

South Central Regional Council of Governments

**2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23**

Project **0014-0157** **1999-013** **Reconstruct Bridge #00340 AMTRAK O/ Rte 1**

Municipality Branford

Change Amendment 23 replaces all previously identified sources of Construction Phase funds with \$75M in Stimulus program funds.

Reason Project is deemed "Shovel Ready" and eligible for funding under the American Recovery and Reinvestment Plan. Scheduled to be advertised on February 25th

Project **0092-0532** **1999-002** **I-95: Quinnipiac River Bridge Construction B**

Municipality New Haven

Change Amendment 23 shifts all unobligated funds from FFY08 to FFY09 as project is advertised on 2/4/09. Bridge funds included in the TIP are increased by \$60M for FFY10.

Reason This is a correction made by DOT to ensure that all identified sources of funding are accurately depicted in both the TIP and STIP for the correct amounts and in the proper fiscal years.

Project **0092-0618** **2007-069** **I-95 Corridor Improvement Project- Contract B1**

Municipality New Haven

Change Amendment 23 moves I-M D Funds from #92-532 into this project

Reason This is a correction made by DOT to assign Interstate Maintenance Discretionary funds to this breakout project

Project **0092-0622** **2007-101** **2 Lane Connection between I-95 & I-91 -Contract E3**

Municipality New Haven

Change Amendment 23 introduces new project with initial funding of \$27.7M

Reason This project will extend work on the I-91/I-95 interchange to include a 2 lane to 2 lane Interchange connection from I-95 south to I-91 then North on I-91 as far as Exit 3(Trumbull Street)

This was introduced as a new project to identify scheduled work as soon as possible. The design is being completed under Project No. 92-531, Contract E. The project was initiated to provide the Department with the option to advertise a smaller construction contract within the bidding capacity of local/regionally based firms. At this time, the project will be advertised with Project No. 92-531.

Project **0092-0636** **2007-107** **Emergency Repairs I-95 West River Bridge #00163A**

Municipality New Haven

Change Amendment 23 adds New Project with initial funding of \$10 M

Reason The project is required to address the Emergency Declaration signed by the Commissioner on January 14, 2009.

Extensive repairs will focus on the concrete bridge deck, deck joints and steel members that are significantly deteriorated. Repairs are scheduled to begin early in the 2009 construction season.

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Project 0138-0232 2007-100 Moses Wheeler Advance Foundation Breakout

Municipality Regional

Change Amendment 23 replaces all previously identified sources of Construction Phase funds with \$57M in Stimulus program funds.

Reason Project is deemed "Shovel Ready" and eligible for funding under the American Recovery and Reinvestment Plan. Scheduled to be advertised on February 11th

Project 0170-2730 2005-035 CE Inspection of Overhead Sign Supports

Municipality Statewide

Change Amendment 23 moves unobligated funds from FFY08 to FFY09

Reason This change is necessary to continue an on-going effort by the Department to verify the condition of the overhead sign supports throughout the State. If deficiencies are found, the Department Maintenance Division is notified and corrective action is taken to assure the safety of the system.

Project 0170-XXXX 2007-106 Statewide Bus Replacements

Municipality Statewide

Change Amendment 23 adds a New Project with \$30M in Stimulus program funds

Reason Project is deemed "Shovel Ready" and eligible for funding under the American Recovery and Reinvestment Plan.

Project 0173-0365 2007-026 Operate Incident Mgmt Sys on I-95 BFD- NY St Line

Municipality District 3

Change Amendment 23 reduces FFY08 and FFY09 funds and adds FFY10 funding

Reason This change is necessary to the continued operation of the DOT Bridgeport Highway Operations Center and CHAMP patrols along the I-95 corridor. This project also supports other statewide ITS operational activities along the corridor including costs relative to the operations and maintenance of advanced traffic management systems, advanced traveler information systems, computerized traffic signal systems and incident management programs.

Project 0300-T010 2007-033 New Haven Line Track Program

Municipality Regional

Change Amendment 23 adds FFY09 funding. Funds increased by \$8M

Reason This is the annual track program necessary to maintain the system and the additional funding is supplementing the program to a level required to keep the system at a state of good repair.

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Project 0300-XXX1 2007-102 **New Haven Line Rail Station Improvements**

Municipality Statewide

Change Amendment 23 adds New Project with \$10 M in Stimulus program funds

Reason Project is deemed "Shovel Ready" and eligible for funding under the American Recovery and Reinvestment Plan.

Project 0301-0054 2007-060 **NHL Catenary Replacement Sect B includes bridges**

Municipality Regional

Change Amendment 23 adds 5307 carryover funds to FFY09. Funds increased by \$8M

Reason This increase is attributable to time extensions due to delays in steel fabrications as well as increased railroad force account activities.

Project 0301-0070 2007-029 **NHL Catenary Replacement Section C1B**

Municipality Regional

Change Amendment 23 adds FFY09 Funds. Funds increased by \$67.7M

Reason The original project cost was based on a PE estimate from several years ago. In addition, inflation as well as increased railroad force account activities has contributed to the increase.

Project 0301-0072 2003-005 **Metro North Substation Replacement**

Municipality Regional

Change Amendment 23 moves funds unobligated funds from FFY08 to FFY09 and adds 5309 Carryover funds. Funding increased by \$23 M

Reason The original estimate was based on an anticipated construction start based on the original schedule from 2006.

Project 0301-0078 2005-013 **New Haven Union Station Upgrades**

Municipality New Haven

Change Amendment 23 moves funds from FFY07 to FFY09 and replaces 5307 funds w/5309 Carryover. Project funding increased by \$3M

Reason *Information to be provided by ConnDOT*

Project 0301-0106 2007-103 **NH Rail Yard Component Change out Shop**

Municipality New Haven

Change Amendment 23 adds a New Project with initial funding of \$176 M

Reason This project is a breakout of 0301-T107 and will be partially funded with the American Recovery and Reinvestment Plan Funds. The total project cost is estimated at \$406 M - Only the federally participating portion of the project is in the STIP - balance is anticipated to be funded with state only.

