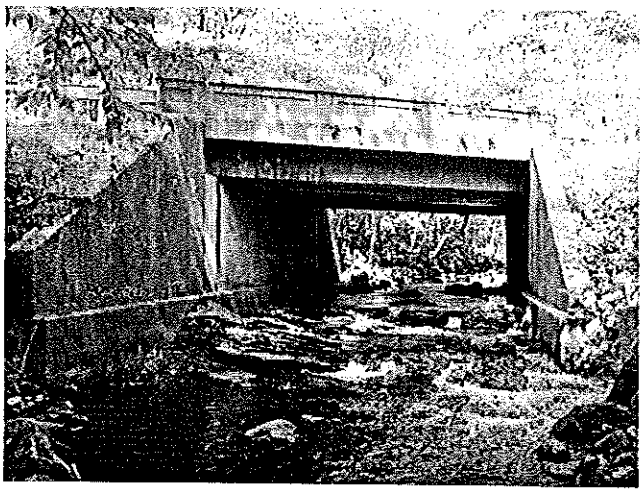
CTDOT

RECOVERY.GOV

American Recovery and Reinvestment Act 2009

Project Description: Superstructure replacement of Bridge No. 01256 carrying Rte. 89 over the Mount Hope River in Ashford

Project No. 03-109



Route 89 bridge over Mount Hope River

Project Scope:

This project involves the superstructure replacement of Bridge No. 01256 carrying Route 89 over the Mount Hope River in Ashford. The existing superstructure is a cast-in-place concrete tee-beam with a monolithic deck with diagonal cracking and exposed reinforcing steel. The bridge superstructure is rated in poor condition. The replacement superstructure will be galvanized steel beams that will not need future painting and will protect the fragile river environment. The concrete approach barrier walls and guide rail will be placed at all four corners to protect steeply sloping banks. The substructure will be repaired to prolong the service life of the bridge.

Financial Sources (Construction only):

- $792,346 Contractor's bid
- 100% Federal ARRA funding

Timeline:

- Awarded: May 12, 2009
- Start Date: July 3, 2009
- Forecasted Completion: Spring 2010

Challenges and Risks:

The reconstruction of the bridge must be accomplished in two stages to maintain traffic. One 11-foot lane of alternating one way traffic will be maintained with stop signs for the duration of the work. Local drivers will need to adjust to this condition for the project. The galvanized structural steel may have an extended lead time.

Outlook:

The reconstruction of the bridge along with the planned site improvements is straightforward. We do not anticipate any major issues.

Recent Activity:

The contractor has mobilized to the work site. Administrative field office has been installed. The contractor should begin work shortly once the working and shop drawings have been fully approved.

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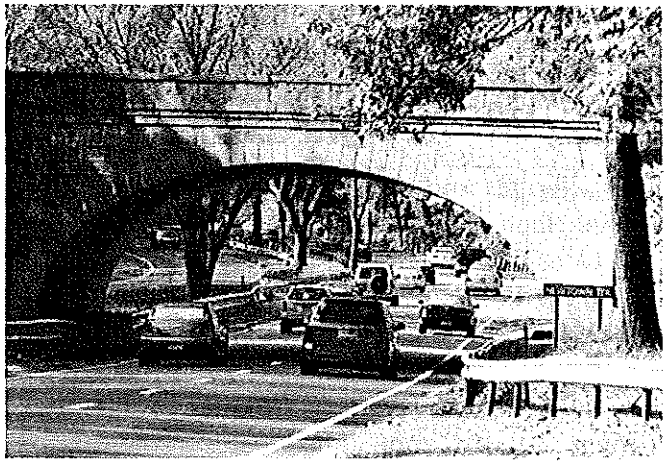
American Recovery and Reinvestment Act 2009

Project Description:

Route 15 - Merritt Parkway
Resurfacing, Safety and Bridge Improvements
Fairfield and Trumbull

Projects 50-204/206 and 144-178/180



Project Scope:

The projects involve resurfacing the Merritt Parkway (Route 15) in both directions as well as various safety and bridge improvements from Congress Street in Fairfield, beyond the Fairfield/Trumbull town line, to the Route 8 interchange in Trumbull. The total length of the project is 9 miles.
The proposed safety improvements include: Shoulder widening to 8' (4' paved – 4' grass), replacing existing guide railing with Merritt Parkway Guide Rail (a steel backed timber railing), removal of rock ledges and trees close to the roadway and the installation of a single unit concrete curb and gutter system along the median.
The project also involves the rehabilitation of the existing landscaping by returning it to its original park-like setting in accordance with the "Merritt Parkway Landscape Master Plan" of October 1994.

Projects 50-206 which is within the limits of Project 144-180 from Morehouse Highway to the Mobil Service Station prior to exit 46 (Easton Turnpike), involves a total bridge replacement of Bridge No. 743 over the Mill River.

Projects 144-178 which is within the limits of Project. 144-180, involves improvements to Bridge No. 750 which carries the Merritt Parkway over Reservoir Ave. (open grid replacement).

Financial Sources:

- $66,586,998 Contractor's bid
- 100% Federal ARRA funding

Timeline:

- Awarded: April 29, 2009
- Start Date: June 18, 2009
- Forecasted Completion: Summer 2012

Challenges and Risks:

Tree clearing began on August 10. Local opposition to the clearing and associated noise is anticipated as clearing progresses.

Contractor requested temporary daytime closures for some clearing operations due to safety concerns with falling of large trees during nighttime hours. Such instances will be handled on a case-by-case basis.

Many existing drainage structures are constructed out of field stone and are questionable condition. Stage 1 construction consolidates traffic toward the median on both sides of the Parkway subjecting the existing basins to direct traffic loading. Because of the condition of the field stone basins, they must be reconstructed before subjecting them to direct traffic loading, resulting in additional costs that were not budgeted.

Removal of invasive species has begun and preliminary estimates indicate that actual field conditions will exceed the contract quantity for this work. Efforts are being made to balance areas where removal of the species is critical by reducing areas where removal is not critical or not visible to the traveling public.

Outlook:

- Continue surveying and stake-out of project.
- Complete setup of DOT Project Field Office in Commuter Parking Lot at NB Exit 46.
- Continue tree clearing on southbound Parkway as night work. Grubbing will be done as work areas are needed.
- Place southbound traffic into Stage 1 for reconstruction of the Mill River Bridge.
- Begin sheet pile installation for the northern portion of the abutment foundations at Bridge No. 00743, Merritt Parkway over the Mill River.
- Begin milling and paving of southbound roadway mid-August.
- Begin condition survey of historic bridges to be rehabilitated.

