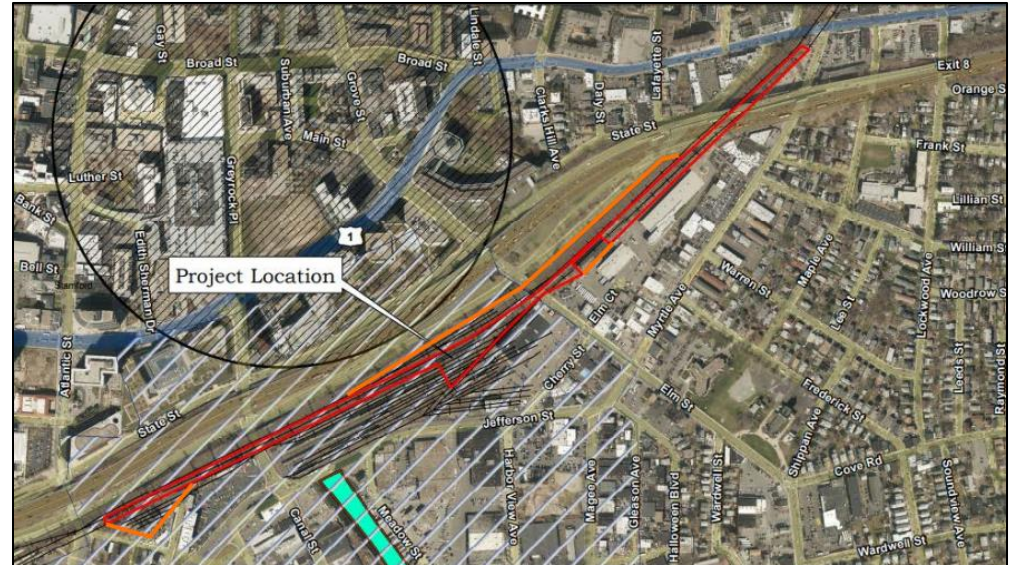
## Purpose and Need

The existing catenary structures were built in the early 1900s. This project will replace existing and add new catenary structures in Stamford Yard between CAT Structures 373 and 384 to help improve the lifespan of the Railroad structures.

## Scope of Work

This project will include upgrades, replacements, and adjustments to the existing Stamford Interlocking Catenary (CP234) that are required on the New Haven Line. These upgrades include lowering the existing catenary in CP234, improvements to the catenary system in Stamford Upper Yard, Lower Leads, and the carwash tracks.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |          | FFY 2027 |          |          | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|----------|----------|----------|----------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State    | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$155.00 | \$124.00  | \$31.00     | -              | -   | -     | -        | -   | -     | \$77.500 | \$62.000 | \$15.500 | \$77.500 | \$62.000 | \$15.500 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECTS 0301-0520, 0301-0551, AND 0301-0522: NEW HAVEN LINE POWER PROGRAM IN GREENWICH, WESTPORT, MILFORD & NEW HAVEN

Project Status = Design

## Project Location

This project is located on the New Haven Line in Greenwich, Westport, Milford and New Haven.

## Scope of Work

This program will include phased projects that replace equipment across 3 areas of the New Haven Line Power System. Phase 1 will address the signal substations by replacing the existing equipment with new prefabricated structures at Cos Cob 309 and Fair Street 1091. Fair Street 1091 will be replaced, relocated and renamed to Heath Drive 1087 Signal Substation. Under Phase 2, the Railroad balancing substations will be replaced with new prefabricated substations at East Portchester 245, and Sasco Creek 634 to replace the existing equipment. Phase 3 will address the Railroad supply substations as all the oil circuit breakers, switches, potential transformers, and electromechanical relays at Cos Cob 310, Sasco Creek 634, and Devon 867 will be replaced.

## Construction Funding (cost in millions) – Project 0301-0520 (Phase 1)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$62.000 | \$37.600  | \$24.400    | -              | -   | -     | \$62.000 | \$37.600 | \$24.400 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |

## Construction Funding (cost in millions) – Project 0301-0551 (Phase 2)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |          | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$60.000 | \$48.000  | \$12.000    | -              | -   | -     | -        | -   | -     | \$60.000 | \$48.000 | \$12.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |

## Construction Funding (cost in millions) – Project 0301-0552 (Phase 3)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |          |          | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$60.000 | \$48.000  | \$12.000    | -              | -   | -     | -        | -   | -     | -        | -   | -     | \$60.000 | \$48.000 | \$12.000 | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0304-0022: PLATFORM REPLACEMENTS FOR VARIOUS STATIONS ON THE WATERBURY BRANCH LINE IN DERBY, ANSONIA, WATERBURY, SEYMOUR & BEACON FALLS

Project Status = Design

## Project Location

This project is located at the existing Metro-North Railroad (MNR) Waterbury Branch Line stations encompassing Derby, Ansonia, Seymour, Beacon Falls, and Waterbury.

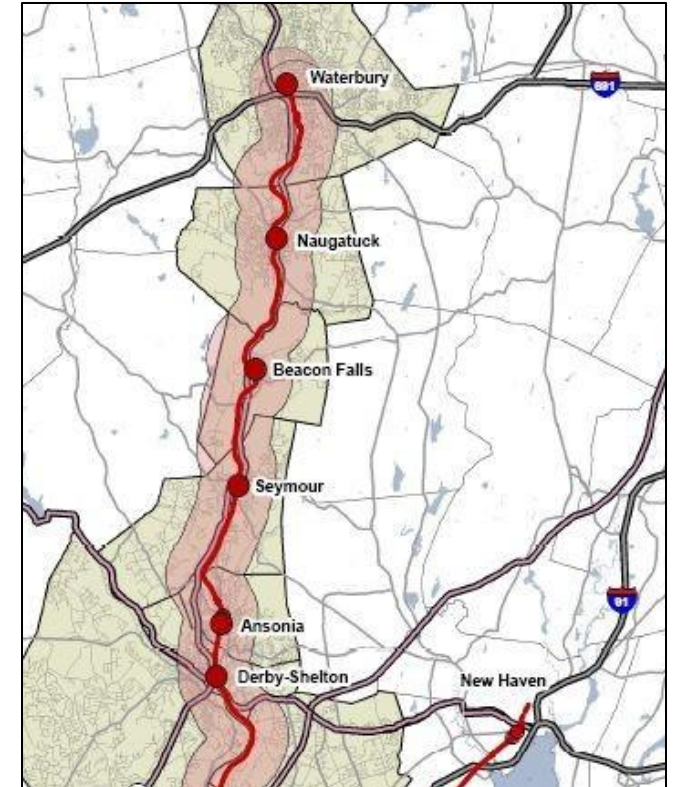
## Purpose and Need

The existing at grade level platforms at the Derby, Ansonia, Seymour and Beacon Falls, as well as the existing short high-level platform at Waterbury Station will be replaced with 350ft long high-level heated fiber-reinforced platforms to maintain compliance with both State and Metro-North Railroad safety and design standards and to ensure safe and efficient boarding of the rail cars. The new platforms will also meet ADA compliance which are currently deficient at most of these stations.

## Scope of Work

The new high-level platforms will be approximately 350 feet in length and will be able to support all prescribed loads per MTA (Metro Transit Authority) MNR Station Standards and guidelines. The platforms will include rubrail, a tactile warning edge, emergency egress as required by code and will be accessible by ADA-compliant ramps, stairs, handrails, and sidewalks from the public way. There will be canopies, windbreaks, benches, and trash receptacles throughout the length of the new platforms. In addition, new LED lighting, fire alarm devices, VMS, ticket vending machines, and station signage will be included in the design. At Derby-Shelton, the existing historic station building will be renovated into an indoor waiting area with bathrooms. There will also be electric bus chargers and car chargers.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$78.000 | \$62.400  | \$15.600    | -              | -   | -     | \$78.000 | \$62.400 | \$15.600 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0304-0024: WATERBURY TRAIN STATION WAITING ROOM IMPROVEMENTS IN WATERBURY

Project Status = Design

## Project Location

This project is located in Waterbury, west of the downtown area, at the southern portion of the existing American Republican newspaper building located at the historic Waterbury Union Station at 389 Meadow Street, Waterbury.

## Purpose and Need

The purpose of this project is to renovate this 1,570 SF interior portion of the existing Republican-American building which was originally used as a baggage storage area. The renovations will create a useable indoor waiting space with seating and bathrooms for the traveling public and private workstations and offices for station employees to meet the current needs and future demands of ridership on the Waterbury Branch Line.

## Project Image



## Scope of Work

This renovation project will preserve the existing original construction to the extent possible with the new construction closely matching and complimenting the original historic design. Improvements will consist of a waiting room and public restrooms on the first floor along with a mezzanine, located above the public restrooms, with private offices and area for workstations. The mezzanine will be accessible via an open monumental stair and an elevator that will also serve the first floor and basement. Additional improvements will include structural modifications to support the mezzanine and proposed elevator; a new fire protection system, integrated into the building's existing system; new plumbing fixtures, including a new connection to the existing water service with a sub-meter for independent water metering; replacement of the existing steam radiator system with split system heat pumps to provide heating, cooling, and ventilation; new electrical service with an independent meter; and new telecom and surveillance services.

## Construction Funding (cost in millions)

| Total   | Total Fed | Total State | Previous Years |     |       | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|---------|-----------|-------------|----------------|-----|-------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|         |           |             | Total          | Fed | State | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$5.000 | \$0.000   | \$5.000     | -              | -   | -     | \$5.000  | \$0.000 | \$5.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0304-0025: DERBY-SHELTON RAILROAD STATION IN DERBY

Project Status = Design

## Project Location

This project is located in Derby on Main Street east of State Route 8, at Metro-North Railroad Milepost (MP) 8.9 on the Waterbury Branch Line.

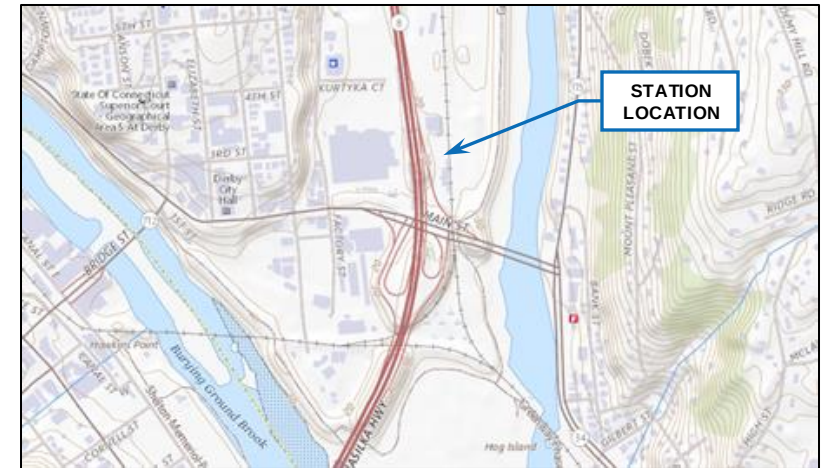
## Purpose and Need

This project aims to improve the station to ADA standard requirements and the latest station amenities. Improvements to the Waterbury Line have been a state, regional, and local priority for many years.