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Project 0301-0110 2007-104 NH Yard - Diesel Storage Yard

Municipality New Haven

Change Amendment 23 adds a New Project with initial funding of \$7 M

Reason three new tracks will be installed adjacent to the existing Shoreline East storage tracks, with connections to the inner loop track. These tracks will have no utilities or Catenary. This is due to the need to construct them quickly with minimal disruption and the requirement to not disrupt the existing Waste Stockpile Area and Shoreline East tracks. This project will provide for storage of Shoreline East and Waterbury Branch Diesel/Coach train sets. This project is a breakout of 0301-T107

Project 0301-T107 2003-006 NH Yard Master Complex Facility

Municipality New Haven

Change Amendment 23 removes construction funding as Breakout Projects are added

Reason Project is replaced with Breakout projects 0301-0106 and 0301-0110

Project 0301-T119 2007-032 NH-ML Catenary replacement Section C1A.

Municipality Regional

Change Amendment 23 moves project funding from FFY08 out to FYI

Reason Section C1A is delayed due to the previous four sections of Catenary either completed or currently under construction. Design is not expected to be complete until 2011

Project 0301-T120 2003-012 NH-ML Catenary replacement – Peck to Devon C2

Municipality Regional

Change Amendment 23 moves project funding from FFY09 out to FYI

Reason Section C2 is delayed due to the previous four sections of Catenary either completed or currently under construction. Design is not expected to be complete until 2016

Project 0310-0047 2007-105 Branford Railroad Station Parking Expansion

Municipality Branford

Change Amendment 23 adds New Project with \$6M of Stimulus program funds

Reason Project is for the construction of a new 316 - space surface parking lot to the west of the existing parking area. The new lot will be fully illuminated and will include direct pedestrian access to the existing south side high level rail platform. Project is deemed "Shovel Ready" and eligible for funding under the American Recovery and Reinvestment Plan. It is scheduled to be advertised on April 8th

Project ENH-TXXX 2001-037 Various Transit Enhancement Improvements

Municipality Statewide

Change Amendment 23 adds FFY09 Apportionment to TIP

Reason This change is necessary to include the FFY09 funding in the TIP

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State Project 0014-0157

SCRCOG #1999-013

Municipality Branford

Proposed

Project Name Reconstruct Bridge #00340 AMTRAK O/ Rte 1 Branford

Description Widen US1 under Amtrak main line between Cherry Hill Connector (SR794) and Route 142 from four to six lanes; replace bridge over US1. Significant costs associated with interim Amtrak bridge relocation (both via contractor and Amtrak forces).

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	4,268						
		State	2,467						
STPA Anywhere	CON	Federal			9,500	8,400	9,500		
		State			2,375	3,350	2,375		
Total Cost	\$42,235		6,735	0	11,875	11,750	11,875	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	4,268						
		State	2,467						
Stimulus	CON	Federal				75,000			
Total Cost	\$81,735		6,735	0	0	75,000	0	0	0

Amendment Notes

FY05 TIP Amend 17 moved CON phase out one year deleting 06 and adding 09, also increased funding from 30,000 to 35,500 for period. Introduced to 07 TIP with only 07 and 08 years cost decreased to 20,000 for period. 07 TIP Amend 1 increases funding for FFY07 and FFY08 and adds FFY09 to fully fund CON Phase at 35.5M. FY07 TIP Amend 13 Moves FFY07 funds to FFY10, FY07 TIP Amend 23 introduces Stimulus Funding

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State Project 0092-0532

SCRCOG #1999-002

Municipality New Haven

Proposed

Project Name I-95: Quinnipiac River Bridge Construction B

Description Construct a new 10-lane bridge across New Haven Harbor between Route 34/I-91 interchange and Stiles Street

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	61,119						
		State	8,331						
Bridge Program	CON	Federal							240,000
		State							35,862
Earmark		Federal		1,984					
High Priority		Federal		7,948	1,972				
		State		1,987	493				
I-M		AC					0		
		Federal					13,000		117,500
		State					1,943		17,557
I-M Discretionary		Federal		1,089					
		State		161					
TI		Federal		34,235	8,500				
		State		5,219	1,270				
Total Cost	\$560,170		69,450	0	52,623	12,235	14,943	0	410,919

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	61,119						
		State	8,331						
Bridge Program	CON	AC				0			
		Federal					52,543		240,000
		State					7,851		35,862
Earmark		Federal			1,968				
High Priority		Federal				9,920			
		State				2,480			
IBR		Federal			255				
I-M		AC					0		
		Federal					13,000		117,500
		State					1,943		17,557
TI		Federal			42,735				
		State			6,386				

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Total Cost	\$619,450	69,450	0	0	63,744	75,337	0	410,919
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Amendment Notes

FY07TIP Amendment 1 reduced overall project cost and accurately displayed Q Bridge project with Multiple funding Sources FY07 TIP Amendment 4 moves 52.7M from FFY 05,06 into FFY07, overall project cost remains the same. FY07 TIP Amend 5 moves IMD & SEC117 Funds From FY05 TIP into FY07 TIP. Cost remains the same. FY07 TIP Amend 9 reduces funds as 92-613, 92-617 are added to TIP as breakout projects. The project cost is decreased FY07 TIP Amend 11 redistributes funds as breakout Projects # 092-618 is added to the TIP Project cost is increased. FY07 TIP Amend 14 NCIIP funds moved to #92-618. FY07 TIP Amend 23 shifts all unobligated funds from FFY08 to FFY09 as project is ADV 2/4/09. Bridge funds increased by \$60M for FFY10.

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State Project 0092-0618

SCRCOG #2007-069

Municipality New Haven

Proposed

Project Name I-95 Corridor Improvement Project- Contract B1

Description Breakout of 92-532 construction of NB West approach of new Q Bridge and includes first stage of the foundation (piers) construction for the main span structure

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Bridge Program	CON	AC		0					
		Federal		20,000	30,000	30,000	23,000		
		State		2,989	4,483	4,483	3,500		
NCIIP		Federal			23,965	5,950			
		State			3,580	889			
Total Cost	\$152,839		0	22,989	62,028	41,322	26,500	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Bridge Program	CON	AC		0					
		Federal		20,000	30,000	30,000	23,000		
		State		2,989	4,483	4,483	3,500		
I-M Discretionary		Federal				1,089			
		State				161			
NCIIP		Federal			23,965	5,950			
		State			3,580	889			
Total Cost	\$154,089		0	22,989	62,028	42,572	26,500	0	0

Amendment Notes

FY07 TIP Amend 11 introduces new project as breakout of #92-532. FY07 TIP Amend 14 moves NCIIP funds from #92-532 into this project. FY07 TIP Amend 23 moves I-MD Funds from #92-532 into this project