Recent Activity:

- ARRA signs installed at north and south limits of project on August 10th and 11th.
- Median reconstruction for Stage 1 traffic (southbound) cross-over at Mill River Bridge nearing completion.
- Existing condition survey and construction stakeout of southbound roadway
- Replacement of existing field stone catch basins with temporary catch basins in median cross-over for Mill River Bridge completed.
- Invasive species removal has begun at the north end of the southbound roadway and is progressing south.

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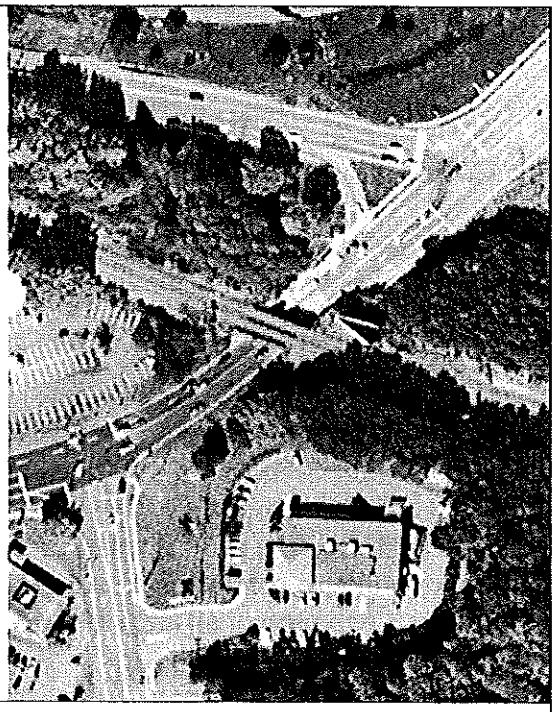
American Recovery and Reinvestment Act 2009

Project Description:
Replacement of Bridge No. 00340 -
Amtrak Railroad over U.S. Route 1 in Branford

Project No. 14-157



Project Scope:

Project 14-157 consists of 2,850' of reconstruction of US Route 1 to add turning lanes and to complete a uniform roadway section of two lanes in each direction. This project also consists of 4,440' of reconstruction of Amtrak's Northeast Corridor to accommodate the necessary higher grade associated with the new bridge, as well as temporary horizontal shifts in the track alignment required to maintain two tracks for rail service during construction. The new bridge will be longer than the existing bridge to allow for five travel lanes and sidewalks on each side of the underpass.
Other major features are the construction of a 170' twin 8'x3' concrete box culvert under Route 1, and nearly 2,500' of retaining walls to support the railroad.

Financial Sources (Construction only):

- $44,706,241.35 Contractor's bid
- 100 % Federal ARRA funding

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Timeline:

- Awarded: June 24, 2009
- Start Date: August 13, 2009
- Forecasted completion: Spring, 2014

Challenges and Risks:

The major challenge for this project is removing the existing Amtrak railroad bridge and installing a new bridge without interfering with Electrified High Speed Trains. All bridge work on the project must be performed around train traffic. Most of this work will be performed at night during off-peak hours. Extensive utility relocation work on the Amtrak Bridge as well as US Route 1 will bring an added challenge. The heavily traveled US Route 1 in the heart of the commercial/business district in Branford will also put heavy demands on maintenance and protection of traffic. This is a five-year project and will present an array of technical demands throughout the project.

Outlook:

The contractor on the project is highly qualified and has extensive experience on this type of work, including other major projects with Amtrak.

Recent Activity:

Preconstruction meeting was held July 28, 2009. Preliminary work has started on procurement of materials, preparing construction schedules, and coordinating construction work with utility companies. The contractor is preparing to mobilize forces to the project.

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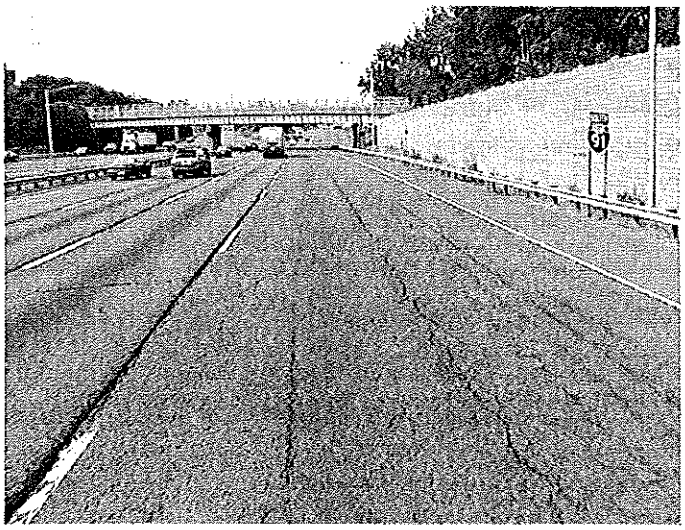
American Recovery and Reinvestment Act 2009

Project Description: Pavement Preservation of I-91. Milling and Resurfacing of the NB and SB travel lanes from SSR 411 to 1000' south of Route 3 (Approx. 4 miles).

Towns: Rocky Hill & Wethersfield

Project No. 118-162



Project Scope:

This project consists of improving the existing wearing surface and extending the life of the pavement. The project proposes to mill 2 ¼" to 3" of the wearing surface depending on the limits of a recent thin overlay. The milled surface will then be overlaid with 2 ¼" of Superpave 0.5". The cross-sectional mill and overlay limits extend 3" outside the edge of travel pavement markings. Bridges within the project limits will be milled 1" and overlaid with 1 ½" of Superpave 0.5". The mill and overlay limits on bridges is full width and extend a minimum of 5' beyond the limits of the bridge structure. Safety improvements, mostly railing upgrades within the project limits, have been evaluated and will be addressed separately.

Financial Sources (Construction only):

- Estimated construction cost is $6,500,000
- 100% Federal Funded (ARRA)

Timeline:

- Advertised Date: August 5, 2009
- Bid opening Date: August 26, 2009
- Start Date: October 1, 2009
- Forecasted Completion: December 1, 2009

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Challenges and Risks:

The contract schedule is very aggressive with an anticipated construction completion of November 2009. The Contractor will be required to complete the entire project under cold-weather paving conditions as specified in the special provisions.

Outlook:

Once the bids are opened the Department will, under a compressed timeline, aggressively work toward awarding the project and begin construction on or before October 1, 2009.

Recent Activity:

Federal construction funds were obligated by FHWA on August 5, 2009 and the project was advertised as scheduled.