## Scope of Work

The Derby Station will provide a fully ADA compliant accessible station with a high-level heated fiber-reinforced polymer platform with a snow melt system, full length canopy, and windscreen. A timber canopy covers the entire length of the platform, and the existing adjacent station building will be integrated with the canopy design. In addition to significantly upgrading the existing station, the new platforms will enable faster boarding, enhanced safety and security, passenger amenities will be fully accessible for all commuters. Traveler amenities include passenger waiting area, passenger sign displays, public restrooms, variable message signs, audio messaging, public vehicle and bus charging stations, and rest area for bus employees.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$35.000 | \$12.400  | \$22.600    | -              | -   | -     | \$35.000 | \$12.400 | \$22.600 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0304-0029: NAUGATUCK RAILROAD STATION IN NAUGATUCK

Project Status = Design

## Project Location

This project is located in Naugatuck on Water Street south of Maple Street, at Metro-North Railroad Milepost (MP) 21.6 on the Waterbury Branch Line.

## Purpose and Need

The purpose of this project is to improve the Naugatuck station to ADA standard requirements and add station amenities. Improvements to the Waterbury Line have been a state, regional and local priority for many years. In addition, the new station location will be a catalyst for Transit Oriented Development (TOD) consistent with the Borough of Naugatuck 's vision.

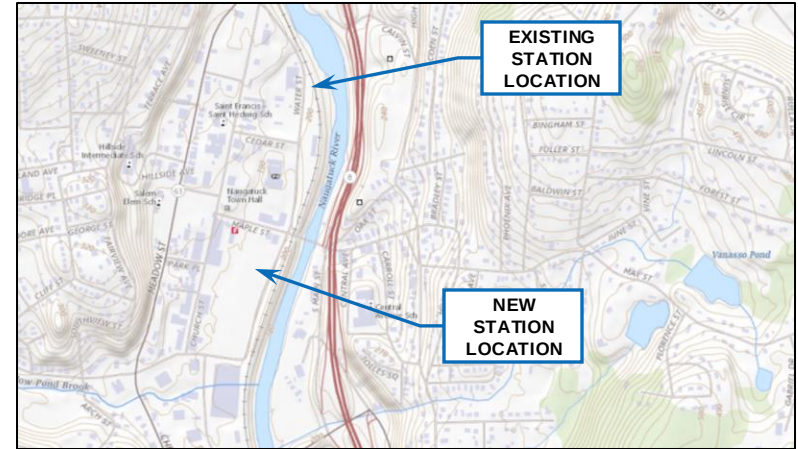
## Scope of Work

The Naugatuck Railroad Station Project will replace the existing station by constructing a new station approximately 0.3 miles south of the current location. The new Naugatuck Station will provide a fully ADA compliant accessible station with a high-level platform, provide 80 parking spaces, as well as other traveler amenities and security items. Traveler amenities included, passenger waiting area, passenger sign displays, variable message signs, audio messaging, and vehicle charging. Platforms will include snow melt system and canopy. A parking lot will be constructed as part of the project to provide the 80 spaces and will include open parking revenue systems.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$30.000 | \$24.000  | \$6.000     | -              | -   | -     | \$30.000 | \$24.000 | \$6.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |

Project Image





# PROJECT 0310-0076: NEW HAVEN STATE STREET STATION CENTER PLATFORM IN NEW HAVEN

Project Status = Design

## Project Location

This project is at the New Haven State Street Station, 370 State Street, in New Haven.

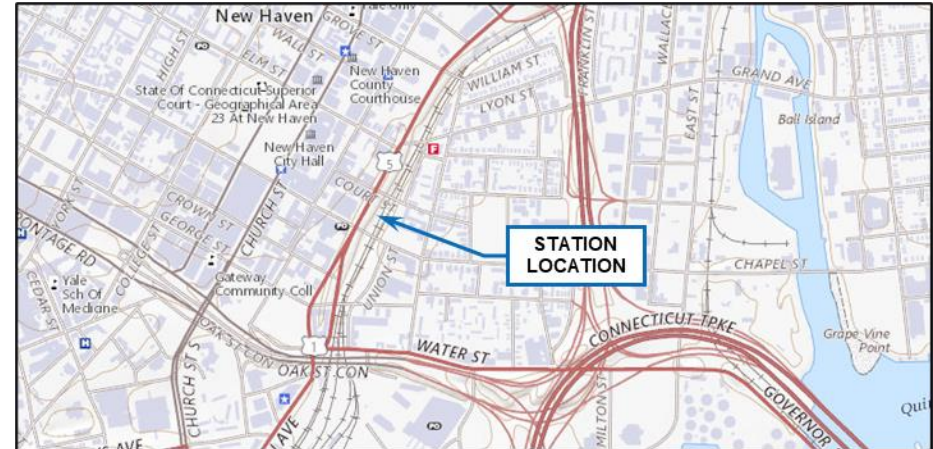
## Purpose and Need

The purpose of this project is to bring the New Haven State Street Station center island platform up to a state of good repair. This project will also bring the State Street Station center island platform into compliance with current ADA and building codes.

## Scope of Work

This project is currently in the study phase of design, where the scope is being further defined. Currently the scope for this project is to replace the pedestrian bridge, elevator and stair tower, and center island platform. The study also will determine the length of platform and track modifications at State Street Station.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |         |         | FFY 2029 |         |         | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|---------|---------|----------|---------|---------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed     | State   | Total    | Fed     | State   | Total        | Fed | State |
| \$122.00 | \$97.60   | \$24.40     | -              | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | \$61.00  | \$48.80 | \$12.20 | \$61.00  | \$48.80 | \$12.20 | -            | -   | -     |



# PROJECT 0301-0522: NEW HAVEN UNION STATION PLATFORMS IN NEW HAVEN

Project Status = Design

## Project Location

This project is at New Haven Union Station, 50 Union Avenue, in the City of New Haven.

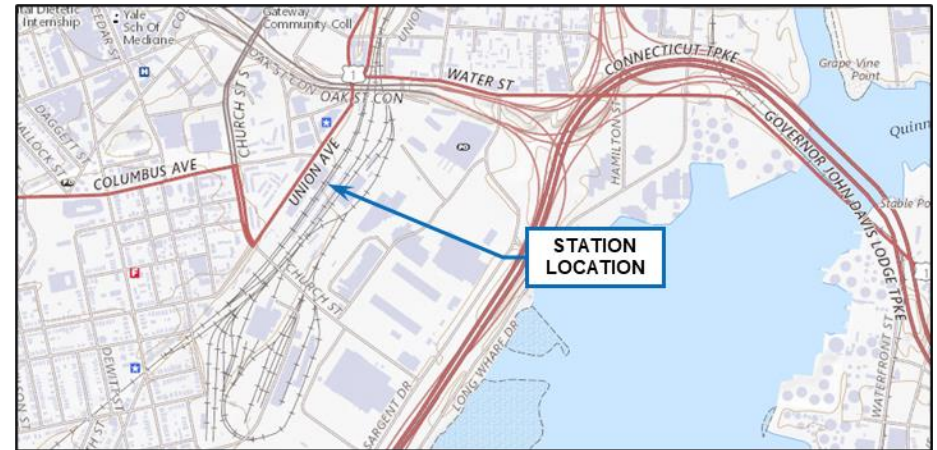
## Purpose and Need

The purpose of this project is to bring New Haven Union Station platforms up to a state of good repair. This project will also bring the Union Station platforms into compliance with current ADA and building codes.

## Scope of Work

This project is currently in the study phase of design, where the scope is being further defined. Currently, the project is to replace all the existing platforms and canopies at New Haven Union Station. Also included in the study phase includes the is a review of canopy types and styles for Union Station, which range from traditional individual canopies just over each platform, to a large canopy structure that spans all the platforms and tracks. The study also will determine the length of platforms and track modifications at Union Station.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |     |       | FFY 2027 |         |         | FFY 2028 |         |         | FFY 2029 |         |         | Future Years |          |         |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|-----|-------|----------|---------|---------|----------|---------|---------|----------|---------|---------|--------------|----------|---------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed     | State   | Total        | Fed      | State   |
| \$417.00 | \$333.00  | \$83.40     | -              | -   | -     | -        | -   | -     | -        | -   | -     | \$80.00  | \$64.00 | \$16.00 | \$80.00  | \$64.00 | \$16.00 | \$80.00  | \$64.00 | \$16.00 | \$177.00     | \$141.60 | \$35.40 |



# PROJECT 0320-0008: NHHS PHASE 3 DOUBLE-TRACK PROJECT IN WEST HARTFORD, HARTFORD, WINDSOR, WINDSOR LOCKS & ENFIELD

Project Status = Design

## Project Location

The NHHS Rail Program Phase 3B Double-track Project is spread out across three track sections along the New Haven – Hartford – Springfield (NHHS) rail line, which spans from New Haven, Connecticut to Springfield, Massachusetts. Separated into three distinct locations, the track sections include: West Hartford/Hartford; Windsor/Windsor Locks and Enfield.

## Purpose and Need

The purpose of the NHHS Program is to increase the frequency and speed of passenger rail service along the NHHS rail corridor and to address the current and future intercity transportation needs of Connecticut, Central Massachusetts, Boston, and Vermont. In addition, the NHHS Program will enhance the regional commuter rail service on the CTrail Hartford Line provided by CTDOT.

## Scope of Work

The Phase 3B Double-track Project will improve three single-track sections (totaling approximately 6.2 miles of track improvements) to double track sections with the following additional improvements: The West Hartford/Hartford segment of work is located from approximate Mile Post (MP) 33.4 at the existing WOOD interlocking through the proposed West Hartford station site to MP 35.2 at the existing PARK interlocking. The NHHS Rail Program Phase 3B Double-track Project includes 2.0 miles of upgraded siding track (existing Parkville Industrial Track) from Class II to Class VI rail (increasing maximum speeds on the segment from 30mph to 110mph), modification of approximately 1,000 feet of freight spur track, replacement and railroad signal upgrades to WOOD and PARK interlockings, and grade crossing safety upgrades at MP 33.57 Oakwood Avenue and MP 34.98 Hamilton Street.

The Windsor/Windsor Locks segment of work is located from approximate MP 46.3 at the existing HAYDEN interlocking to MP 48.6 at the proposed GRAY interlocking (a new interlocking, which is part of a separately funded Phase 4 NHHS project). The NHHS Rail Program Phase 3B Double-track Project includes an additional switch at HAYDEN interlocking, the installation of 2.5 miles of double-track, realignment of approximately one mile of the existing single track to increase design speeds, installation of the final configuration of GRAY interlocking, and grade crossing safety upgrades at MP 48.15 Dexter Mills and the closure of MP 48.20 T-1 Dexter ped.