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State Project 0092-0622

SCRCOG #2007-101

Municipality New Haven

Proposed

Project Name 2 Lane Connection Between I-95 & I-91 -Contract E3

Description This project will extend work on the I-91/I-95 interchange to include a 2 lane to 2 lane interchange connection from I-95 south to I-91 north to the vicinity of I-91 Exit 3

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
STPA Anywhere	CON	AC				0		
		Federal						25,000
		State						2,778
Total Cost	\$27,778		0	0	0	0	0	27,778

Amendment Notes

FY07 TIP Amend 23 introduces new project

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State Project 0092-0636

SCRCOG #2007-107

Municipality New Haven

Proposed

Project Name Emergency Repairs tol-95 West River Bridge #00163A

Description Project to address extensive repairs focused on the concrete bridge deck, deck joints and steel members that are significantly deteriorated - Emergency Declaration signed by the Commissioner 1/14/2009

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Bridge Program	CON	Federal			9,000			
		State			1,000			
Total Cost	\$10,000		0	0	0	10,000	0	0

Amendment Notes

FY07 TIP Amend 23 Adds New Project

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0138-0232

SCRCOG #2007-100

Municipality Regional

Proposed

Project Name Moses Wheeler Advance Foundation Breakout

Description Foundation break-out project for the Moses Wheeler Brg. (Brg. #00135), I-95 over the Housatonic River in the Town of Stratford and the City of Milford

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Bridge Program	CON	AC				0			
		Federal				12,825	12,825		
		State				1,425	1,425		
I-M	CON	AC				0			
		Federal				12,825	12,825		
		State				1,425	1,425		
Total Cost	\$57,000		0	0	0	28,500	28,500	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Stimulus	CON	Federal				57,000			
Total Cost	\$57,000		0	0	0	57,000	0	0	0

Amendment Notes

FY07 TIP Amend 22 introduces new project, FY07 TIP Amend 23 introduces Stimulus Funding

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
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State Project 0170-2730

SCRCOG #2005-035

Municipality Statewide

Proposed

Project Name CE Inspection of Overhead Sign Supports

Description The sign support inspection project is an on-going effort by the Department to verify the condition of the overhead sign supports throughout the State. If deficiencies are found, corrective action is taken to assure the safety of the system.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	160						
		State	40						
National Hwy Sys	ENG	Federal		1,520	1,600				
		State		380	400				
Total Cost	\$4,100		200	1,900	2,000	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	160						
		State	40						
National Hwy Sys	ENG	Federal		1,520		1,600			
		State		380		400			
Total Cost	\$4,100		200	1,900	0	2,000	0	0	0

Amendment Notes

Add new project AC entry; add FY 2006 AC conv. Administrative change for ConnDOT - does not reflect change in dollar amount. FY05 TIP Amendment 12, FY07 TIP Amend 23 moves funds from FFY08 to FFY09

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State Project 0170-XXXX

SCRCOG #2007-106

Municipality

Proposed

Project Name Statewide Bus Replacements

Description This is a new program for an additional \$30 m in buses. These are bus replacements not expansions. These vehicles have exceeded their useful life and are eligible for replacement.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307-Stimulus	CON	Federal			30,000			
Total Cost	\$30,000		0	0	30,000	0	0	0

Amendment Notes

FY07 TIP Amend 23 Adds New Project

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
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State Project 0173-0365

SCRCOG #2007-026

Municipality District 3

Proposed

Project Name Operate Incident Mgmt Sys on I-95 Brnfd- NY St Line

Description Operation of the DOT Bridgeport Highway Operations Center and CHAMP patrols, and support of other statewide ITS operational activities along the I-95 corridor. Included are costs relative to the operations and maintenance of advanced traffic management

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
National Hwy Sys	CON AC Entry			0				
	Federal			4,520	4,520			
	State			1,130	1,130			
Total Cost	\$11,300	0	0	5,650	5,650	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
National Hwy Sys	CON AC Entry			0				
	Federal			760	4,200	5,152		
	State			190	1,050	1,289		
Total Cost	\$12,641	0	0	950	5,250	6,441	0	0

Amendment Notes

Ongoing program included in FY07 TIP. FY07 TIP Amend 16 moves AC Entry out to FFY08 and increases funds for FFY08 & FFY09, FY07 TIP Amend 23 reduces FFY08 and FFY09 funds and adds FFY10 funding

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
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State Project 0300-T010

SCRCOG #2007-033

Municipality Regional

Proposed

Project Name New Haven Line Track Program

Description Support continuing track maintenance program with capital funds. Use FTA Section 5307 and 5309 capital funds to continue track maintenance; e.g. replace ties, rail switches and ballast, and resurface rail.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Capital	CON	Federal		6,022					
		State		1,505					
Total Cost	\$7,527		0	7,527	0	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Capital	CON	Federal		6,022					
		State		1,505					
5307 Carryover		Federal				6,400			
		State				1,600			
Total Cost	\$15,527		0	7,527	0	8,000	0	0	0

Amendment Notes

Ongoing program included in FY07 TIP, FY07 TIP Amend 23 add FFY09 funding

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State Project 0300-XXX1

SCRCOG #2007-102

Municipality Statewide

Proposed

Project Name New Haven Line Rail Station Improvements

Description These improvements and upgrades will address the necessary station upgrades and repairs to address general station building, electrical and plumbing elements, station amenity improvements

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307-Stimulus	CON	Federal			10,000			
Total Cost	\$10,000		0	0	0	10,000	0	0

Amendment Notes

FY07 TIP Amend 23 adds new project

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

New Haven Line – Rail Station Improvements

Project Number

0300-XXX1

Project Background:

In the summer of 2006, Governor M. Jodi Rell directed the Connecticut Department of Transportation to inspect all New Haven Line train stations. The Governor asked the Department to determine the condition of all the facilities and to develop a comprehensive program of repairs and improvements. The Governor noted that the Department would “make these common-sense improvements and make our rail lines an attractive option.”

Project Description/Scope:

This project will begin to implement the New Haven Line Railroad Station Upgrades. Improvements will be implemented to various stations. These improvements and upgrades will address the necessary station upgrades and repairs to address general station building, electrical and plumbing elements, station amenity improvements such as platform benches, signage, kiosk and trash receptacle upgrades, platform repairs and improvements to restore platform foundations, improve lighting, tactile warning repairs, shelter improvements and platform railing upgrades, canopy improvements to include major repairs or improvements including construction of extended canopies to cover up to half of the platform length (440 feet for mainline platforms and 180 feet for branch line platforms).