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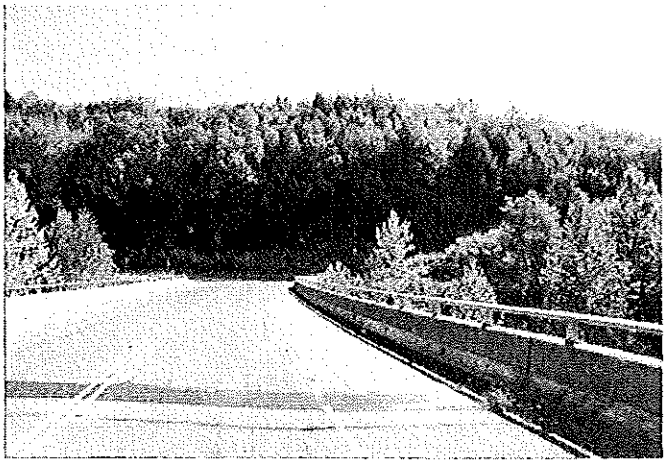
American Recovery and Reinvestment Act 2009

Project Description: Replacement of 86 Asphaltic Plug Expansion Joints on 28 bridges in seven towns on various State Highways.

Project No. 174-339



Typical Asphaltic Plug Expansion Joint
Route 262 over Naugatuck River, Watertown

Project Scope:

This project consists of replacing failed Asphaltic Plug Expansion Joints on select bridges on various State Highways. The existing failed and leaking expansion joints contribute to the degradation of the superstructure by corroding the beam ends and bearings directly below the joints. This project was initiated by the Office of Bridge Maintenance as a systematic preventative maintenance measure to ensure the serviceability of the State's bridges.

Financial Sources (Construction only):

- $4,207,523.00 Contractor's Bid
- 100% Federal ARRA Funding

Timeline:

- Awarded: June 8, 2009
- Start Date: July 24, 2009
- Forecasted Completion: May 27, 2010

Challenges and Risks:

Inherent challenges of night work, including quality of work and safety of Contractor, DOT, and the traveling public.

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Outlook: No anticipated problems or delays.
Recent Activity: Anticipated physical work to begin the night of August 24, 2009.

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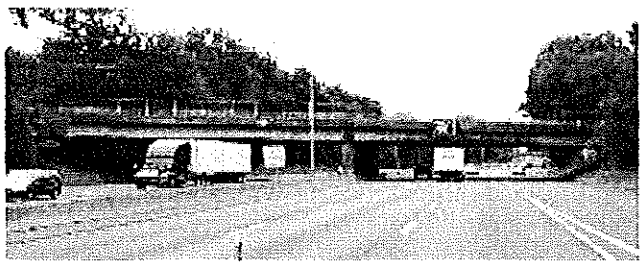
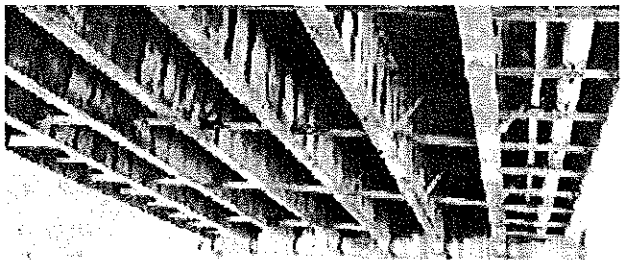
American Recovery and Reinvestment Act 2009

Project Description: Superstructure Replacement of Bridge No. 00445, carrying U. S. Rte. 5 over I-91 in the Town of Enfield

Project No. 48-188



Elevation View Rte. 5 Bridge over I-91 in Enfield



View of the superstructure from under the bridge

Project Scope:

Superstructure Replacement of Br. 00445 Carrying US Rte. 5 over I-91 in the Town of Enfield. The existing bridge deck is rated poor and the superstructure has collision damage because of its substandard clearance.

The bridge superstructure will be replaced with a two-span continuous high performance, weathering steel superstructure to allow shallower beams to gain minimum vertical under clearance for I-91 of 16 feet.

Financial Sources (Construction only):

- $4,675,969 Contractor's Bid
- 100% Federal ARRA funding

Timeline:

- Awarded: May 5, 2009
- Start Date: June 22, 2009
- Forecasted Completion: August 11, 2011

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Challenges and Risks:

Utility relocation work must be coordinated with Contractor's schedule.

Risk factors beyond Department's control – Utility work and Contractor's resources/planning. Construction of deck before winter depends on timely delivery of the steel beams.

Outlook:

Utility works has slowed progress, but the Department expects this portion of the project to be completed in September. In an effort to complete the utility work, the District has agreed to AT&T's request for overtime during night-time work hours because the highway must be closed during the installation of new cables and removal of the old cables.

We are still on schedule to complete the project in August 2011.

Recent Activity:

Contractor has completed temporary support system for the entire bridge in order to begin the removal of the superstructure. They are working on installing under-decking on the existing beams to help them with the demolition so that the debris does not fall on the highway. AT&T is working to relocate their cables on the new poles installed by CL&P. The power company, Fiber Tech and Cox Cable have completed their work.

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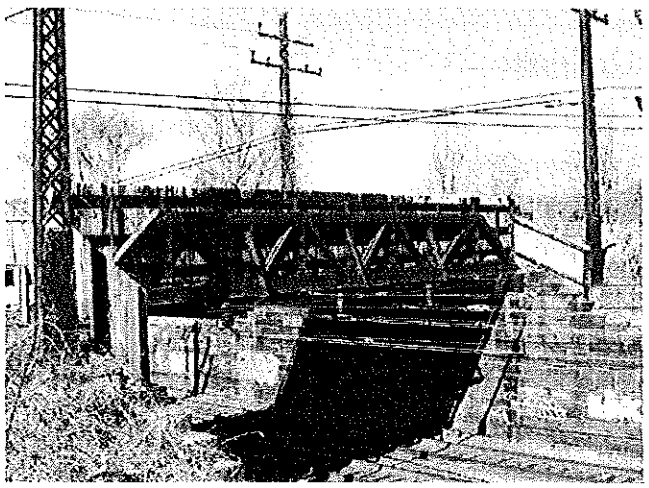
American Recovery and Reinvestment Act 2009

Project Description: Superstructure Replacement of Bridge No. 03852, carrying Hales Rd. over Metro-North in Westport
Project Nos. 158-200



East Elevation—Hales Rd. over Metro North

Project Scope:

The project will replace the superstructure and modify the substructure of the bridge carrying Hales Rd. over Metro-North in the Town of Westport. The bridge is currently closed to traffic because of its deficient load-carrying capacity.
The superstructure will be replaced with precast prestressed concrete box beams on reinforced concrete footings supported by concrete mini-piles cored through the existing abutments; this type construction will be used to accelerate the construction. The vertical clearance over the railroad will be increased to 18'-5 ½".
The bridge will be widened from 25' to 32' to better accommodate current traffic volumes.