The Enfield segment of work is located from approximately MP 51.4 at the proposed PARSONS interlocking north of the existing Parsons Road grade crossing to MP 53.1 at the proposed GORDON interlocking. The NHHS Rail Program Phase 3B Double-track Project includes the installation of PARSONS and GORDON interlockings, 1.7 miles of Double-track, and grade crossing safety upgrades to MP 51.40 Parsons Road and MP 52.30 Bridge Lane. The Parsons Road crossing will also be evaluated for potential closure, but if it remains, upgrades will include islands.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$280.00 | \$104.87  | \$175.13    | -              | -   | -     | \$280.00 | \$104.87 | \$175.13 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0320-0017: ENFIELD RAILROAD STATION IN ENFIELD

Project Status = Design

## Project Location

This project is in Enfield at 1 Commerce Street, just north of Main Street at Milepost (MP) 54.1 on the rail line.

## Purpose and Need

The purpose of the Hartford Line Rail Program is to increase the frequency and speed of passenger rail service along the Hartford Line rail corridor and to address the current and future intercity transportation needs of Connecticut, Central Massachusetts, Boston, and Vermont. The Enfield Railroad Station Project will allow Enfield and Suffield to access the Hartford Line Service, making it a critical component of State's plans for the expansion of rail passenger service. In addition, the location at the site of the historic train station location will be a catalyst for Transit Oriented Development (TOD) consistent with the Town of Enfield's vision.

## Scope of Work

The Enfield Railroad Station project will construct a new station. The Enfield Station will provide a fully ADA compliant accessible station with a high-level platform, as well as other traveler amenities including a passenger waiting area, passenger sign displays, variable message signs, audio messaging, and vehicle charging. Platforms will include snow melt system and a canopy. The project includes two parking lots with a total of 80 spaces, vehicle chargers, and closed parking revenue systems. An intermodal connection to the existing town bus service will also be implemented. The railroad improvements include the replacement of the Amtrak Bridge over Main Street to allow for future connection between station platforms and improve the vertical bridge clearance.

## Project Images



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$51.660 | \$16.660  | \$35.000    | -              | -   | -     | \$51.660 | \$16.660 | \$35.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0402-0034: "MOVE NEW HAVEN" BUS RAPID TRANSIT IN NEW HAVEN, WEST HAVEN & HAMDEN

Project Status = Design

## Project Location

New Haven, West Haven and Hamden.

## Purpose and Need

The CTtransit New Haven system is typical of a mature, urban transit system that has organically expanded over time. Overall, the existing transit system is providing adequate coverage where it is needed today and, in the future (as evidenced by the proximity of bus routes to planned development) but not necessarily good service. In addition, it traverses some areas with low population and employment densities which results in low ridership for the service miles operated in those areas. Additionally, all CTtransit New Haven fixed route service is local, which means that the bus picks up passengers at every occupied stop, resulting in longer travel times for passengers, especially those with destinations towards the end of the line.

## Project Description

The "Move New Haven" Bus Rapid Transit (BRT) Lite project is a partnership between New Haven and CTDOT to implement priority bus service along two proposed routes in New Haven. The two proposed routes are as follows:

- 1) A 4.5-mile route that would operate on Dixwell Avenue and Grand Avenue via the New Haven Green. This route will operate largely within New Haven, with a portion of the service on Dixwell Avenue in Hamden. The route would have 4 dedicated station pairs and 2 mini hubs.
- 2) A 5.5-mile route that would operate on Whalley Avenue, Congress Avenue and Campbell Avenue via the New Haven Green. This route will operate between New Haven and West Haven. It would have 10 stations and 2 mini hubs.

Both routes would share six (6) stops within the downtown area and would be coordinated, for operational efficiency and passenger convenience. These proposed routes are anticipated to operate along the trunk of existing local service routes. The existing bus routes (212, 238, 243 and 265) would follow the same path, but continue beyond.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |         |        | FFY 2027 |         |         | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|---------|--------|----------|---------|---------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed     | State  | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$150.00 | \$120.00  | \$30.00     | -              | -   | -     | -        | -   | -     | \$30.00  | \$24.00 | \$6.00 | \$120.00 | \$96.00 | \$24.00 | -        | -   | -     | -        | -   | -     | -            | -   | -     |

## Project Image





# PROJECT 0414-0073: SOUTHEAST AREA TRANSIT (SEAT) NEW BUS FACILITY IN PRESTON

Project Status = Design

## Project Location

21 CT-12 in Preston. This is the site of the Southeast Area Transit (SEAT) District that includes a combined bus storage, maintenance and administrative building.

## Purpose and Need

The existing building was built in the early 1980s and requires significant capital improvements to maintain a state of good repair. This facility has significant unused property, sitting on 11.5 acres of open space, which makes it a perfect candidate for a new all-electric bus storage, charging and administrative facility. As such, it was the successful awardee of a Bus and Bus Facilities grant application for the design and construction of the new facility. After completion, the existing building (under a new project), will undergo a renovation and upgrade to the administrative and maintenance areas to handle the maintenance requirements of an all-electric bus fleet.

## Scope of Work

This project will be the design and construction of a new ~52,000 square foot all electric indoor charging and storage of SEAT's future all-electric fleet (25 Buses & 12 Paratransit). The scope will include new administrative and operational space, as well as a new bus wash. As a part of this project (likely through a separate procurement), it is intended to utilize additional unused space on the property for a large ground-mount solar system to off-set the electrical use.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |          |          | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|----------|----------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed      | State    | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$33.990 | \$20.394  | \$13.596    | -              | -   | -     | \$33.990 | \$20.394 | \$13.596 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0427-0071: GREATER NEW HAVEN TRANSIT DISTRICT FACILITY DESIGN IN HAMDEN

Project Status = Design

## Project Location

330 State Street, Hamden

## Purpose and Need

The purpose of this project is to meet the governor's initiative to be at 30% electrification by 2030. As a result of this initiative, CTDOT has begun the process of upgrading its various transit facilities to receive battery electric buses (BEBs) as their diesel fleets are phased out after their 12-year life-cycle. The Greater New Haven Transit District's current facility no longer meets the functional demands of the district.

## Scope of Work

The project consists of the construction of the new storage, maintenance, and administration facility. The new facility will house 103 23-foot body on chassis vans (similar to the size of a small bus), and 7 support vehicles with staff of approximately 52 administrative roles and 120 drivers. The goal is to acquire the road between the two properties and combine for one larger campus with combined services like utility, security and maintenance.

The building will be primarily be a combination storage and administrative building with some light maintenance and service to the vehicles. The building is designed to provide for the 100% electrification of the fleet, so there will be indoor charging stations for each vehicle because the BEBs must be kept indoors in a heated garage to prevent battery deterioration in the cold months. The building will be designed to accommodate solar voltaic panels on the roof. This facility is intended to be zero carbon when in use.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |     |       | FFY 2025 |     |       | FFY 2026 |          |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|-----|-------|----------|-----|-------|----------|----------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed | State | Total    | Fed | State | Total    | Fed      | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$44.000 | \$35.200  | \$8.800     | -              | -   | -     | -        | -   | -     | \$44.000 | \$35.200 | \$8.800 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0036-0203: RESURFACING, BRIDGE REHABILITATION AND SAFETY IMPROVEMENTS ALONG ROUTE 8 IN ANSONIA, DERBY, SEYMOUR & SHELTON

Project Status = Construction

## Project Location

This project is located on Route 8 beginning in Shelton at Platt Road and extends 8.80 miles north through Derby and Ansonia into Seymour, to the crossing of State Road 721- North Main Street over Route 8.

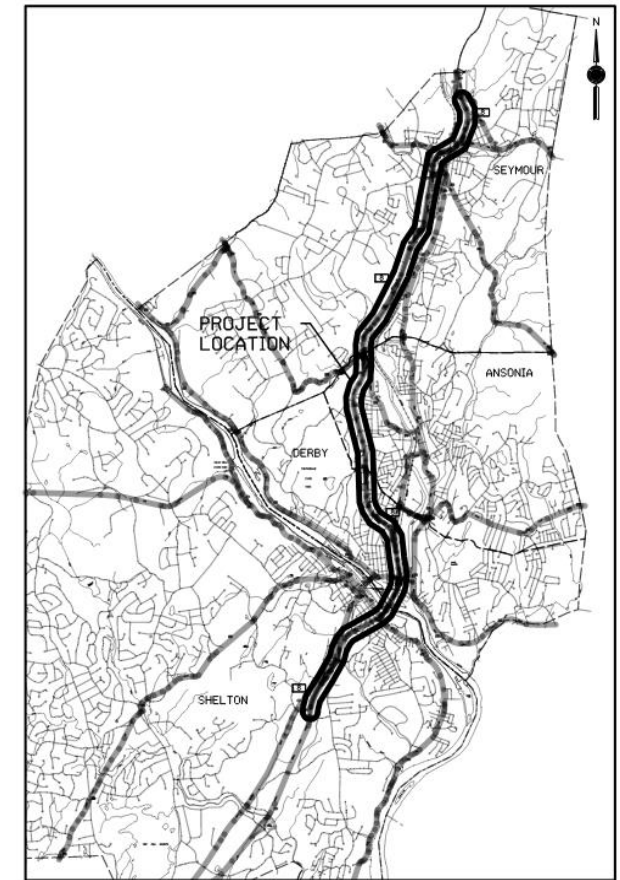
## Purpose and Need

The purpose of this project is to rehabilitate the existing pavement structure, improve illumination, and update roadside safety hardware along Route 8.

## Scope of Work

This project involves repairing the deteriorated underlying concrete pavement on the mainline and ramps which will require milling of the existing bituminous wearing surface to expose the concrete pavement. The milling of the bituminous concrete pavement will be performed from curb to curb on the mainline and ramps for approximately 6.5 miles. Ramp work will terminate at the end of the on/off-ramps where they meet the local roadway. Drainage structures and pipes located within the paving limits will be evaluated to determine if replacement is required and all metal drainage pipes beneath the Route 8 pavement structure will be rehabilitated or replaced. Bridge structures located on the mainline will be resurfaced and receive upgrades to the joints along with partial and full depth patching of the deck. Roadside safety hardware will be updated to meet the current safety standards. In addition, the existing single and double-faced barrier will be replaced with 45-inch-tall concrete median barrier. Illumination between log miles 10.60 and 13.80 will be installed along the right edge of road. Highway Operations Incident Management Systems (IMS) will be extended throughout the project limits for future needs. This project is being delivered utilizing the Design-Build contracting method.