Project Implementation:

CDOT Project Manager: John Hanifin

Designer:

Project Milestones:

Advertise:	April 1, 2009
Bid Opening:	May 15, 2009
Contract Award:	June 30, 2009
Construction start:	July 30, 2009
Construction complete:	July 2011

Estimated Cost:

\$10 Million

Funding Source:

Economic Recovery

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State Project 0301-0054

SCRCOG #2007-060

Municipality Regional

Proposed

Project Name NHL Catenary Replacement Sect B including bridges

Description Replace the existing catenary system from New Haven to the New York Border with a constant tension wire supporting system, designing the system for maximum speed allowed by track geometry and other physical constraints.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Carryover	CON	Federal			12,066				
		State			3,016				
5307 Capital	OTH	Federal		8,000					
		State		2,000					
Total Cost	\$25,082		0	10,000	15,082	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Carryover	CON	Federal			12,066	6,400			
		State			3,016	1,600			
5307 Capital	OTH	Federal		8,000					
		State		2,000					
Total Cost	\$33,082		0	10,000	15,082	8,000	0	0	0

Amendment Notes

FY07 TIP Amend 8 introduces project to fully fund catenary project and RR force account costs. FY07 TIP Amend 17 adds 5307 carryover funds from an open FTA grant FY07 TIP Amend 23 adds 5307 carryover funds to FFY09

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

Main Line Catenary Replacement—Section B—Stamford to Norwalk – MP 34.708 to MP 41.588 Including Associated Bridges

Project Number	Grant Number	Agreement Number
301-0054	CT-90-X378 CT-03-0124, CT-90-X393	6.23-03(03)

Problem Identified: The catenary between New Haven and the Connecticut/New York state line is 75 to 80 years old and overdue for replacement. Maintenance costs are rising sharply and reliability of this old catenary is continually declining. Speeds are inherently restricted to 75 MPH and are further reduced by timetable special instruction at certain curves, particularly in extreme hot or extreme cold weather.

Description/Scope: Replace the existing catenary system with a constant tension wire supporting system, designing the system for maximum speed allowed by track geometry and other physical constraints. The methodology for replacing the existing overhead catenary system is based on replacement with a two-wire constant tension catenary. The average distance between balance weight terminations is approximately 5,100 feet throughout the route. Single-track outages will be required for extended periods between adjacent interlockings. Installation of new multiple track pull-offs on curves will also require multiple track outages during off-peak night hours for limited durations.

Project Implementation:

CDOT Project Manager: F.Chojnicki / R. Armstrong Contractor: Ducci/CM: CTE

Project Milestones:

Design Complete:	August 20, 2003
Advertise:	September 24, 2003
Bid Opening:	October 29, 2003
Award:	March 16, 2004
Construction Start:	August 2, 2004
Construction Complete:	October 2010
Project Close-Out:	December 2011

FTA funding to date (Including associated bridges):

CT-90-X378	\$ 9,850,000
CT-03-0124	\$37,715,030
CT-90-X393	\$23,144,445
CT-90-X501-01 (pending)	\$10,582,000 Section 5307
FFY 2008	\$8,000,000 Section 5307
FFY 2009	\$11,418,000 Section 5307

Estimated Total Project Cost: \$100,709,475

**CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC TRANSPORTATION
CAPITAL PROJECT/PROGRAM DESCRIPTION**



Rowayton Avenue Bridge - Norwalk

Project Number	Grant Number	Agreement Number
300-0098	CT-03-0124 CT-90-X393	6.23-03(03)

Problem Identified: Age has caused deterioration of the undergrade open deck railroad bridge. Replacement with a ballast deck is required to restore the proper functioning of the structure. It will also increase ride comfort. Bridge M.P. 39.11 over Rowayton Avenue in the City of Norwalk and has a 34-foot single span open deck structure. Based on annual bridge inspection, this bridge is in poor condition and received an average condition rating of 4, which denotes a serious problem with the structure.

Description/Scope: Replace superstructures with ballast deck and rehabilitation of existing substructures in scope of work for this bridge. It is the intention of the Department to advertise this bridge replacement project with Mainline Catenary Replacement - Section B.

Replace Railroad Bridge, State Bridge No. 00316R over Route 1, MP 37.80, Boston Post Road Town of Darien

Project Number	Grant Number	Agreement Number
300-0099	CT-03-0124	6.23-03(03)

Problem Identified: Age and deferred maintenance have caused deterioration of these undergrade open deck railroad bridge. Replacement with ballast deck is required to restore the proper functioning of the structure, as well as increase ride comfort. Bridge No. 00316R, Boston Post Road in Darien, carries four New Haven Mainline tracks. The bridge is three span riveted through girder superstructure with a minimum vertical clearance of 11 feet 9 inches. The bridge is supported on stone masonry abutments and steel bents. The main span of the bridge is 47 feet 3 inches in length and the approach spans are 15 feet 6 inches in length for a total structure length of 78 feet 3 inches. The Darien train station is located immediately to the west of the bridge. Based on annual bridge inspections, this bridge is in poor condition and has received an overall condition rating of 4.

Description/Scope: Replace superstructures and rehabilitation for existing substructures for railroad bridge. This project does not include improvements related to the widening of the road.

Replace Railroad Bridge No. 08027R, RR No. 41.12, Monroe Street, Town of South Norwalk

Project Number	Grant Number	Agreement Number
#301-0033, 301-0056 & 102-0275	CT-90-X393	6.23-03(03)

Problem Identified: Bridge No. 41.12, in Norwalk, carries the four New Haven Mainline tracks and two side tracks over Monroe Street. This bridge consists of an 85 foot, open deck, three span structure with a thru girder center span and deck girder side spans, with a vertical clearance of 12'-0". The superstructure is supported by stone masonry abutments and two steel piers. Based on annual bridge inspections this bridge is in poor condition and received an overall condition rating of 4, which denotes a serious problem with the structure.

Description/Scope: Replacement with a ballast deck is required to restore the proper functioning of the structure, as well as increased ride comfort. Improvements of the road to increase the vertical clearance under the bridge will be performed. This project does not include improvements related to widening the road.