Financial Sources (Construction only):

- $2,398,309 Contractor's Bid
- 100% Federal ARRA funding

Timeline:

- Awarded: August 6, 2009
- Start Date: September 20, 2009
- Forecasted Completion: November 19, 2010

Challenges and Risks:

This bridge spans Metro-North Railroad (MNR). A large portion of the deck replacement activities will require partial or full railroad track outages. There are numerous overhead clearance issues with MNR and utility cables. There are limited staging areas adjacent to the project.

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Outlook:
This Project was just awarded. Construction activities are expected to begin in late September or early October, 2009.
Recent Activity:
No activity; see Outlook above.

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American Recovery and Reinvestment Act 2009

Project Description: Expansion Joint Replacement on Bridge Nos. 06200A & 06200B, Baldwin Bridge, Interstate 95 Northbound and Southbound, over the Connecticut River; Towns of Old Saybrook and Old Lyme.

Project No. 105-204

Expansion Joint at Baldwin Bridge, Old Saybrook / Old Lyme

Project Scope:

This project consists of replacing the four failed expansion joints on the Baldwin Bridge with a new joint system. The existing expansion joints are in a state of disrepair, compromising the ability of the bridge to react to temperature changes and posing a hazard to motorists. The project restores the integrity and function of the expansion joints on this major transportation corridor.

Financial Sources (Construction only):

- $2,055,702 Contractor's Bid
- 100% Federal ARRA Funding

Timeline:

- Awarded: June 2, 2009
- Start Date: July 29, 2009
- Forecasted Completion: November 17, 2009

Challenges and Risks:

Performing the work while taking as few lanes as possible to avoid traffic congestion. Completion of a section each night and pouring high early concrete in a timely enough fashion to allow proper strength to open roadway to traffic. Having a well-marked road closure pattern for the safety of the public as well as the workers. Completion before colder temperatures are upon us.

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Outlook:

The contractor is working a schedule of 10-hour days, four days a week for nine weeks, so the outlook for completion on time is good. The fabrication of the joints is complete. Most of the shop drawings and working drawings are approved or in their final stages. Much light will be shed on this after the first day of installation scheduled for the week of August 24, 2009. That will give a clear indication whether the practical application is in line with the theoretical application.

Recent Activity:

Field measurements have been taken to accurately fabricate and install the joints. The offices and laydown yard have been established as well. The joints have all been fabricated at this time.

CTDOT

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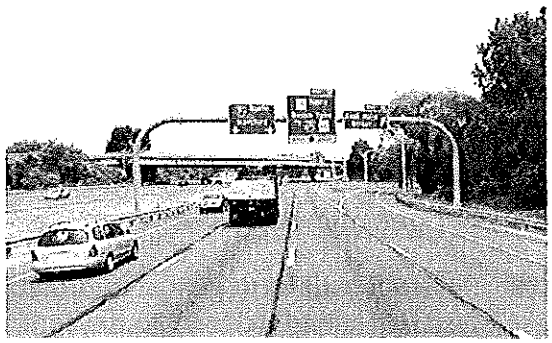
American Recovery and Reinvestment Act 2009

Project Description:
Repair/Replace deficient overhead sign supports statewide at 20 locations.

Norwalk	I-95	SB	3/4 mile before exit 13
Norwalk	I-95	SB	1/2 mile before exit 13
Trumbull	Rte 8	SB	at exit 7
Shelton	Rte 8	NB	at exit 13
Shelton	Rte 8	SB	at exit 13
Derby	Rte 8	NB	at Bluff Street overpass
Derby	Rte 8	SB	at Bluff Street overpass
Ansonia	Rte 8	NB	1/2 mile before exit 19
Newtown	I-84	WB	1/2 mile before exit 11
Waterbury	I-84	WB	at exit 18
Meriden	I-691	WB	at exit 9
Middlefield	Rte 66	WB	at exit 13
Rocky Hill	I-91	SB	at exit 22-S
Rocky Hill	I-91	NB	1/2 mile before exit 23
West Hartford	I-84	WB	1 mile before exit 42
Hartford	I-84	WB	1/2 mile before exit 47
Hartford	I-84	WB	at exit 51
Bolton	6/44	EB	at Route 6/Route 44 split
Bolton	6/44	WB	at Route 6/Route 44 split
Colchester	Rte 2	EB	at Route 11 split

Project Nos. 170-2662



Overhead Sign Support on I-91

Project Scope:

Project 170-2662 involves the repair/replacement of deficient overhead sign supports statewide at 20 locations. The locations were selected as a result of structural inspections performed under the direction of the Department's Bridge Safety and Evaluation Unit.

Financial Sources (Construction only):

- $4,084,860.00 Contractor's Bid
- 100% Federal ARRA Funding

CTDOT

Timeline:

- Awarded: June 17, 2009
- Start Date: August 3, 2009
- Forecasted Completion: July 15, 2011

Challenges and Risks:

The challenge will be to get the information for the sign supports submitted to the DOT and get them reviewed and submitted back to the contractor in a timely matter. If the contractor does not get these plans returned in a timely matter, the project will be delayed.

Outlook:

The project has just begun and we anticipate no issues on completing the project within the contract time.

Recent Activity:

The contractor is presently performing field location of the sign supports and developing survey data. This data will be used to determine the foundation elevations and details at the individual sites.

DOT Traffic is reviewing the mark-out locations of the sign support foundations.

CTDOT

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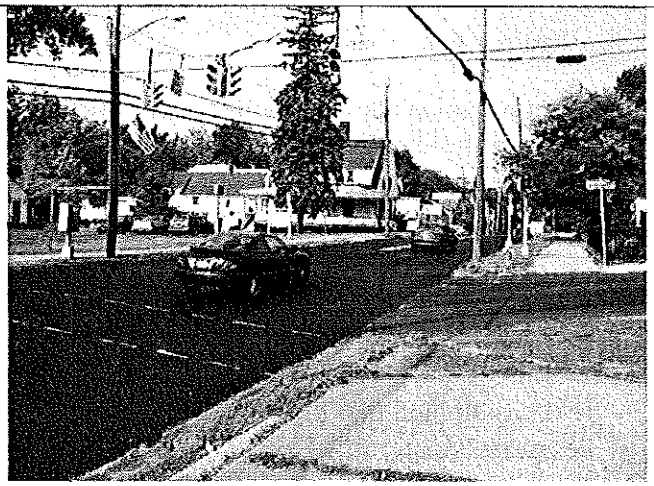
American Recovery and Reinvestment Act 2009

Project Description:
Upgrades to various traffic signals in western Connecticut.