## Project Image



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |         |         | FFY 2025 |         |        | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|---------|---------|----------|---------|--------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed     | State   | Total    | Fed     | State  | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$134.34 | \$107.47  | \$26.87     | \$110.07       | \$86.82 | \$23.25 | \$24.27  | \$20.65 | \$3.62 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0040-0141: REHABILITATION OF EAST HADDAM SWING BRIDGE IN EAST HADDAM & HADDAM

Project Status = Construction

## Project Location

The East Haddam Swing Bridge carries Route 82 over the Connecticut River in East Haddam and Haddam

## Purpose and Need

The East Haddam Swing Bridge has been identified as being structurally deficient due to the deterioration and poor condition of the steel truss members and floor beams. There have also been operational problems with the swing span. The proposed bridge rehabilitation is necessary to address the deterioration in the superstructure and to improve the swing span operation

## Scope of Work

The East Haddam Swing Bridge is a four-span structure that has a west-east orientation and consists of a fixed deck truss in Span 1, a fixed through truss in Span 2, and a moveable through truss swing span (Spans 3 and 4). This project involves a major rehabilitation of the structural, mechanical, and electrical components of the bridge. Specifically, stringer replacement in Span 1, floor system replacement in Span 2, deck replacement and truss strengthening repairs on all spans, substructure modifications and patching, new bridge and approach rails that meet standards, operator house repairs, generator house roof replacement, major mechanical system upgrades, and full replacement of the electrical system (including replacement of power, control, and operator house telecommunication submarine cables).

Additionally, a cantilevered sidewalk is being added to the south side of the bridge and approach sidewalks constructed, as requested by the Towns of East Haddam and Haddam. It will connect to approach sidewalks that will extend on the west side to Little Meadow Road and on the east side to the delivery driveway at the Goodspeed Opera House.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |          | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|----------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State    | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$84.203 | \$67.351  | \$16.553    | \$79.583       | \$62.730 | \$16.553 | \$4.620  | \$4.620 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |

\*Construction phase also includes \$300,000 of local / external funding in previous years.



## PROJECT 0040-0141: REHABILITATION OF EAST HADDAM SWING BRIDGE IN EAST HADDAM & HADDAM

Project Status = Construction

### Project Image





# PROJECT 0056-0316: I-95 PAVEMENT REHABILITATION IN GREENWICH & STAMFORD

Project Status = Construction

## Project Location

The project is located on I-95, starting at the New York State line in Greenwich and extends 6.63 miles to West Avenue in Stamford at Exit 6.

## Purpose and Need

The purpose of this project is to rehabilitate the pavement, address roadside safety, and bridge rehabilitation to extend the service life of the roadway.

## Scope of Work

This project includes the rehabilitation the existing bituminous pavement with a new more durable pavement mix and bridge repairs in the project area. Additional work includes the replacement of catch basin tops, repairs to traffic signal equipment, replacement of small traffic signs, and the replacement of pavement markings

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$75.766 | \$68.190  | \$7.577     | \$71.906       | \$64.329 | \$7.577 | \$3.861  | \$3.861 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECTS 0058-0307 AND 0058-0340: I-95 SAFETY IMPROVEMENTS AND PAVEMENT REHABILITATION IN GROTON, STONINGTON & NORTH STONINGTON

Project Status = Construction

## Project Location

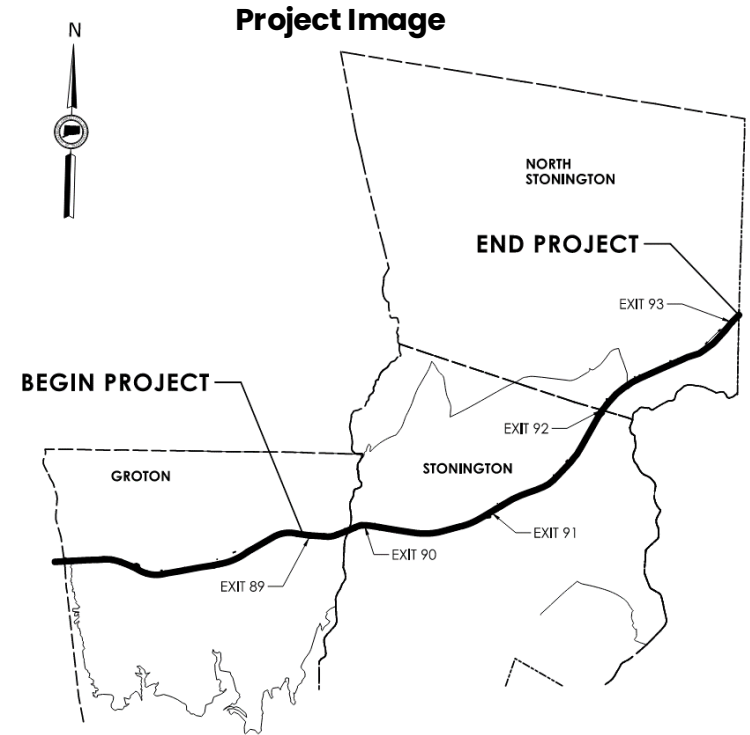
These projects are located along an approximately 11.5-mile section of I-95 from Interchange 89 to the Rhode Island state line, passing through Groton, Stonington, and North Stonington.

## Purpose and Need

The purpose of these projects is to improve safety along I-95 by upgrading roadside protective measures to meet current design standards including guiderail and roadway illumination. Additionally, the existing pavement structure is in a deteriorating condition and in need of rehabilitation.

## Scope of Work

The proposed scope of work consists of upgrading guiderail to meet current safety standards, upgrading roadway illumination, and ancillary bridge modifications to accept the new guiderail and to install safety fencing. The scope also includes resurfacing the southbound highway mainline and ramps.



## Construction Funding (cost in millions) – Project 0058-0307 (southbound Improvements)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$52.199 | \$46.979  | \$5.220     | \$48.876       | \$43.656 | \$5.220 | \$3.324  | \$3.324 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |

## Construction Funding (cost in millions) – Project 0058-0340 (northbound Improvements)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$46.766 | \$42.089  | \$4.677     | \$45.988       | \$41.311 | \$4.677 | \$0.778  | \$0.778 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0063-0726: REHABILITATION OF THE DUTCH POINT VIADUCT ALONG I-91 SOUTHBOUND IN HARTFORD

Project Status = Construction

## Project Location

The Dutch Point Viaduct carries I-91 southbound over Connecticut Southern Railroad (CSORR), the I-91 north to westbound Whitehead Highway Turning Road (State Road 598 westbound), the eastbound Whitehead Highway to northbound I-91 Turning Road (Turning Road 803), and the Park River Conduit in Hartford.

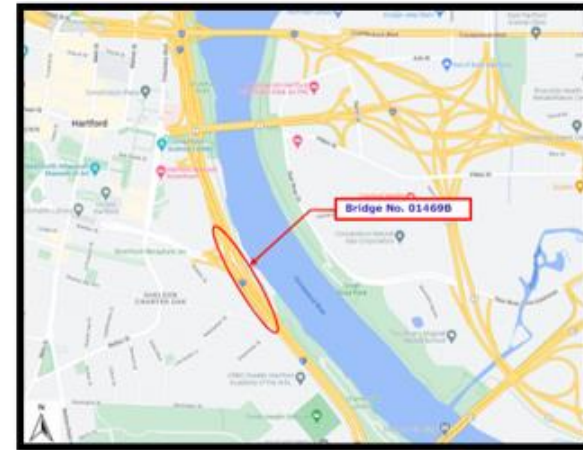
## Purpose and Need

The purpose of this project is to upgrade the integrity of the bridge structural elements to a state of good repair to meet current design standards and improve the load carrying capacity, with the intent that all legal and permit vehicles are accommodated.

## Scope of Work

The project will involve deck replacement with precast panels, joint replacement, superstructure steel repair and strengthening, bearing repairs, spot painting, repair and strengthening of steel pier bents using micropiles, substructure patching and repair of the bridge drainage system.

## Project Images



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |          |         | FFY 2026 |         |         | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$87.098 | \$78.388  | \$8.710     | \$46.586       | \$37.876 | \$8.710 | \$36.068 | \$36.068 | \$0.000 | \$4.444  | \$4.444 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0097-0095: REPLACEMENT OF RETAINING WALLS ON US ROUTE 44 IN NORFOLK

Project Status = Construction

## Project Location

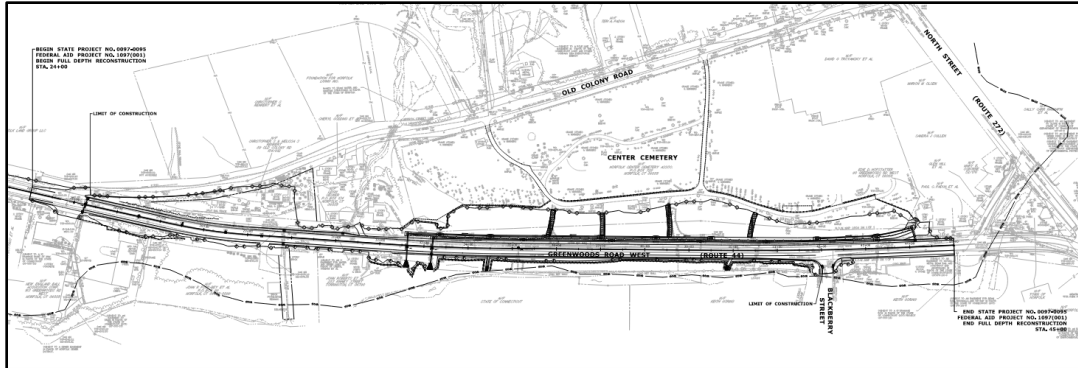
This project is located in Norfolk on U.S. Route 44 between Old Colony Road and Route 272.

## Purpose and Need

The purpose of this project is to stabilize the northern slope along Route 44 for the safety of the highway.

## Scope of Work

The three stone retaining walls along the north side of Route 44 will be replaced. The proposed eastern wall is approximately 1,100 feet long and will consolidate two of the existing stone walls to address the steep unstable slope between them. The existing western wall will be replaced with a 225-foot-long concrete wall, as well as graded to slope for the safety of the highway. Route 44 will be reconstructed to provide 12-foot travel lanes and 5-foot shoulders with a 6-foot buffer between the road and proposed walls. The drainage system will also be reconstructed as part of this project.



## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |          | FFY 2025 |         |         | FFY 2026 |         |         | FFY 2027 |         |         | FFY 2028 |         |         | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|----------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State    | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed | State | Total        | Fed | State |
| \$50.513 | \$40.410  | \$10.103    | \$28.189       | \$18.086 | \$10.103 | \$5.000  | \$5.000 | \$0.000 | \$1.000  | \$1.000 | \$0.000 | \$9.000  | \$9.000 | \$0.000 | \$7.324  | \$7.324 | \$0.000 | -        | -   | -     | -            | -   | -     |



# PROJECT 0102-0295: MEDIAN RECONSTRUCTION AND RESURFACING OF I-95 IN NORWALK/WESTPORT

Project Status = Construction

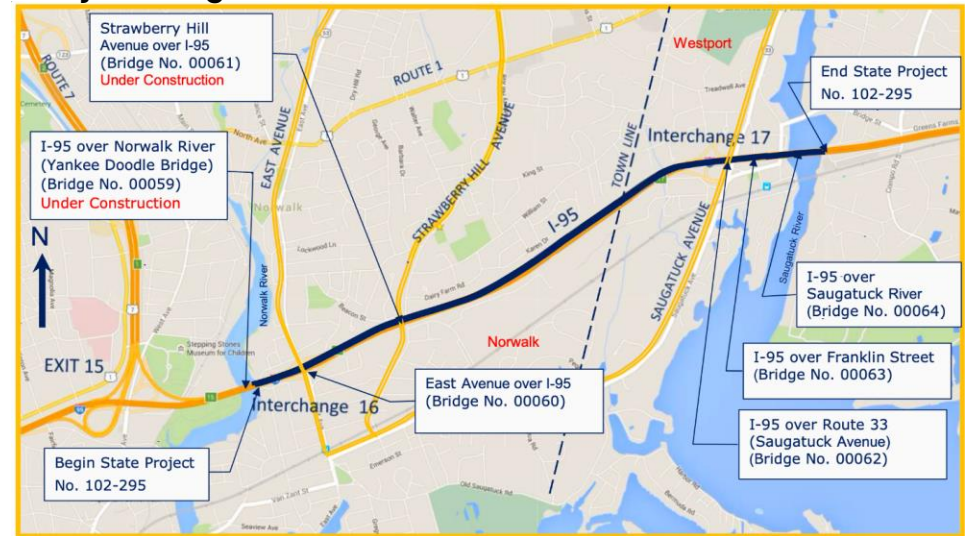
## Project Location

I-95 north and southbound in Norwalk/Westport including Hendricks Avenue in Norwalk and Saugatuck Avenue in Westport

## Project Description

The purpose of this important roadway project is to improve driver safety. This will be achieved by reconstructing the center median and right shoulders along with resurfacing of the highway mainline and ramps at Interchanges 16 and 17. Median will be reconstructed consistent with other stretches of I-95 to provide a 6-foot-wide capped concrete barrier section. Wider left and right shoulders will be provided where possible. Drainage will be upgraded by replacing and re-routing drainage structures including an infiltration basin which will provide improved water quality at the drainage outfall into the Norwalk river. The existing highway illumination system will be replaced as well as a new realigned Incident Management System (IMS). New guiderail will be installed within the project limits and wet retroreflective pavement markings will be used to provide increased visibility of pavement markings in wet conditions. Additionally, several bridges along the corridor will have repairs completed and the bridge carrying I-95 over Route 33 (Saugatuck Avenue) will be replaced. Other improvements will include the expansion of the Hendricks Avenue Park & Ride commuter lot, improved stormwater quality treatment, utility relocations, I-95 northbound Exit 16 on-ramp extension and the extension of the Yankee Doodle Trail.

## Project Image



## Construction Funding (cost in millions)

| Total*   | Total Fed | Total State | Previous Years |          |          | FFY 2025 |         |         | FFY 2026 |         |         | FFY 2027 |         |         | FFY 2028 |         |         | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|----------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|---------|---------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State    | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed     | State   | Total    | Fed | State | Total        | Fed | State |
| \$50.513 | \$40.410  | \$10.103    | \$28.189       | \$18.086 | \$10.103 | \$5.000  | \$5.000 | \$0.000 | \$1.000  | \$1.000 | \$0.000 | \$9.000  | \$9.000 | \$0.000 | \$7.324  | \$7.324 | \$0.000 | -        | -   | -     | -            | -   | -     |

\*Construction phase also includes \$340,000 of local / external funding in previous years.



# PROJECT 0135-0346: AUXILIARY LANES, RESURFACING, AND SAFETY IMPROVEMENTS ON I-95 (DESIGN - BUILD) IN STAMFORD

Project Status = Construction

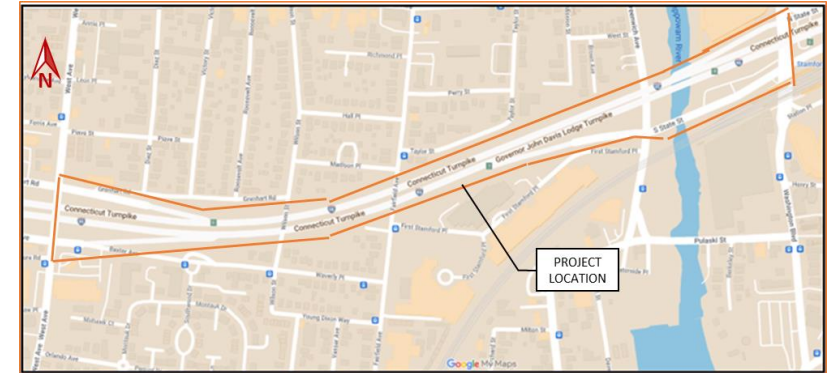
## Project Location

This project is located in Stamford on I-95, beginning at the I-95 bridge over West Avenue at Exit 6 and extends approximately 0.71 miles to the I-95 bridge over Greenwich Avenue and the Rippowam River at Exit 7.

## Purpose and Need

The main purpose of this project is to provide operational benefits and alleviate congestion between exits 6 and 7 in both directions. The secondary purpose of this project is to rehabilitate the pavement, address roadside safety and perform bridge rehabilitation to extend the service life.

## Project Image



## Scope of Work

This project will construct new auxiliary lanes between exits 6 and 7 in both directions. It is also proposed to rehabilitate the existing bituminous pavement and the underlying concrete pavement. Concrete pavement slabs and joints will be replaced/repared to address deteriorated areas, and the bituminous pavement will be replaced in its entirety. The median barrier will be reconstructed, and roadside safety features (guiderail and concrete barriers) will be upgraded to comply with current standards. Drainage modifications will consist of replacing or relining existing metal pipes, adding new catch basins to accommodate auxiliary lanes and cleaning all remaining stormwater structures within project limits. All overhead and side mounted signs will be replaced. Existing illumination located off the outside shoulder will be replaced with median illumination where feasible and existing incident management systems will be upgraded with new fiber and cameras. New concrete noise barrier walls will be constructed in CTDOT's right-of-way along I-95 southbound from exit 6 to exit 7.

## Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |         |         | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|---------|---------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed     | State   | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$74.366 | \$66.930  | \$7.437     | \$69.096       | \$61.659 | \$7.437 | \$5.271  | \$5.271 | \$0.000 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# PROJECT 0156-0181: REPLACEMENT OF BRIDGES OVER IN WEST HAVEN

Project Status = Construction

### Project Location

This project is located on I-95 between Exits 43 and 44 in West Haven

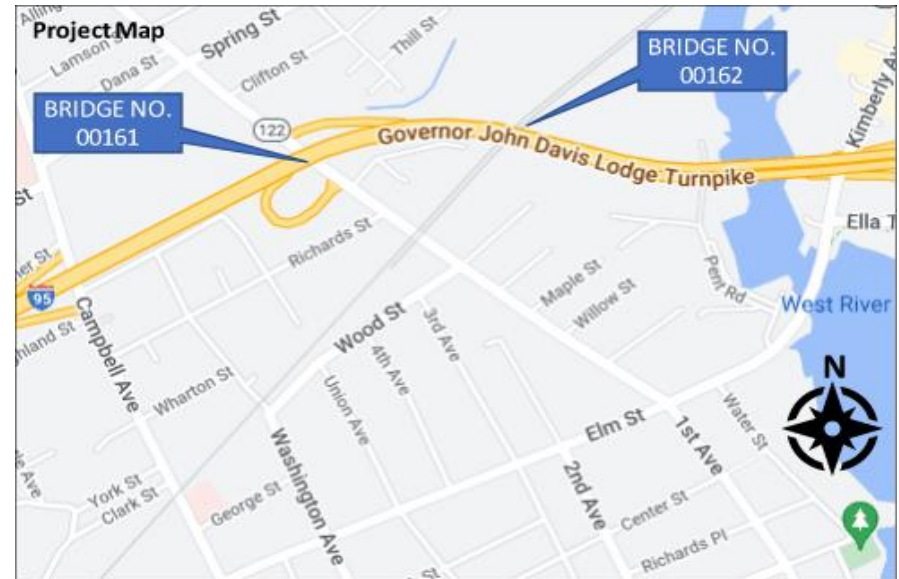
### Purpose and Need

The purpose and need of this project are to address the condition of two bridges and to provide safety and operational improvements to address concerns with congestion and traffic operations on I-95.

### Scope of Work

The project consists of the replacement and widening of two bridges on I-95, one over Metro-North Railroad and the second over First Avenue. The project will also include drainage repairs and improvements, guiderail and barrier upgrades, illumination, and Incident Management Systems (IMS) upgrades. It includes a new operational lane in the southbound direction between the Exit 44 southbound on-ramp and the Exit 43 southbound off-ramp, improvements to the northbound Exit 43 on-ramp acceleration length, and standard shoulders on both southbound and northbound I-95 between the bridge over First Avenue and the bridge over the West River.

### Project Image



### Construction Funding (cost in millions)

| Total    | Total Fed | Total State | Previous Years |          |         | FFY 2025 |     |       | FFY 2026 |        |        | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|----------|-----------|-------------|----------------|----------|---------|----------|-----|-------|----------|--------|--------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|          |           |             | Total          | Fed      | State   | Total    | Fed | State | Total    | Fed    | State  | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$131.70 | \$117.78  | \$13.92     | \$123.00       | \$109.08 | \$13.92 | -        | -   | -     | \$8.70   | \$8.70 | \$0.00 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



## WALK BRIDGE PROGRAM IN NORWALK

Project Status = Construction

### Project Location

The New Haven Line (NHL) railroad bridge over the Norwalk River (WALK Bridge) in Norwalk.



Project Image

### Purpose and Need

The purpose and need of this project is to restore or replace the existing deteriorated bridge with a resilient bridge structure which will enhance the safety and reliability of rail service; offer operational flexibility and ease of maintenance; and provide for increased capacity and efficiencies of rail transportation along the New Haven Line (NHL)/Northeast Corridor (NEC), while maintaining or improving navigational capacity and dependability for marine traffic in the Norwalk River. Upgrades to the WALK Bridge, through rehabilitation or replacement, are needed to increase bridge reliability, incorporate bridge redundancy, and provide a sustainable bridge for significant weather events, thereby accommodating current and future rail and marine traffic.