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0301-0070

SCRCOG #2007-029

Municipality Regional

Proposed

Project Name NHL Catenary Replacement Section C1B

Description Replace the existing catenary system from New Haven to the New York Border with a constant tension wire supporting system, designing the system for maximum speed allowed by track geometry and other physical constraints.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Capital	CON	Federal		13,360					
		State		3,340					
5309 Capital		Federal		18,800					
		State		4,700					
Total Cost	\$40,200		0	40,200	0	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Capital	CON	Federal		13,360					
		State		3,340					
5307 Carryover		Federal				34,175			
		State				8,544			
5309 Capital		Federal		18,800		20,000			
		State		4,700		5,000			
Total Cost	\$107,919		0	40,200	0	67,719	0	0	0

Amendment Notes

FY07 TIP Amend 8 adds \$13.3M Fed/ \$3.3M State 5307C funds to FFY07, FY07 TIP Amend 23 adds FFY09 Funds

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

**Main Line Catenary Replacement–Norwalk to Bridgeport–Section C1B – CP 248 to Peck Bridge
Including Associated Bridges
Main Street, South Ave, Fairfield Ave (Bridgeport), North Benson Rd, Westway Rd (Fairfield)**

Project Number
301-0070

Grant Number
TBD

Agreement Number

Problem Identified:

The catenary between New Haven and the Connecticut/New York state line is 75 to 80 years old and overdue for replacement. Maintenance costs are rising sharply and reliability of this old catenary is continually declining. Speeds are inherently restricted to 75 MPH and are further reduced by timetable special instruction at certain curves, particularly in extreme hot or extreme cold weather.

Description/Scope:

Replace the existing catenary system with a constant tension wire supporting system, designing the system for maximum speed allowed by track geometry and other physical constraints. The methodology for replacing the existing overhead catenary system is based on replacement with a two wire constant tension catenary. The average distance between balance weight terminations is approximately 5,100 feet throughout the route. Single-track outages will be required for extended periods between adjacent interlockings. Installation of new multiple track pull-offs on curves will also require multiple track outages during off-peak night hours for limited durations.

Project Implementation:

CDOT Project Manager: Fred Chojnicki

Project Milestones:

Design Complete:	October 11, 2006
Advertise:	November 8, 2006
Bid Opening:	January 24, 2007
Award:	April 6, 2007
Construction Start:	May 25, 2007
Construction Complete:	November 2011
Project Close-Out:	December 2012

Estimated Cost:

FFY 2006: \$28,278,969
FFY 2006: \$41,142,496
FFY 2007: \$21,125,000
FFY 2007: \$16,719,000
FFY 2008: \$26,000,000
FFY 2009: \$ 9,100,000

Funding Source:

CT-03-0140 (Awarded 9/15/06)
CT-05-0101 (Awarded 11/1/06)
CT-05-0104 (Awarded)
Section 5307
Section 5307
Section 5309

TOTAL: \$142,365,465

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

Replace Fairfield Avenue Bridge - Bridgeport

Problem Identified:

Bridge No. 53.42 in Bridgeport, carries the four New Haven Main Line tracks. The bridge consists of a 106 foot open deck, three span structure. The through girder bridge was constructed in 1895. The superstructure is supported by stone abutments and two piers with steel columns resting on stone pedestals. Based on annual bridge inspections this bridge is in poor condition, given a rating of 4, which denotes a serious problem with the structure.

Description/Scope:

Age and deferred maintenance have caused deterioration of the undergrade, open deck railroad bridge. Replacement with a ballast deck is required to restore the proper functioning of the structure. Improvement of the road to increase the vertical clearance under the bridge should be improved if possible. This project does not include road improvements related to widening the road. This bridge will be part of the Catenary C1B contract in order to minimize track outages.

Elimination of Railroad Bridge M.P. 54.98, State No. 08-58R, City of Bridgeport

Problem Identified:

Age and deferred maintenance have caused deterioration of the structure, load capacity of this structure is Cooper E52. We estimate, at the present time, \$800k is required to upgrade the structure condition to meet inspection recommendations. Based on the age of this bridge, cost estimate, and future repairs, we recommend eliminating this bridge. We have contacted the City of Bridgeport and they have no objection to the elimination of this bridge. This bridge is located in the Catenary Area C1B and can junction with other bridges.

Description/Scope:

Elimination of the railroad bridge which would include the following: The existing bridge superstructures will be removed entirely and the substructure will be removed three feet below the proposed railroad grade. The crossing will be back-filled and new retaining walls to match the existing ones will be constructed. Also, a utility underpass of precast concrete shall be built.

Rehabilitation of South Avenue Bridge - Bridgeport

Problem Identified:

Based from the latest bridge inspection performed by Garg Consulting Services, Inc. on February 3, 2005, the bridge has an overall condition rating of 4 (poor condition) due to extensive deterioration in the structural steel and bearings. An additional field inspection was performed by H. W. Lochner on April 28, 2005 and confirmed the steel condition identified by Garg.

Description/Scope:

The rehabilitation of this bridge will include the replacement of the existing superstructures with steel beams and reinforcement of existing abutments.

CONNECTICUT DEPARTMENT OF TRANSPORTATION

BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION



Westway Road Bridge Rehabilitation - Fairfield

Problem Identified:

This ballasted bridge was constructed in 1890 and rehabilitated in 1940. The superstructure consists of riveted built-up girders and rolled beam floorbeams with a steel deck. The substructure consists of two stone masonry abutments with concrete bridge seats. The bridge is currently posted for a minimum vertical clearance of 10'-0" with a field measured minimum clearance of 10'-3".

The structure is 58 feet in length carrying four main line Metro-North tracks. Based from the latest bridge inspection performed by Garg Consulting Services, Inc. in November 2003, the bridge has an overall condition rating of 4 (poor condition). The rail capacity of this structure is an AREMA Cooper E61 loading for normal conditions. Improving the structure's integrity through rehabilitation is the purpose of this project.

Description/Scope:

The rehabilitation of this bridge will encompass the complete removal of the superstructure under each track followed by the erection of a new simple span multi-beam structure with new safety walkways. The bridge seats will be rebuilt to accept new bearings and support the new spans. The abutments will also be reinforced with anchors as necessary. No roadway work is planned under this project, however, lane or complete road closures and detours will be required to perform some of the work. This bridge will be part of the Catenary C1B contract in order to minimize track outages.

North Benson Road Bridge – Replace Superstructure - Fairfield

Problem Identified:

L-C Associates inspected this bridge in October 2000 and the bridge received an overall condition rating of 4 (poor condition). The age of the structure and the complicated nature of performing repairs has caused deterioration of the structure. The bridge has a rail capacity of Cooper E46. This bridge has a low clearance and is posted for a minimum vertical clearance of 10 feet, 5 inches.

Description/Scope:

The rehabilitation of this bridge would include the complete replacement of the existing superstructures with pre-cast concrete beams and reinforcement of the existing abutments. This bridge rehabilitation will be part of the Catenary C1B contract in order to minimize track outages.