Project No. 174-326



Plymouth – Route 6

Project Scope:

Project No. 174-326 involves the replacement and upgrade of all existing traffic signal equipment at the intersections noted below.

Naugatuck/Waterbury	SR 847 (Waterbury Rd./So. Main St.) at Sheridan Dr.
Plymouth	Rt. 6 (Main Street) at Prospect Street
Ridgefield	Rt. 35 (Danbury Rd.) at Limestone Rd. & Haviland Rd.
Ridgefield	Rt. 7 (Ethan Allen Hwy.) at Rt. 102 (Branchville Rd.)

Financial Sources (Construction only):

- Estimated construction cost is $ 866,000
- 100% Federal ARRA Funding

Timeline:

- Advertised: August 5, 2009
- Awarded: Estimated for November 2009
- Start Date: Winter, 2010
- Forecasted Completion: Summer, 2010

CTDOT

Challenges and Risks:

Utility companies need to complete their work in a timely matter so as not to delay the project. All constructability issues need to be resolved in the procurement phase of the contract. Contractor needs to submit all required drawings and order materials in a timely manner.

Outlook:

It is anticipated that bids for the project will be opened in early September and that the project will be awarded later this Fall. This project is broken down into two phases. The first phase is a 168-calendar day Organization Phase to afford the Contractor time for the administrative/engineering/procurement function required for the project. The second phase is a 48-calendar day Construction Phase during which all field work (including cleanup) is to be completed.

Recent Activity:

This project was advertised as scheduled.

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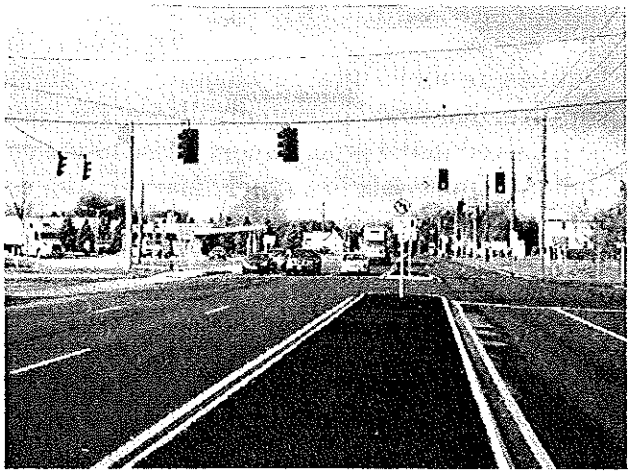
American Recovery and Reinvestment Act 2009

Project Description:

District wide various traffic signal project.
Project No. 171-318



Project Scope:

Project No. 171-318 is for the installation, revision or upgrade of traffic control signals in Central Connecticut. The actual locations are:

Granby	Route 10/202 at Route 189
Hartford	SR 530 (Airport Road) at Ledyard Street
New Britain	Route 72 EB Ramp at Columbus Blvd and Lake St
New Britain	Route 71 at Winter Street
Newington	Route 5/15 at Route 173 and Deming Street
Newington	Route 5/15 at Drives to Lowes and Target
Plainville	Route 10 at Route 177
Plainville	Route 10 at Tomlinson Avenue
Plainville	Route 10 at Broad and East Broad Streets
Plainville	Route 10 at Maple and East Maple Streets
Plainville	Route 177 and Day Street

Financial Sources (Construction only):

- $793,998.00
- 100% Federal ARRA Funding

Timeline:

- Awarded: June 12, 2009
- Start Date: July 27, 2009
- Forecasted Completion: August 2010

CTDOT

Challenges and Risks:

Utilities locations must be identified and marked-out at each location prior to construction to avoid conflicts that could potentially disrupt the construction schedule. All constructability issues need to be resolved in the procurement phase of the contract. Contractor needs to submit all required drawings and order materials in a timely manner.

Outlook:

This project will be done in two phases. The first phase is a 168-calendar day Organization Phase to afford the Contractor time for the administrative/engineering/procurement function required for the project. The second phase is the Construction Phase during which all field work (including cleanup) is to be completed. No issues are anticipated at this time.

Recent Activity:

Currently in the Organization Phase. Various traffic control equipment shop drawings and catalog cuts have been submitted by the Contractor and approved by the Designer.

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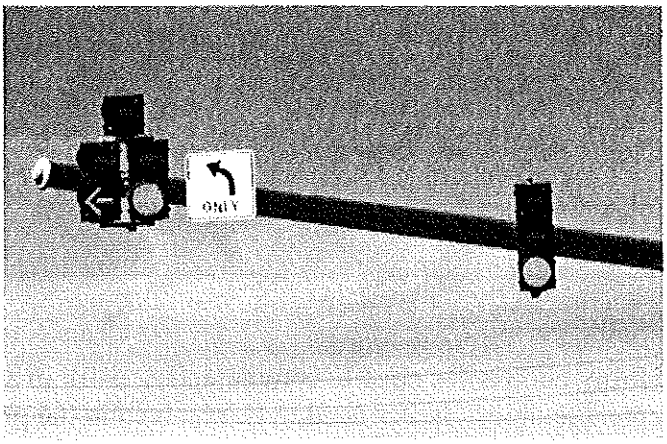
American Recovery and Reinvestment Act 2009

Project Description:
District wide various traffic signal project.

Project Nos. Project Nos. 172-356 & 172 357



Project Scope: The Project is for the installation, revision or upgrade of traffic control signals in eastern Connecticut. The actual locations are:

Marlborough	Route 66 (Hebron Rd.) at Route 2 EB Ramps
Marlborough	Route 66 (Hebron Rd.) at Route 2 WB Ramps
Ashford	Route 44 (Pompey Hollow & Ashford Center Rds.) at Route 89 (Mansfield & Westford Rds.)
Clinton	Route 1 (East & West Main Sts.) at Route 81 (Hull St.), Commerce Street & Post Office Square
Clinton	Route 1 (East Main St.) at Route 145 (Old Post Rd.)
Columbia	Route 66 (Middletown Rd.) at Route 87 (Jonathan Trumbull Hwy.)
Hebron	Route 66 (Main St.) at Route 85 (Gilead & Church Sts.)
Norwich	Route 169 (Harland Rd.) at Ox Hill Road
orth Stonington	Route 2 (Norwich Rd.) at Mystic Rd. and Main Street
Old Saybrook	Route 154 (Main St.) at Old Boston Post Road
Windham	Route 66 (Boston Post Rd.) at Scott Road& Batch Plant Drive
Ledyard	Route 12 (Military Hwy) at Military Highway
Haddam	Route 82 (Bridge St.) at Swing Bridge
Norwich	Route 12 (Norwich Ave. & Jewett City Rd.) at Route 97 (Norwich Ave.)