### Scope of Work

The WALK Bridge Program is comprised of several inter-related rail and infrastructure projects in Norwalk. The centerpiece project replaces the Norwalk River Railroad Bridge - known locally as the WALK Bridge. The WALK Bridge is a four-track railroad bridge that serves as a critical link in the busiest rail corridor in the nation, the Northeast Corridor (NEC). Replacement of the 128-year-old WALK Bridge will strengthen commuter rail safety, enhance commuting reliability and increase operational efficiency along the New Haven Line and Northeast Corridor. Work has been streamlined by coordinating several identified needs around planned track outages for the WALK Bridge Replacement Project. This shortens overall track outages and construction duration while saving money through synergies created by combining individual projects with consistent design and construction teams. This comprehensive and pragmatic solution preserves and improves essential railroad assets in Norwalk and Connecticut for another 100 years. WALK Bridge-related projects, include:

- The CP243 Interlocking Project
- The Danbury Branch Dockyard Project
- East Catenary and Track Breakout Project
- The Advanced Utilities Project

### Construction Funding (cost in millions)

| Total     | Total Fed | Total State | Previous Years |         |        | FFY 2025 |         |         | FFY 2026 |        |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|-----------|-----------|-------------|----------------|---------|--------|----------|---------|---------|----------|--------|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|           |           |             | Total          | Fed     | State  | Total    | Fed     | State   | Total    | Fed    | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$1,150.0 | \$886.1   | \$263.9     | \$359.4        | \$287.5 | \$71.9 | \$760.7  | \$574.6 | \$186.1 | \$30.0   | \$24.0 | \$6.0 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



# TIME-2 PROJECT IN NORWALK

Project Status = Construction

## Project Location

New Haven Line (NHL) corridor in Norwalk, east of WALK Bridge.

## Purpose and Need

The bridges, station improvements, track work and retaining wall projects fall under the larger TIME (Track Improvement Mobility Enhancement) program being executed along the New Haven Line (NHL) to reduce commuter travel times and address deficient infrastructure in this area are grouped together as TIME-2.

## Scope of Work

The TIME-2 projects are being addressed as part of the WALK Bridge Program utilizing the CM/GC project delivery method. The scope is to replace or rehabilitate the railroad bridges over Fort Point Street, Osborne Avenue, East Avenue and Strawberry Hill Avenue. In addition, Fort Point Street will be realigned. The projects also include improvements to the East Norwalk Station, replacing Retaining Wall 427, and reconstructing East Avenue between Fort Point and Winfield Streets.

## Project Images



## Construction Funding (cost in millions)

| Total   | Total Fed | Total State | Previous Years |         |        | FFY 2025 |        |        | FFY 2026 |     |       | FFY 2027 |     |       | FFY 2028 |     |       | FFY 2029 |     |       | Future Years |     |       |
|---------|-----------|-------------|----------------|---------|--------|----------|--------|--------|----------|-----|-------|----------|-----|-------|----------|-----|-------|----------|-----|-------|--------------|-----|-------|
|         |           |             | Total          | Fed     | State  | Total    | Fed    | State  | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total    | Fed | State | Total        | Fed | State |
| \$189.0 | \$151.2   | \$37.8      | \$139.0        | \$111.2 | \$27.8 | \$50.0   | \$40.0 | \$10.0 | -        | -   | -     | -        | -   | -     | -        | -   | -     | -        | -   | -     | -            | -   | -     |



## PROJECT 0080-0128: IMPROVEMENTS ON ROUTE 63, 64 & I-84 WESTBOUND INTERCHANGE 17 IN WATERBURY & MIDDLEBURY

Project Status = Overprogrammed

### Project Location

This project is located at Interstate 84 (I-84) Interchange 17 westbound, State Road 845 (Chase Parkway), Route 63 and Route 64. Project limits are as follows:

- Project limits on Route 64 begins approximately 300 ft west of Memorial Drive and extends 3,200 feet to the intersection of State Road 845 (Chase Parkway).
- Limits on Route 63 begins at the Woodside Avenue intersection and extends approximately 2,300 feet, 700 ft north of the Route 64 intersection.
- Limits on State Road 845 begins 600 ft north of the intersection of Route 64 and extends approximately 1,300 feet to the intersection of Route 63 and Woodside Avenue, this includes a newly constructed roadway between Route 63 and Route 64.
- Limits on Exit 17-off ramp begins at the gore area and extends to the intersection of SR 845 and Route 64 for a total length of 800'
- Limits on I-84 eastbound on-ramp begins at the intersection of Route 64 and State Road 845 and extends approximately 375 ft along the ramp.

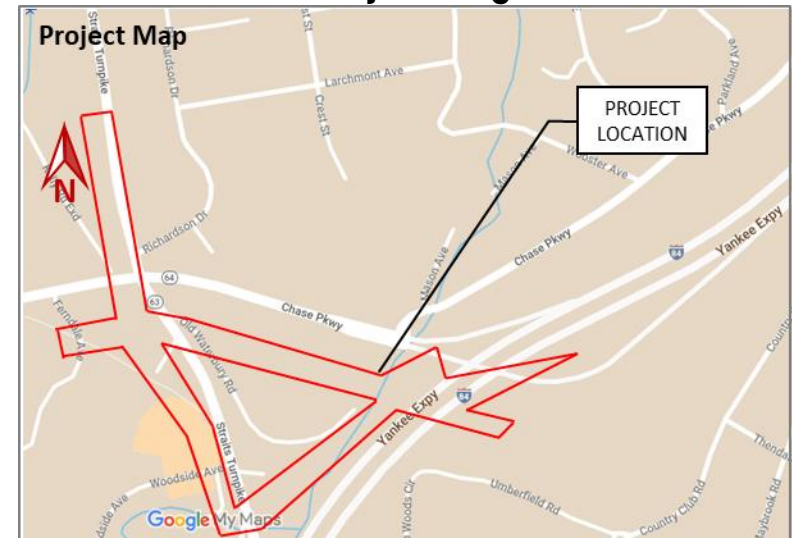
### Purpose and Need

The purpose of the project is to address safety and operational concerns associated with traffic delays and crashes within the project limits encompassing the I-84 Interchange 17 westbound off-ramp terminus, Route 63 and Route 64

### Scope of Work

This project was based on recommendations from the Interstate 84 West of Waterbury Needs and Deficiencies Study. The scope of the project is under review based on revised traffic counts and operational requirements.

### Project Image



Construction Cost Estimate: \$35 million



## PROJECT 0092-0695: REHABILITATION OF I-91 BRIDGES IN NEW HAVEN

**Project Status = Overprogrammed**

### **Project Location**

This project is located on two bridges in New Haven. One is the bridge carrying I-91 southbound over State Street, Mill River, Ramp from Willow Street to I-91 northbound and ramp from I-91 northbound to Willow Street and the second Bridge No. 03015B is an on-ramp which carries Ramp 139 traffic from Willow Street to I-91 southbound.

### **Purpose and Need**

The purpose of this project is to rehabilitate these bridges to maintain a state of good repair. The existing steel superstructure exhibits steel deterioration, poor paint condition, and the existing deck joints that need replacement.

### **Scope of Work**

This project includes work to strengthen steel bridge components, repair deteriorated steel sections, clean and paint the entire steel superstructure, repair deteriorated areas of the bridge deck, replace bridge joints, replace the wearing surface and waterproofing membrane, repair existing concrete barriers and other deteriorated concrete elements.

### **Project Images**



**Construction Cost Estimate: \$49.5 million**



# PROJECT 0100-0182: ROUTE 15 NORTHBOUND (WILBUR CROSS PARKWAY) INTERCHANGE 62 RAMPS RECONFIGURATION IN NORTH HAVEN & HAMDEN

Project Status = Overprogrammed

## Project Location

Route 15 northbound (Wilbur Cross Parkway) at Interchange 62, State Road 717 (Dixwell Avenue), and Ridge Road in North Haven and Hamden.

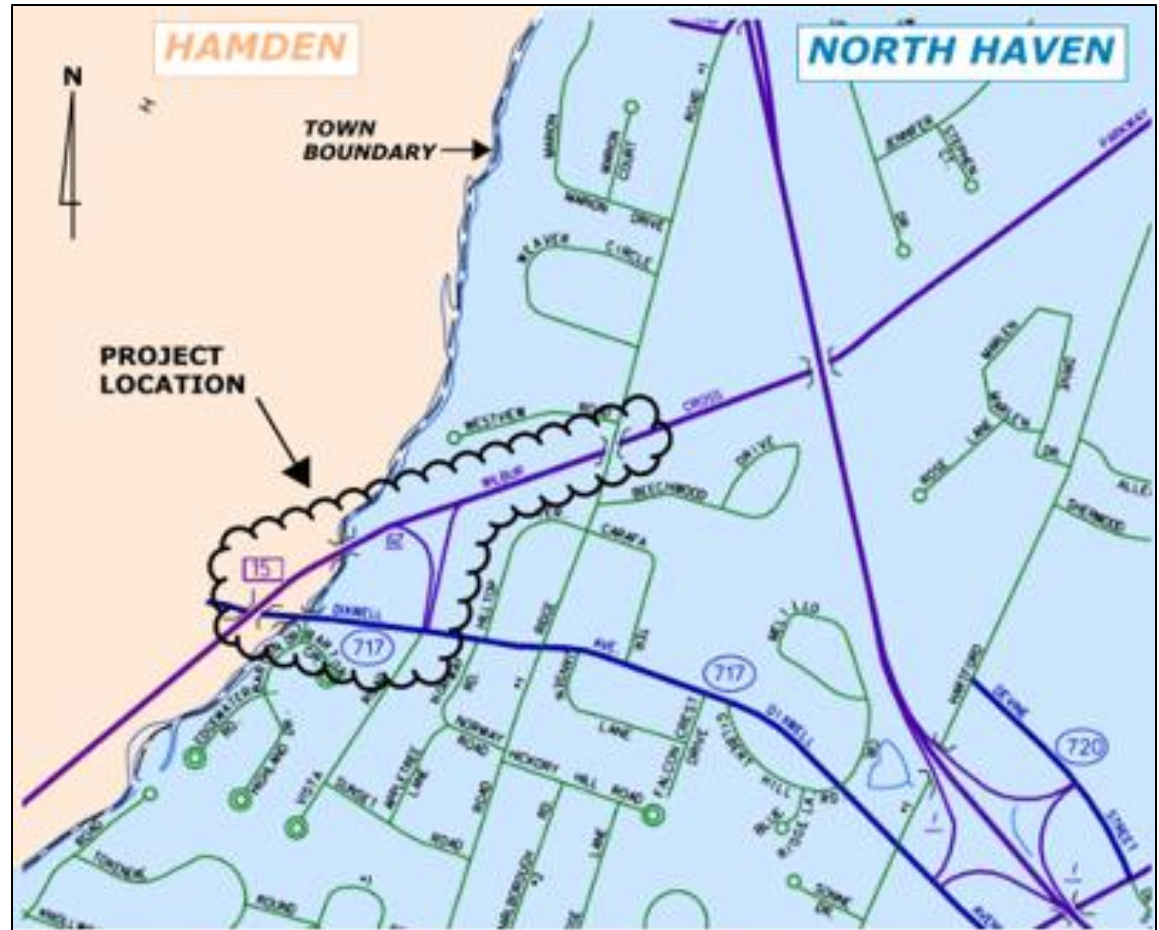
## Purpose and Need

The purpose of this project is to address high crash rates and substandard geometric conditions at Interchange 62 on Route 15 northbound. Additionally, a secondary purpose is to reduce crashes and improve operations at the intersection of the ramp termini and State Road 717 (Dixwell Avenue). The project is needed because the existing acceleration and deceleration lengths are insufficient and do not provide adequate distances for merging and diverging at appropriate speeds. In addition, the lack of turning lanes on all legs of the ramp termini and State Road 717 intersection contribute to both congestion and crashes.