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0301-0072

SCRCOG #2003-005

Municipality Regional

Proposed

Project Name Metro North Substation Replacement

Description Replace five New Haven Line substations; South Norwalk (MP 41.3), East Norwalk (MP 42.0), Bridgeport (MP 52.3) and New Haven (MP66.3 and 72.3). Complete replacement of 13 vintage 1910 substations feeding the New Haven Line; 8 replaced in the 1990's.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Capital	CON	Federal		20,000				
		State		5,000				
Total Cost	\$25,000		0	0	25,000	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Carryover	CON	Federal			28,000			
		State			7,000			
5309 Carryover		Federal			10,400			
		State			2,600			
Total Cost	\$48,000		0	0	0	48,000	0	0

Amendment Notes

FY05 construction moved from Sec 5309 to Sec 5307 support by FY05 TIP Amend 4. FY07 TIP Amend 8 moves project from FY05 TIP and CON phase from FFY07 to FFY08. FY07 TIP Amend 23 moves funds from FFY08 to FFY09 and adds 5309 Carryover funds

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

Replacement of 5 New Haven Line Substations

Project Number

301-0072

Grant Number

TBD

Agreement Number

TBD

Problem Identified:

Circuit Breakers at substations are oil filled, 75 to 80 years in age, and overdue for replacement. Replacement parts are a problem. At some locations loads on circuit breakers have reached the upper limit of the established current rating for the breakers. Short circuit fault clearing times need to be significantly improved. The existing physical plant impedes any decision to expand service.

Description/Scope:

Replace all remaining oil-filled circuit breakers at Connecticut's anchor bridge substations with a state-of-the-art ground mounted system. The replacement breakers will be specified as indoor draw out type breakers and will be enclosed in a prepackaged modular enclosure. The replacement breakers will be of the same voltage and current rating as the vacuum circuit breakers in service at two other locations on the NHL. The substations to be replaced are located at MP 41.3 in South Norwalk, MP 42.0 in East Norwalk, MP 52.3 in Bridgeport, MP 66.3 in New Haven and MP 72.3 in New Haven.

Project Milestones:

Design Complete:	April 15, 2009
Advertise:	May 27, 2009
Bid Opening:	June 24, 2009
Contract Award:	July 22, 2009
Construction start:	September 18, 2009
Construction complete:	November 2011

Project Implementation:

CDOT Project Manager: Fred Chojnicki

Designer: Washington Group

Estimated Cost:

PE 2003: \$1.5 Million
CON 2009: \$48.0 Million

Funding Source:

State Bond Funds
Section 5307/5309

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0301-0078

SCRCOG #2005-013

Municipality New Haven

Proposed

Project Name New Haven Union Station Upgrades

Description Install Americans with Disabilities Act compliant variable message signs at New Haven's Union Station--programmable platform and waiting room signs providing visual and audible information.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	3,200						
		State	800						
5307 Capital	OTH	Federal		6,400					
		State		1,600					
Total Cost	\$12,000		4,000	8,000	0	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	3,200						
		State	800						
5309 Carryover	OTH	Federal				8,800			
		State				2,200			
Total Cost	\$15,000		4,000	0	0	11,000	0	0	0

Amendment Notes

Introduced by FY05 TIP Amend 4. Increase funds to \$3,200,000 of 5307-Capital and \$800,000 of state per FY05 TIP Amend 11. FY07 TIP Amend 23 replaces 5307 funds w/5309 Carryover. Funding increased and moved to FFY09

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0301-0106

SCRCOG #2007-103

Municipality New Haven

Proposed

Project Name NH Rail Yard Component Change out Shop

Description This 260,000 Sq Ft facility will consist of a shop with 13 car spots on 3 tracks with overhead cranes and floor lifts to allow removal of major car components Shop will provide the major maintenance functions for Connecticut's commuter rail fleet

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>	
5307 Carryover	CON	Federal			50,800				
		State			12,700				
5307-Stimulus		Federal			52,400				
5309 Capital		Federal			26,100				
5309 Carryover		Federal			12,000				
		State			3,000				
5309 Capital		State			6,525				
5309-Stimulus		Federal			12,800				
Total Cost	\$176,325		0	0	0	176,325	0	0	0

Amendment Notes

FY07 TIP Amend 23 Adds New Project as breakout of 0301-T107

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

New Haven Yard – Component Change Out Shop

Project Number

301-0106

Project Background:

During the analysis of the New Haven line fleet configuration, it became apparent that there is a need to provide additional storage and servicing tracks as well as corresponding infrastructure to support the enlarged fleet of rail cars.

Project Description/Scope:

This major (260,000 Sq Ft) facility will consist of a shop with 13 car spots on 3 tracks with overhead cranes and floor lifts to allow easy removal of major car components (trucks, HVAC units, pantographs), support shops to repair and maintain the major car components, parts storage facilities, offices and welfare facilities for employees, a training facility, a security suite with command center and MTA police offices, ConnDOT offices, and a communications hub. This project will provide the main shop and office complex for the New Haven Rail Yard, and will provide the major maintenance functions for Connecticut's commuter rail fleet, as well as housing administrative and security functions.

Project Implementation:

CDOT Project Manager: John Hanifin

Designer: PB America

Project Milestones:

Advertise:	May 27, 2009
Contract Award:	October 16, 2009
Construction start:	November 30, 2009
Construction complete:	November 2012

Estimated Cost:

\$406 Million

Funding Source:

FTA Section 5307
FTA Section 5309
State Bond Funds

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0301-0110

SCRCOG #2007-104

Municipality New Haven

Proposed

Project Name NH Yard - Diesel Storage Yard

Description Three new tracks will be installed adjacent to the existing Shoreline East storage tracks, with connections to the inner loop track. These tracks will have no utilities or catenary. Project will provide for storage of SLE and WTBY Branch Diesel/Coach tra

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 Carryover	CON	Federal			5,600			
		State			1,400			
Total Cost	\$7,000		0	0	7,000	0	0	0

Amendment Notes

FY07 TIP Amend 23 Adds New Project as breakout of 0301-T107

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

New Haven Yard – Diesel Storage Yard

Project Number

301-0110

Project Background:

During the analysis of the New Haven line fleet configuration, it became apparent that there is a need to provide additional storage and servicing tracks as well as corresponding infrastructure to support the enlarged fleet of rail cars.