Financial Sources (Construction only):

- $1,467,724.52 Contractor's Bid
- 100% Federal ARRA Funding

CTDOT

Timeline:

- Awarded: June 11, 2009
- Start Date: August 3, 2009
- Forecasted Completion: September 2010

Challenges and Risks:

Utility companies need to complete their work in a timely matter so as not to delay the project. All constructability issues need to be resolved in the procurement phase of the contract. Contractor needs to submit all required drawings and order materials in a timely manner.

Outlook:

The contractor for the project is very experienced in this type of work and should complete the project successfully.

The project will be constructed in two phases. The first phase is an Organizational Phase which will afford the Contractor time for the administration/engineering/procurement function required for the project. A second Construction Phase follows when all apparent conflicts have been identified and resolved, and written commitments have been received from suppliers that all equipment and materials will be received within 30 days. Each phase is168 calendar days in length.

Recent Activity:

A Preconstruction meeting has taken place with the Contractor and the Organizational Phase has begun. In this phase, we will complete the constructability reviews of each intersection and coordinate all work with the required utility companies. The contractor has started submitting shop drawings and ordering materials.

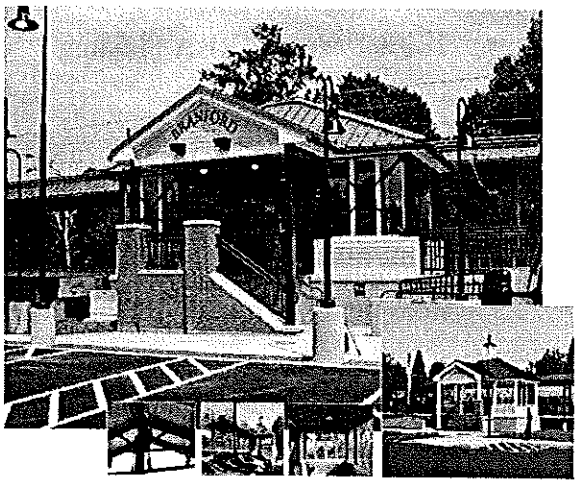
CTDOT

RECOVERY.GOV

Branford Shore Line East Supplemental Parking

Project Description: This $5.4 million project will add a 314-space surface parking lot on a parcel of land next to the existing Branford Shore Line East (SLE) Rail Station. The lot will be accessed from a new arch span bridge that will be constructed over a tidal wetland to replace a failed culvert. Retaining walls and a stormwater pond will ring the lot.

Project No. 310-0047



Project Scope

- In 2005, the DOT completed construction of an ADA accessible high level platform, enclosed waiting area and 201-car parking lot to allow the State to continue to operate the SLE service in AMTRAK Acela territory. Since the time of opening, the lot has been well used and is operating at capacity.
- Continues Governor Rell's initiative for improvements and upgrades to the Shore Line East Service. Governor Rell initiated a program that created this project in 2007.
- The construction of this project, as well as its second phase, which includes a pedestrian bridge, north platform and passenger drop off area, will allow DOT to maintain and attract future riders to mass transit alternatives.
- Improvement of the SLE service was originally a condition of the Pearl Harbor Memorial Bridge Record of Decision in 1999.
- The project will construct 314 parking spaces on a vacant lot adjacent to the current 200-car parking lot. The two lots will be connected by a new arch bridge that will span the tidal wetlands between the two parcels. Substandard soils located beneath the new lot will be improved during a pre-consolidation phase. A stormwater detention pond will be included to treat runoff from the new parking lot and will comply with all current DEP guidelines. The project will include a pedestrian connection to the existing platform, parking lot lighting and security enhancements.

Financial Sources

- Contractor's low bid $2,629,951
- 100% Federal ARRA Funding

Timeline:

- Awarded on August 21, 2009
- Estimated Construction Start on October 5, 2009
- Completion is scheduled for June 26, 2011

Status

- Rights of Way phase complete and all property acquired
- All permits have been acquired
- Amtrak comments have been received. A change order will be issued to respond to all of their comments. No significant changes to the project are required.

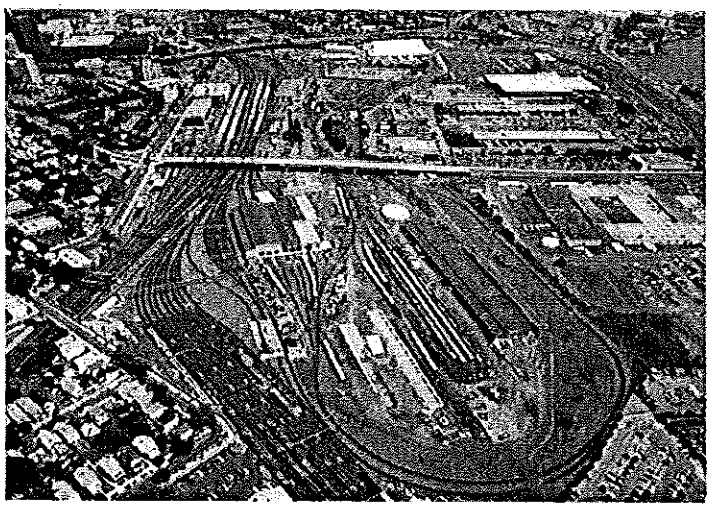
CTDOT

RECOVERY.GOV

American Recovery and Reinvestment Act 2009

Project Description:
Component Change Out Shop - New Haven Rail Yard Rail Car Maintenance Facility
Town: New Haven

Project No. 301-106



Project Scope:

The construction of the Component Change Out Shop in the New Haven Yard will include a 300,000 square foot facility. This will be the main repair shop for the overall New Haven Line, and within the New Haven Yard complex. It will provide a main shop for electric multiple unit cars with 13 car spots on three tracks with overhead cranes and floor lifts to allow easy removal of major car components. In addition, it will include support shops to store, repair and maintain the major components, parts storage, offices and welfare facilities for Metro-North employees on the second floor. The upper floors will contain offices for DOT employees, simulators, security center and MTA police offices. The project also includes necessary site, utility, track and catenary work.