## Scope of Work

The project will revise the geometry of the Route 15 Interchange 62 northbound on and off-ramps, construct acceleration and deceleration lanes to current standards and upgrade the existing traffic control signal and lane configurations at the intersection of State Road 717 (Dixwell Avenue) at the ramp termini and Vista Road.

## Project Image



Construction Cost Estimate: \$20 million



# PROJECT 0131-0209: REHABILITATION AND SAFETY IMPROVEMENTS ON I-84 EASTBOUND IN SOUTHLINGTON & PLAINVILLE

Project Status = Overprogrammed

## Project Location

This project is located on I-84 in the eastbound direction in Southington and Plainville. Project limits begin at Interchange 30 (Marion Avenue) in Southington and extends 6.89 miles to Interchange 34 (Crooked Street) in Plainville.

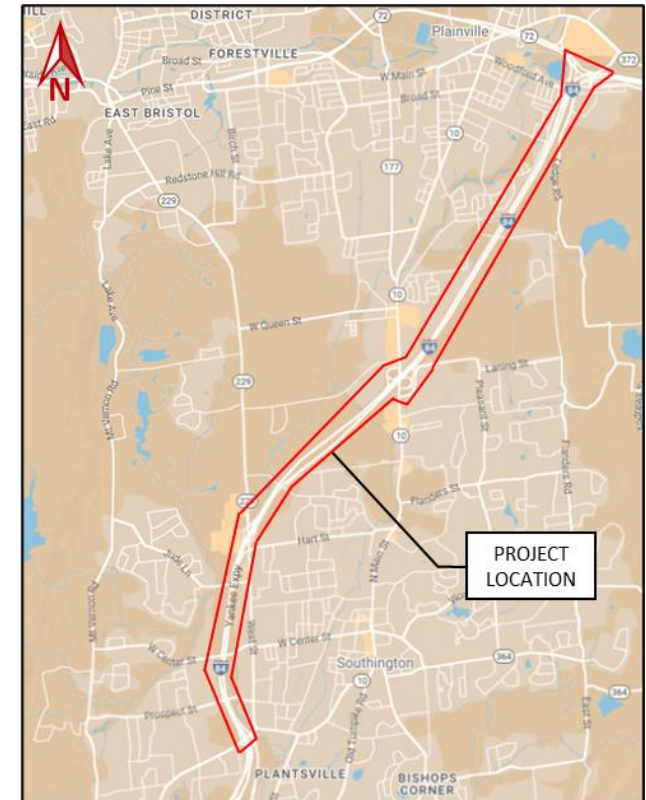
## Purpose and Need

The purpose of this project is to rehabilitate the pavement to extend the service life of the roadway, upgrade roadside safety and replace the deteriorated timber noise barrier.

## Scope of Work

This project proposes to rehabilitate the mainline pavement by replacing the existing bituminous pavement with a new pavement overlay. The underlying concrete will be repaired/replaced as needed. Bridge rehabilitation is proposed for multiple bridges within the project limits. Drainage modifications will include resetting/replacing catch basin tops, minor regrading of roadside swales to accommodate the new pavement elevations and the removal of existing curbing. Metal pipes under the roadway will be replaced or relined. Outlets and inlets servicing I-84 eastbound will be inspected. Roadside safety will be upgraded to current safety standards. Existing timber noise barrier located in the westbound direction from milepost 46.77 to 47.52 will be replaced due to its condition. Traffic monitoring loops located in the roadway at milepost 43.7 and 47.2 will be replaced. Illumination at interchange 32 will be replaced in both directions. Traffic signals at the intersection at Marion Avenue will be upgraded to camera detection and will receive pedestrian improvements. The traffic signal at the intersection at Queen Street will receive pedestrian improvements at the ramp leg only. Small traffic signs in the project area will also be replaced.

## Project Image



**Construction Cost Estimate: \$59.9 million**



## PROJECT 0158-0214: REHABILITATION/REPLACEMENT OF ROUTE 136 BRIDGE OVER SAUGATUCK RIVER IN WESTPORT

**Project Status = Overprogrammed**

### **Project Location**

Route 136 over Saugatuck River in Westport.

### **Purpose and Need**

The purpose of this project is to address the structural and functional deficiencies of the existing William F. Cribari Memorial Bridge, which carries Route 136 over the Saugatuck River in Westport, to provide a structure that accommodates safe vehicular, bicycle, pedestrian, and marine travel, is resilient to the changing shoreline climate and environmental conditions and considers the historic character of the bridge.

### **Project Images**



**Construction Cost Estimate: \$40 million**



## PROJECT 0158-0224: PAVEMENT REHABILITATION AND RECONSTRUCTION IN WESTPORT

**Project Status = Overprogrammed**

### Project Location

This project is located in both directions of travel on I-95 in Westport. The project starts at the eastern end of the bridge carrying I-95 over the Saugatuck River (Mile Point 18.53) and extends east (northbound) 3.87 miles to the eastern end of the bridge carrying I-95 over Sasco Creek (Mile Point 22.40).

### Purpose and Need

The purpose of this project is to rehabilitate the existing pavement and improve roadside safety on Interstate 95 in both directions. The project will restore the pavement to an acceptable condition and roadside barrier will be upgraded to current safety standards.

### Scope of Work

The major proposed roadway improvements include milling, crack filling, pavement patching, and placing a new wearing course. Roadway reconstruction under bridges and at pressure relief joints for bridge approaches is also included. Additionally, substandard guiderail and overall roadside safety conditions throughout the project limits warrant upgrade and will be addressed as part of this project.

### Project Image



**Construction Cost Estimate: \$67.4 million**



## PROJECT 0167-0108: REHABILITATION OF THE HEROES TUNNEL IN NEW HAVEN, HAMDEN & WOODBRIDGE

**Project Status = Overprogrammed**

### **Project Location**

This project is located in New Haven, Hamden and Woodbridge on Route 15 between exits 59 and 60, under West Rock Ridge State Park.

### **Purpose and Need**

The primary purpose of the project is to return the tunnel to a “state of good repair” and to improve fire protection and life safety systems in the tunnel. Based on recent biennial inspections, the Heroes Tunnel exhibits extensive deterioration of the concrete tunnel liners, and the existing life safety and fire protection system is in severe condition and not functional. A traffic analysis was performed, looking at future traffic demand on Route 15 through the tunnel, and it was determined that traffic operations should remain adequate for the next 25 years and widening of the tunnel barrels is not necessary at this time. Rehabilitation of the tunnel is proposed to minimize maintenance needs for approximately 20 years.

### **Scope of Work**

The scope of work includes partial depth replacement of the tunnel liner, installation of a new Fire and Life Safety protection system, pavement reconstruction, and drainage improvements through both tunnel barrels.

### **Project Image**



**Construction Cost Estimate: \$110 million**



# PROJECT 0174-0466: STATEWIDE RETAINING WALL REHABILITATION IN NORTHWEST CONNECTICUT

Project Status = Overprogrammed

## Project Location

This project includes 110 retaining walls located in 20 different cities and towns throughout Northwest Connecticut (CTDOT District 4).

## Purpose and Need

The purpose of the Statewide Retaining Wall Program is to identify, assess and extend the service life of the retaining walls through routine repair, rehabilitation or replacement projects as appropriate. The Statewide Retaining Wall Program will collect information for a database for future asset management of these walls.

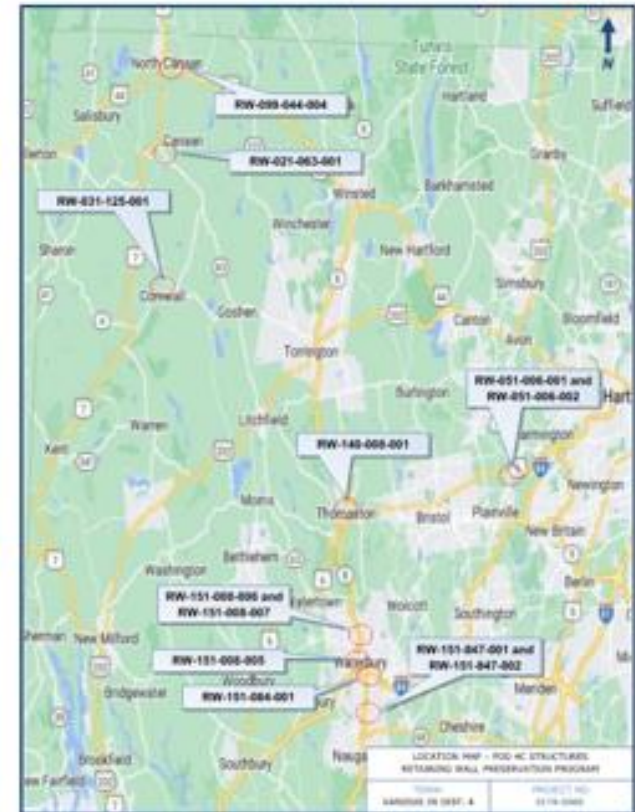
## Scope of Work

As part of the initial Preliminary Engineering scope, field assessments were performed for the retaining walls currently in the State's inventory throughout District 4. The initial assessments included recommendations by the Consultant to CTDOT that included:

- No action required
- Routine maintenance repair can be performed by CTDOT
- Wall deficiencies warrant a future project and additional review and documentation

Following the initial assessment in early 2024, 13 walls in 6 different municipalities across District 4 were identified as being priority walls. Preliminary design plans are being advanced for these walls.

## Project Image



Construction Cost Estimate: \$20.5 million



# PROJECT 0301-0512: STAMFORD TRANSPORTATION CENTER – PHASE 2 IN STAMFORD

Project Status = Overprogrammed

## Project Location

This project is located at the Stamford Transportation Center (STC) also known as Stamford Train Station on the Metro-North Railroad New Haven Rail Line at Washington Boulevard and South State Street in Stamford.