Project Description/Scope:

Three new tracks will be installed adjacent to the existing Shoreline East storage tracks, with connections to the inner loop track. These tracks will have no utilities or catenary (Stand-By/Hotel Power will be provided under Project 300-0138). due to the need to construct them quickly with minimal disruption and the requirement to not disrupt the existing Waste Stockpile Area and Shoreline East tracks. This project will provide for storage of Shoreline East and Waterbury Branch Diesel/Coach trainsets. Gravel access drives, illumination, and minor utility work is also included. Construction starts in late 2009 with an eight month duration.

Project Implementation:

CDOT Project Manager: John Hanifin

Designer: PB America

Project Milestones:

Advertise:	April 29, 2009
Contract Award:	July 24, 2009
Construction start:	September 7, 2009
Construction complete:	March 2010

Estimated Cost:

\$7 Million

Funding Source:

FTA Section 5307
State Bond Funds

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0301-T107

SCRCOG #2003-006

Municipality New Haven

Proposed

Project Name New Haven Yard Master Complex Facility

Description Expand/improve maintenance and repair capabilities. Meet current FRA safety inspection/quality standards and Metro North fleet growth requirements. Truing facility restores wheel diameter parity and profile per wheel wear.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	17,600						
		State	4,400						
5307 Capital	CON	Federal		21,304	12,000				
		State		5,326	3,000				
5309 Capital		Federal		4,000					
		State		1,000					
Total Cost	\$68,630		22,000	31,630	15,000	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	17,600						
		State	4,400						
5307 Capital	CON	Federal		0	0				
		State		0	0				
5309 Capital		Federal		0					
		State		0					
Total Cost	\$22,000		22,000	0	0	0	0	0	0

Amendment Notes

Introduced by FY05 TIP Amend 4; moving from FY05 Sec 5307 support. FY07 TIP Amend 8 decreases funds for FFY07 and adds FFY08 5307 funds. FY07 TIP Amend 23 replaces project with breakout projects #301-0106 and 301-0110

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0301-T119

SCRCOG #2007-032

Municipality Regional

Proposed

Project Name NH-ML Catenary replacment, Section C1A.

Description Replace the existing catenary system from New Haven to the New York Border with a constant tension wire supporting system, designing the system for maximum speed allowed by track geometry and other physical constraints.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5309 Capital	CON	Federal		32,000				
		State		8,000				
Total Cost	\$40,000		0	0	40,000	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5309 Capital	CON	Federal						32,000
		State						8,000
Total Cost	\$40,000		0	0	0	0	0	40,000

Amendment Notes

Ongoing program included in FY07 TIP. FY07 TIP Amend 23 moves funding from FFY08 to FYI

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

Main Line Catenary Replacement—Section C1A Including Associated Bridges

Project Number
301-T119

Grant Number
TBD

Agreement Number

Problem Identified:

The catenary between New Haven and the Connecticut/New York state line is 75 to 80 years old and overdue for replacement. Maintenance costs are rising sharply and reliability of this old catenary is continually declining. Speeds are inherently restricted to 75 MPH and are further reduced by timetable special instruction at certain curves, particularly in extreme hot or extreme cold weather.

Description/Scope:

Replace the existing catenary system with a constant tension wire supporting system, designing the system for maximum speed allowed by track geometry and other physical constraints. The methodology for replacing the existing overhead catenary system is based on replacement with a two wire constant tension catenary. The average distance between balance weight terminations is approximately 5,100 feet throughout the route. Single-track outages will be required for extended periods between adjacent interlockings. Installation of new multiple track pull-offs on curves will also require multiple track outages during off-peak night hours for limited durations.

Project Implementation:

CDOT Project Manager: Fred Chojnicki

Project Milestones:

Design Complete:	April 2011
Advertise:	TBD
Bid Opening:	TBD
Award:	TBD
Construction Start:	TBD
Construction Complete:	TBD

Estimated Cost:

Funding Source:

TOTAL: \$600,000,000

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

Replace East Avenue Bridge, M.P. 42.14 (State Bridge No. 03691R) - Norwalk

This project involves the replacement with a ballast deck. The bridge is an open deck superstructure founded on cut stone masonry gravity type abutments. This superstructure consists of one simple span comprising built-up riveted through girders, floor beams and stringers. The span length is 39 feet. Existing vertical clearance is 12 feet 7 inches. Also, existing substructures shall be modified to carry new loads.

Walk Bridge-MP 41.51 (State bridge No. 04288R) -over Norwalk River, Norwalk

Saga Bridge-MP 44.30 (State bridge No. 08032R) -over Saugatuck River, Westport

Walk Bridge is a four track swing bridge, constructed in 1896, and spans 562 feet over the Norwalk River. It has experienced increasing deterioration and mechanical problems over the years. Being a swing bridge, if the bridge fails in the open position, there is no rail service.

Saga Bridge is a bascule lift bridge constructed in 1904, and spans 458 feet over the Saugatuck River. The Saga Bridge is double-spanned, meaning it has two parallel, identical spans, both separately moveable structures, each containing two tracks (for a total of four). Therefore rail service can still operate. It also has experienced increasing deterioration and mechanical problems over the years.

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0301-T120

SCRCOG #2003-012

Municipality Regional

Proposed

Project Name NH-ML Catenary replacement – Peck to Devon C2

Description Replace the existing catenary system from New Haven to the New York Border with a constant tension wire supporting system, designing the system for maximum speed allowed by track geometry and other physical constraints.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	38,000						
		State	9,500						
5309 Capital	CON	Federal				26,400		41,600	
		State				6,600		10,400	
Total Cost	\$132,500		47,500	0	0	33,000	0	52,000	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
Pre-TIP	ALL	Federal	38,000						
		State	9,500						
5309 Capital	CON	Federal						41,600	26,400
		State						10,400	6,600
Total Cost	\$132,500		47,500	0	0	0	0	52,000	33,000

Amendment Notes

Schedule revised by FY03 TIP Amend 1 and 7 to avoid slowing train operations as work in Sections A, B and D proceeds; onset moved from FY04 to FY05. FY05 work moved to FY06 by FY05 TIP Amend 4. Schedule adjusted by FY05 TIP Amend 7. FY07 TIP Amend 23 moves FFY09 funds out to FYI

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

Main Line Catenary Replacement–Section C2 Including Associated Bridges

Project Number
301-T120

Grant Number
TBD

Agreement Number

Problem Identified:

The catenary between New Haven and the Connecticut/New York state line is 75 to 80 years old and overdue for replacement. Maintenance costs are rising sharply and reliability of this old catenary is continually declining. Speeds are inherently restricted to 75 MPH and are further reduced by timetable special instruction at certain curves, particularly in extreme hot or extreme cold weather.