Financial Sources (Construction only):

- $30 million Federal ARRA funding

Timeline:

- Advertised Date: May 27, 2009
- Estimated Bid opening Date: September 16, 2009
- Estimated Start Date: December 28, 2009
- Forecasted Completion: September 14, 2012

CTDOT

Challenges and Risks:

Construction of this facility will be challenging due to the congested site and building part of the project in an active railroad. Utility relocations pose a risk to the project schedule if they are not completed on time.

Outlook:

Construction bids will be opened on September 16, 2009 with a notice to proceed scheduled for December 28, 2009 to the successful bidder.

Recent Activity:

Construction documents are out to bid and the Department is responding to any bidder inquiries.

CTDOT

RECOVERY.GOV

American Recovery and Reinvestment Act 2009

Project Description:

Signalization of the Danbury Branch utilizing a Centralized Traffic Control (CTC) System with passing sidings at Norwalk, Wilton, Branchville and Bethel. The project is approximately 24 miles in length with 26 grade crossings.

Project No. 0302-0007

Danbury Branch
Northbound
at Wilton, Connecticut

Project Scope:

To provide a signal system for the Danbury Branch which is currently not signalized. The project will install a centralized traffic control system that includes a communication and signal power backbone. The system will use electronic track circuits with cab signal indications and remote interlocking controls. Signal power substations will be constructed at Norwalk and Danbury. Additionally, new highway crossing controls will be installed at select locations.

Financial Sources (Construction only):

- Total Project Cost is $52,153,250.00
- 58% or ($30 Million) ARRA Funding

Timelines:

- Design: 95% complete
- Construction to be completed December 2011

CTDOT

Challenges and Risks:

- Maintain peak-period revenue train service and use of alternate bus service during off-peak hours during construction activities.
- Contractor to work alongside railroad forces during daytime and nighttime construction activities.
- Contractor will access project via highway grade crossings during construction.
- Engaging community and rider support during construction.
- Minimize customer and ridership impacts during construction.

Outlook:

- Complete the cable plow design contract to 100%.
- Prepare cable plow contract for advertising.
- Metro-North Railroad will receive funding for the cable plow contract for construction.

Recent Activity:

CTDOT has provided Metro-North Railroad the authority to order and receive signal material and signal houses for the Danbury Branch Signalization Project.

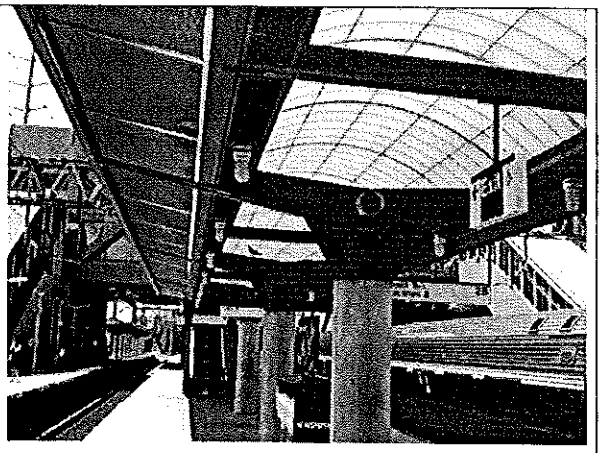
CTDOT

RECOVERY.GOV

System Wide Station Improvement Project

Project Description: This project will use $10 million in ARRA funds to undertake certain major and minor capital improvement projects at mainline and branch line stations of the Metro North Railroad

Project No. 300-148



Project Scope

- As a result of Governor Rell's 2006 call to visually inspect all stations, the DOT released a report in January 2007 outlining the findings of their field investigations and an order-of-magnitude cost estimate for desired repairs. With the funding for design efforts being approved in April 2009, the DOT engaged a design firm and has completed the process of visiting each station to meet with local elected officials and to verify the findings of the 2007 report.
- The Department is currently completing the design of Phase A of the project which will include replacement of the metal roof decks and gutters on the canopies of many of the stations, painting the remaining structural steel, the replacement and addition of platform waiting shelters, repairs to the platform guardrails, minor repairs to the concrete platforms, and the addition of trash cans, benches and bicycle racks.
- Phase B of the project involves a more intensive design effort and will include more expensive repairs to the platforms, ramps, stairs, and structural steel; replacement of station lighting; and the addition of station information signs. The Department is also coordinating with the Town of Wilton to include a renovation of the Wilton Railroad Station into this phase of the project.

Financial Sources

- Estimated Construction funds $10 million
- 100% Federal ARRA funding

Schedule

- Phase A Advertising: Estimated September 16, 2009
- Phase A Start of Construction: Estimated November 20, 2009
- Phase A Completion: Estimated August 13, 2010
- Phase B Advertising: Estimated February 3, 2010
- Phase B Start of Construction: Estimated June 14, 2010
- Phase B Completion: Estimated December 17, 2010

Status

- Station site visits are complete and the Phase A contract documents are nearing completion with an FDP date of August 26, 2009
- An assessment of the Wilton Station Building is complete. The Department will be coordinating with the Town of Wilton regarding a lease agreement for the operation of the building before committing to include the renovation project in Phase B.
- Phase A will proceed on an expedited schedule to start construction on November 20, 2009. This project has elements that can be completed in cold weather; therefore, there will not be a winter shutdown on this project. The contract time was extended to allow for the field painting activities to be completed during warm weather.

CTDOT

RECOVERY.GOV

American Recovery and Reinvestment Act 2009

Project Description:

Bus Procurement
The Project will replace buses that have reached the end of their useful life.

Project scope

- Bus replacement is a five-year program scheduled to replace up to 410 buses and offer purchase options to buy up to 215 additional buses for future service expansions, including buses for the New Britain-Hartford Bus Rapid Transit project.
- The purchase of replacement buses will address equipment that has reached the end of its useful life.
- 136 CTTransit buses will be replaced in the first year of the program. Additional CTTransit and transit district bus replacements will follow the first year of this program.
- 33 Commuter, 68 Transit, and 35 Articulated buses will be purchased. As additional funding allows, hybrid versions of these buses may be purchased.