## Purpose and Need

The purpose of this project is to modernize the main concourse building, Station Place, and bus terminal as part of the Stamford Transportation Center Master Plan. The project will also support future, mixed-used Transit-Oriented Development (TOD) on certain State-owned parcels at the STC and improve accessibility to the STC for pedestrians and bicyclists.

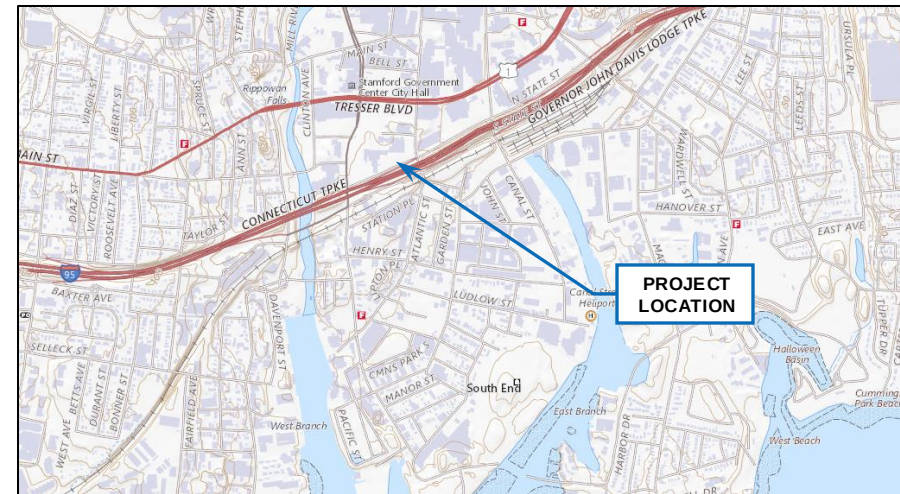
## Scope of Work

The scope of work for this project is currently limited to a feasibility study which will review the preferred concept plan for the proposed renovation and investigate the potential impacts to long-term station functionality, phasing, site analysis, code, accessibility, constructability, traffic, and access, as well as other potential challenges for the renovations and upgrades at the Transportation Center.

The preferred concept is currently being revised to incorporate TOD and is intended to include complete renovation of the main concourse building, adjacent site areas including station vehicle access, passenger pick-up/drop-off areas, tunnel level shuttle access, the addition of a bus circulation and access area between North and South State Streets, and various site and circulation upgrades related to the preferred concept. In addition to these main elements, the renovations will include potential upgrades or additions of escalators, elevators, signage and wayfinding, HVAC systems, station roofing, tunnel and pedestrian overpasses, and platforms, canopies, and related concourse structure.

Concurrently, CTDOT is developing a Request for Proposals documenting the development requirements for TOD on surrounding State-owned parcels and potential Joint Development Opportunities for a modern and user friendly STC.

## Project Images



Construction Cost Estimate: \$400 million



## PROJECT 0301-TBD: COS COB RAIL BRIDGE REPLACEMENT IN GREENWICH

Project Status = Overprogrammed

### Project Location

The Cos Cob Bridge in Greenwich, located at milepost 29.90 on the Metro-North Railroad (MNR) New Haven Line.

### Purpose and Need

Passenger rail services utilize the Cos Cob Bridge frequently each day carrying 214 MNR trains and 37 Amtrak train for a total of 251 passenger trains each weekday. The Cos Cob Bridge is listed on the National Register of Historic Places and was originally built as a swing span bridge in 1848. In 1904, the current bascule movable bridge was built, replacing all the original 1848 structure except the western truss spans, which were incorporated into the current bridge. The Cos Cob Bridge was significantly rehabilitated in 1989 to keep the bridge in a state of good repair however its condition has deteriorated over time.

### Scope of Work

The scope of work will include a full replacement of the bridge to ensure a safe and reliable crossing. Additionally, the project will include track, catenary, and associated structure work as needed.

### Project Images



Construction Cost Estimate: \$2.7 billion



## PROJECT 0320-0012: NORTH HAVEN RAILROAD STATION IN NORTH HAVEN

**Project Status = Overprogrammed**

### Project Location

This project is located in North Haven at the end of Sile Lane, at Amtrak (Mile Point 6.4) on the rail line.

### Purpose and Need

The purpose of the Hartford Line Rail Program is to increase the frequency and speed of passenger rail service along the Hartford Line rail corridor and to address the current and future intercity transportation needs of Connecticut, Central Massachusetts, Boston, and Vermont. The North Haven Station Project will allow North Haven and Hamden to access the Hartford Line Service, making it a critical component of State's plans for the expansion of rail passenger service. In addition, the station location will be a catalyst for Transit Oriented Development (TOD) consistent with the Town of North Haven's vision.

### Scope of Work

The North Haven Station Project will construct a new station including platforms and parking lots. Rail improvements include the closure of Stiles Lane Grade Crossing and improving the Sackett Point Grade Crossing. The Station will provide a fully ADA compliant accessible station with high-level platforms, a snow melt system, and canopy structure as well as other traveler amenities and security items. Traveler amenities include passenger waiting areas, passenger sign displays, variable message signs, audio messaging, and vehicle charging. The parking lot that will be constructed as part of the project will include a closed parking revenue system.

### Project Image



**Construction Cost Estimate: \$72.8 million**



## PROJECT 0320-0015: WINDSOR RAILROAD STATION IN WINDSOR

Project Status = Overprogrammed

### Project Location

This project is in Windsor at 275 Broad Street, south of Central Street Grade Crossing at Amtrak Milepost (MP) 42.9 on the rail line.

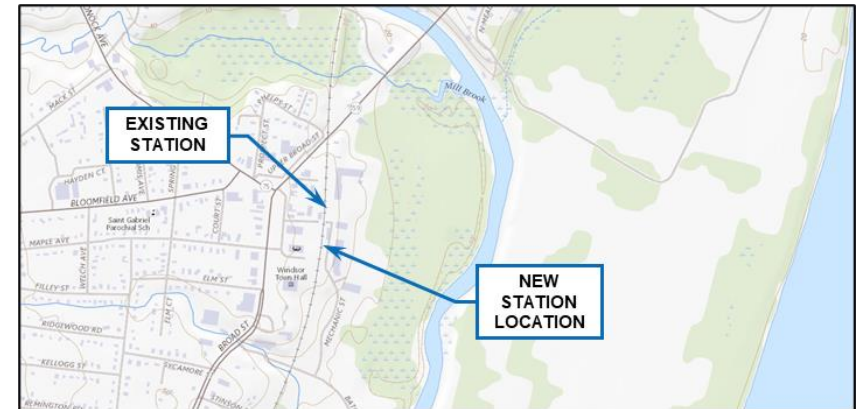
### Purpose and Need

The purpose of the Hartford Line Rail Program is to increase the frequency and speed of passenger rail service along the Hartford Line rail corridor and to address the current and future intercity transportation needs of Connecticut, Central Massachusetts, Boston, and Vermont. The Windsor Railroad Station Project will increase the size of the existing station creating greater access to the Hartford Line Service, making it a critical component of the State's plans for expansion of the rail passenger service. In addition, the project will be a catalyst for Transit Oriented Development (TOD) consistent with the Town of Windsor vision.

### Scope of Work

The project will construct a new station including two platforms and a parking lot approximately 600 feet south of the existing rail station. The Windsor Station will provide a fully ADA compliant accessible station with two high-level platforms and provide 110 parking spaces, as well as other traveler amenities and security items. Traveler amenities included, a passenger waiting area, passenger sign displays, variable message signs, audio messaging, and vehicle charging. Platforms will include snow melt systems and canopies.

### Project Image



Construction Cost Estimate: \$86.9 million



## PROJECT 0320-0014: WEST HARTFORD RAILROAD STATION IN WEST HARTFORD

Project Status = Overprogrammed

### Project Location

This project is in West Hartford at 285 Newfield Avenue, South of the Flatbush Avenue Bridge at Amtrak Milepost (MP) 33.9 on the rail line.

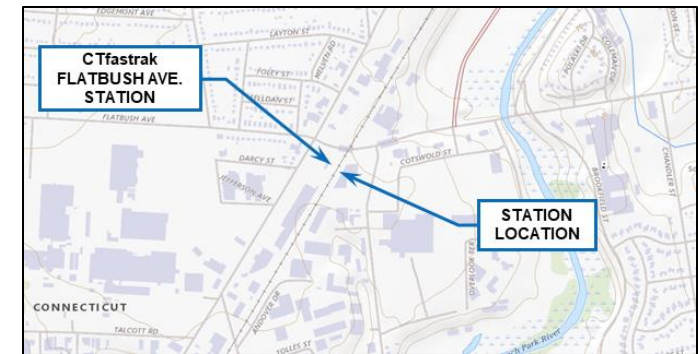
### Purpose and Need

The purpose of the Hartford Line Rail Program is to increase the frequency and speed of passenger rail service along the Hartford Line rail corridor and to address the current and future intercity transportation needs of Connecticut, Central Massachusetts, Boston, and Vermont. The West Hartford Station Railroad Project will allow people in West Hartford and the south end of Hartford to access the Hartford Line Service, making it a critical component of State's plans for the expansion of rail passenger service. The project will be a catalyst for Transit Oriented Development (TOD) consistent with the Town of West Hartford and City of Hartford visions.

### Scope of Work

The Project will construct a new station including two platforms and a parking lot, as well as improvements to CTfastrak, Flatbush Avenue Bus Station. The West Hartford Station will provide a fully ADA compliant accessible station with two high-level platforms and provide 133 parking spaces, as well as traveler amenities including passenger waiting area, passenger sign displays, variable message signs, audio messaging, and vehicle charging. Platforms will include snow melt systems and canopies.

### Project Image



Construction Cost Estimate: \$70.5 million



## PROJECT 0052-0094: BRIDGE REPLACEMENT CARRYING ROUTE 32 IN FRANKLIN

Project Status = Overprogrammed

### Project Location

This project is located on Route 32 in the Towns of Franklin and Windham, approximately 1.5 miles north of Route 207. While Bridge No. 00935 carries Route 32 over New England Central Railroad in Franklin, the north roadway approach to the bridge is located in the town of Windham.

### Purpose and Need

This bridge carries Route 32 (Windham Road) over New England Central Railroad (NECR) in the Town of Franklin, CT. The purpose of this project is to address the structural deficiencies of the bridge and improve the vertical clearance under the bridge while maintaining automobile traffic along Route 32 and rail traffic along the NECR.

### Scope of Work

The Scope of Work for this project is in development however proposed work will likely consist of a full bridge replacement with a new structure and include raising of the roadway to improve the vertical clearance under the bridge.

### Project Image



Construction Cost Estimate: \$27.5 million