Description/Scope:

Replace the existing catenary system with a constant tension wire supporting system, designing the system for maximum speed allowed by track geometry and other physical constraints. The methodology for replacing the existing overhead catenary system is based on replacement with a two wire constant tension catenary. The average distance between balance weight terminations is approximately 5,100 feet throughout the route. Single-track outages will be required for extended periods between adjacent interlockings. Installation of new multiple track pull-offs on curves will also require multiple track outages during off-peak night hours for limited durations.

Project Implementation:

CDOT Project Manager: Fred Chojnicki

Project Milestones:

Design Complete:	July 2016
Advertise:	TBD
Bid Opening:	TBD
Award:	TBD
Construction Start:	TBD
Construction Complete:	TBD

Estimated Cost:

Funding Source:

TOTAL: \$600,000,000

CONNECTICUT DEPARTMENT OF TRANSPORTATION



BUREAU OF PUBLIC TRANSPORTATION CAPITAL PROJECT/PROGRAM DESCRIPTION

Replace East Avenue Bridge, M.P. 42.14 (State Bridge No. 03691R) - Norwalk

This project involves the replacement with a ballast deck. The bridge is an open deck superstructure founded on cut stone masonry gravity type abutments. This superstructure consists of one simple span comprising built-up riveted through girders, floor beams and stringers. The span length is 39 feet. Existing vertical clearance is 12 feet 7 inches. Also, existing substructures shall be modified to carry new loads.

Walk Bridge-MP 41.51 (State bridge No. 04288R) -over Norwalk River, Norwalk

Saga Bridge-MP 44.30 (State bridge No. 08032R) -over Saugatuck River, Westport

Walk Bridge is a four track swing bridge, constructed in 1896, and spans 562 feet over the Norwalk River. It has experienced increasing deterioration and mechanical problems over the years. Being a swing bridge, if the bridge fails in the open position, there is no rail service.

Saga Bridge is a bascule lift bridge constructed in 1904, and spans 458 feet over the Saugatuck River. The Saga Bridge is double-spanned, meaning it has two parallel, identical spans, both separately moveable structures, each containing two tracks (for a total of four). Therefore rail service can still operate. It also has experienced increasing deterioration and mechanical problems over the years.

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project 0310-0047

SCRCOG #2007-105

Municipality Branford

Proposed

Project Name Branford Railroad Station Parking Expansion

Description Project is for the construction of a new 316 - space surface parking lot to the west of the existing parking area. The new lot will be fully illuminated and will include direct pedestrian access to the existing south side high level rail platform.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307-Stimulus	CON	Federal			6,000			
Total Cost	\$6,000		0	0	6,000	0	0	0

Amendment Notes

FY07 TIP Amend 23 Adds New Project

2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT NUMBER 23

State Project ENH-TXXX

SCRCOG #2001-037

Municipality Statewide

Proposed

Project Name Various Transit Enhancement Improvements

Description 5307 Transit Enhancement fund allotments from FFY05 through FFY09 for several projects to be completed throughout the region.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 TE	FFY05	Federal		137				
		Local		34				
	FFY06	Federal			165			
		Local			41			
	FFY07	Federal			169			
		Local			42			
	FFY08	Federal			182			
		Local			46			
Total Cost	\$816		0	0	171	645	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2011/FYI</i>
5307 TE	FFY05	Federal		137				
		Local		34				
	FFY06	Federal			165			
		Local			41			
	FFY07	Federal			169			
		Local			42			
	FFY08	Federal			182			
		Local			46			
	FFY09	Federal			189			
		Local			47			
Total Cost	\$1,052		0	0	171	881	0	0

Amendment Notes

FY07 TIP Amend 19 introduces FFY05 Transit Enhancement funds to the TIP. FY07 TIP Amend 20 introduces Enhancement funds for FFY 06, 07, 08 to FFY09
FY07 TIP Amend 23 adds FFY09 Apportionment to TIP



Bethany - Branford - East Haven - Guilford - Hamden - Madison - Meriden - Milford
New Haven - North Branford - North Haven - Orange - Wallingford - West Haven - Woodbridge

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Judy Gott, Executive Director

Resolution

**Fiscal Year 2007-Fiscal Year 2011 Transportation Improvement Program
Amendment Twenty Three**

- Whereas:* U.S. Department of Transportation “Metropolitan Planning Regulations” (23 *CFR* 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a *State Implementation Plan for Air Quality (SIP)* conforming to both U.S. Environmental Protection Administration-established air quality guidelines and *SIP*-established mobile source emissions budgets; and
- Whereas:* The Council, per 23 *CFR* 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a *Fiscal Year 2007-Fiscal Year 2011 Transportation Improvement Program* on July 26, 2006, with corrections adopted on August 23, 2006, after finding the *Program* conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 *CFR* 51 and 93) and a relevant Connecticut Department of Transportation air quality conformity determination: *Air Quality Conformity Report: Fiscal Year 2007-2011 Transportation Improvement Program* and the Region’s *Long-Range Transportation Plans*, June, 2004); and
- Whereas:* The Council, on May 9, 2007, found the *Program* conforming per a revised ConnDOT air quality conformity determination (*PM 2.5 and Ozone Air Quality Conformity Reports: FFY 2007-2011 Transportation Improvement Program and Long-Range Transportation Plans*, March 2007) reflecting applicable U.S. EPA standards; and
- Whereas:* The Council, on July 26, 2006, indicated that periodic *Program* adjustment or amendment was possible; and
- Whereas:* Projects referenced in the *Program* amendment (below) are consistent with the region’s long-range transportation plan (*South Central Regional Long Range Transportation Plan—2007 to 2035*, (May, 2007); and
- Whereas:* Council *Public Participation Guidelines: Transportation Planning* have been observed during the development of the proposed *Program* amendment (below); and
- Whereas:* By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a *Statewide Transportation Improvement Program* and/or its amendment; and

Whereas: Council of Governments' review of transportation goals, projects and opportunities may result in further adjustment or amendment of the *Program*.

Now, Therefore, Be It Resolved By the Council of Governments

The *Program* Amendment Twenty Three shall be transmitted to the Connecticut Department of Transportation, for inclusion in the *State Transportation Improvement Program*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **February 25, 2009**.

Date: February 25, 2009

Edward Sheehy
Secretary