Financial sources:

- $70.9 million
- 100% ARRA funding

Timeline:

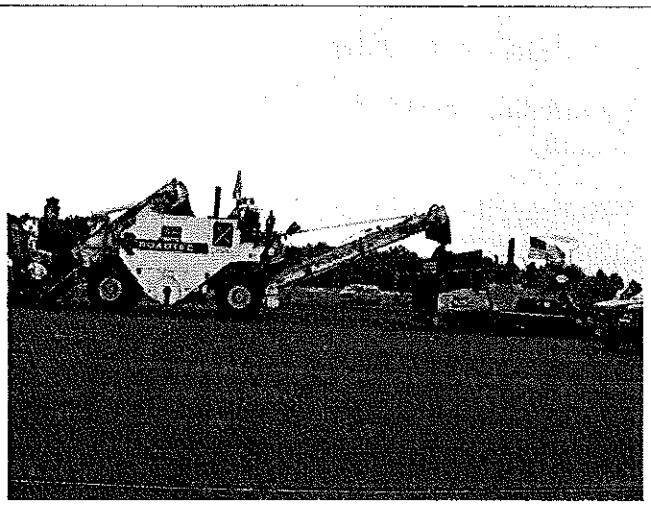
- Project advertised March 2009
- Contract award pending to multiple manufacturers
- Deliveries substantially complete by third quarter 2010

CTDOT

RECOVERY.GOV

American Recovery and Reinvestment Act 2009

Project Description:
Rehabilitate Runway 15-33
Bradley International Airport
Project Nos.
165-412



Project Scope:

The project consists of the milling, paving, grooving and painting of Runway 15-33 at Bradley International Airport. The Runway is 6,847' long by 150' wide and will be rehabilitated by milling 4" of bituminous pavement and repaving with new bituminous pavement along with the replacement of all electrical cables. The project will also include the installation of two new electrical duct banks across the runway which will be used for future projects. The project will be constructed in three phases. In order to maintain the operations of the airport's runway, Phases A,B, & C were established for construction. The intersection of Taxiway C is Phase A. Phase B is the western portion of the runway and Phase C is the eastern portion of the runway.

Financial Sources (Construction only):

- $ 6,539,953 Contractor's Bid
- 100% Federal ARRA Funding

Timeline:

- Awarded: June 17, 2009
- Start Date: July 13, 2009
- Forecasted Completion: November, 2009

Challenges and Risks:

Completing construction of Runway and Taxiway intersections while maintaining traffic routes for aircraft.

Ensuring all security requirements are maintained during construction.

Outlook:

The contractor will continue to work in Phase B and C concurrently and is scheduled to complete all milling and paving on September 4, 2009. Work to follow includes grooving and painting of the runway.

Recent Activity:

The contractor has completed Phase A and is working concurrently in Phase B and C. Milling in Phase B is complete and is continuing in Phase C; paving is proceeding in Phase B.

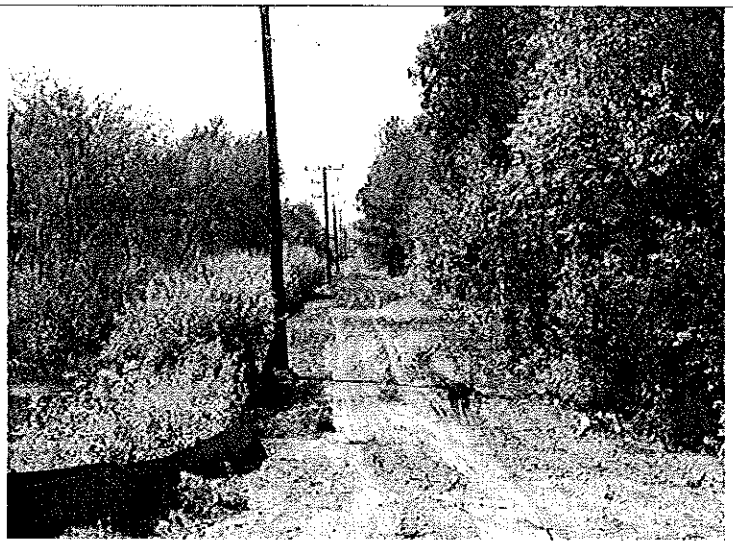
CTDOT

RECOVERY.GOV

American Recovery and Reinvestment Act 2009

Project Description:
Paved pedestrian/bicycle facility paralleling Route 800 in the City of Torrington

Project No. 143-180



Proposed paved multi-use pedestrian/bicycle trail in Torrington

Project Scope:

This project involves construction of a paved 3-meter wide pedestrian/bicycle facility along an abandoned rail bed paralleling Route 800 from Pinewoods Road to Harris Drive for approximately 3.61 kilometers.

Financial Sources (Construction only):

- $900,000 for contract items and incidentals
- 100% Federal ARRA funding

Timeline:

- Awarded: not applicable as this additional work is being added to an existing contract previously advertised under State Project No. 162-136
- Start Date: July 15, 2009
- Forecasted Completion: November 1, 2009

Outlook:

Project completion November 1, 2009.

Recent Activity:

Contractor is actively working on the project.

Connecticut - ARRA RPO Apportionment

	Urban	Rural	Total Apportionment
Road and Bridges			$ 202,376,147
Sub Allocation - Regions			
Southwestern Regional Planning Agency	$ 9,215,534		
Housatonic Valley Council of Elected Officials	$ 6,349,968		
Northwestern Council of Governments	$ 4,604	$ 1,100,000	
Litchfield Hills Council of Elected Officials	$ 1,568,840	$ 1,100,000	
Central Naugatuck Council of Governments	$ 8,453,065		
Valley Council of Governments	$ 2,238,500		
Greater Bridgeport Regional Planning Agency	$ 8,025,320		
South Central Council of Governments	$ 14,048,105		
Central CT Regional Planning Agency	$ 5,744,512		
Capitol Region Council of Governments	$ 17,573,915		
Midstate Regional Planning Agency	$ 2,135,706		
CT River Estuary Regional Planning Agency	$ 1,099,730		
Southeastern CT Council of Governments	$ 6,756,772		
Windham Council of Governments	$ 1,537,235	$ 1,100,000	
Northeastern CT Council of Governments	$ 1,210,236	$ 1,100,000	
Unaffiliated	$ 203,864		
Total Sub Allocation	$ 86,165,906	$ 4,400,000	$ 90,565,906
Enhancements			$ 9,061,619
Total Roads & Bridges			$ 302,003,672
Transit			
Transit Capital Assistance Section 5304			
Bridgeport/Stamford	$ 35,284,547		
Hartford	$ 29,265,468		
New Haven	$ 26,273,909		
Danbury, CT-NY	$ 9,836,891		
Norwich-New London	$ 4,660,961		
Waterbury	$ 11,405,889		
Non Urbanized Areas		$ 4,039,580	
Total Transit Capital	$ 116,727,665	$ 4,039,580	$ 120,767,245
Fixed Guideway Infrastructure Investment			
Hartford	$ 493,947		
Southwest Connecticut	$ 31,536,449		
Total Fixed Guideway	$ 32,030,396		$ 32,030,396
Total Transit	$ 148,758,061	$ 4,039,580	$ 152,797,641