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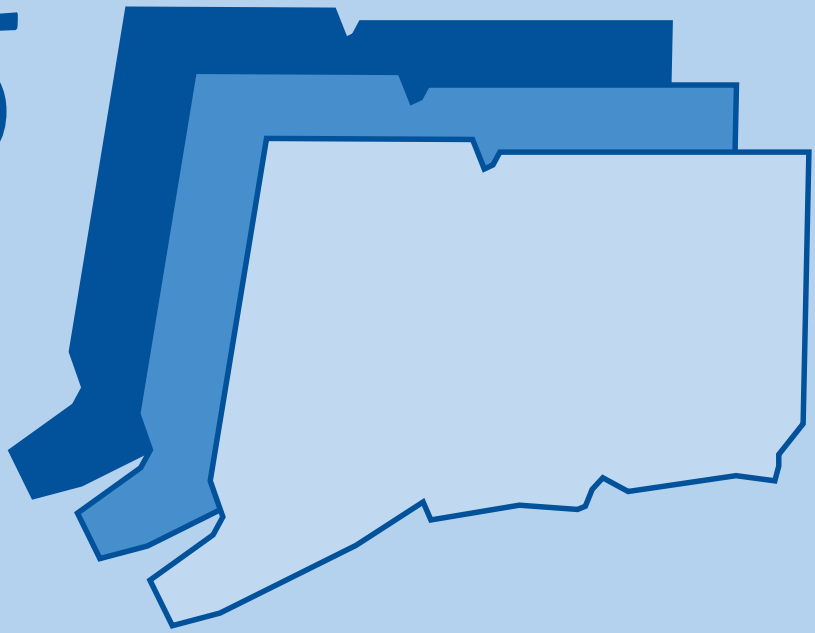

Master Transportation Plan

State of Connecticut
Department of Transportation

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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Office of the
Commissioner

An Equal Opportunity Employer

January 24, 2005

Hon. M. Jodi Rell
Governor of Connecticut
Governor's Office
State Capitol
Hartford, Connecticut 06106

Dear Governor Rell:

I am pleased to forward to you the Connecticut Department of Transportation's (Department) biennial Master Transportation Plan, as required by Section 13b-15 of the Connecticut General Statutes.

The *2005 Master Transportation Plan* identifies and discusses major issues and challenges facing the State of Connecticut; presents the Department's plans for maintaining, improving and expanding state transportation services and facilities; and explains the federal and state funding programs and sources of revenue for Connecticut's transportation services and projects. The Plan includes a detailed project appendix that lists the programs and projects that the Department expects to implement or fund during the ten-year period, 2006-2015.

Sincerely,

Stephen E. Korta, II
Commissioner

Enclosure

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2006 2015
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2005
MASTER TRANSPORTATION PLAN

Prepared by:
CONNECTICUT DEPARTMENT OF TRANSPORTATION
P.O. BOX 317546-2800 BERLIN TURNPIKE
NEWINGTON, CONNECTICUT 06131-7546

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
January 2005

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INTRODUCTION

Section 13b-15 of the Connecticut General Statutes requires the Commissioner of the Connecticut Department of Transportation (ConnDOT or "the Department") to publish a master transportation plan (MTP). The purpose of the MTP is to provide the Governor, the Connecticut General Assembly, local elected officials and the general public with an understanding of the projects and programs that ConnDOT will be pursuing during the next ten years. This document is revised biennially, and submitted to the Governor on or before January 31 of each odd-numbered year.

The *2005 Master Transportation Plan* consists of a narrative section and an appendix containing the "Project Summary." The narrative section contains a statement of ConnDOT's mission, principles and values; an overview of the Connecticut Transportation Strategy Board (TSB) and relevant legislation; a discussion of the major transportation-related issues and concerns, including the ConnDOT's current funding needs; plans for transportation services and facilities that ConnDOT owns, operates and/or funds; and a discussion of federal and state transportation financing. Comprehensive lists of projects that ConnDOT is expected to pursue during the next ten years (FFY2006–FFY2015), including the funds assigned or required to complete various stages of project development, are presented in the "Project Summary."

ConnDOT is guided by its mission statement, principles and values; its *Long-Range Transportation Plan for the State of Connecticut 2004-2030* (2004 LRP); the long-term transportation strategy developed for the state by the TSB; and the *Conservation and Development Policies Plan for Connecticut*.

Of the transportation-related issues and concerns that must be addressed now and in the future, the need for and availability of state and federal funds for transportation services and facilities in Connecticut remains most critical. Obtaining sufficient financial resources to effectively manage and maintain the transportation system in a state of good repair continues to be a challenge. Additional resources must be provided to fulfill the Department's mission, the transportation strategy set forth by the TSB, and to successfully implement the projects set forth in this MTP.

MISSION STATEMENT, PRINCIPLES & VALUES

MISSION STATEMENT

It is the mission of the Connecticut Department of Transportation (ConnDOT or "the Department") to provide a safe, efficient and cost-effective transportation system that meets the mobility needs of its users. Achieving this mission will be a great challenge. The public and the business sector will continue to demand improved mobility, and that demand must be met in a context of scarce financial, human, social and environmental resources. In addition, it is recognized that ConnDOT is part of a broader society and must be sensitive to the competing goals and values that make up Connecticut's quality of life. ConnDOT also recognizes its role in Connecticut's economy–as a creator of jobs statewide and as a building block of Connecticut's ability to compete internationally. Our actions are therefore critical to Connecticut's economic vitality.

PRINCIPLES

In order to achieve this mission, the Department will continue to strive toward realization of the following principles:

Upgrade: To strive to identify, analyze, and continually improve the way we do our work so that we may deliver better products and services, and improve our work environment.

Productivity: To operate the Department with maximum efficiency, so as to create additional resources for investment in the transportation infrastructure.

Safety: To maintain the transportation system to ensure continued high levels of safety and mobility.

Efficiency: To maximize the utilization and efficient operation of existing transportation assets.

Determination: To focus our human and financial resources on priorities established through an ongoing, analytical planning process that continually asks the question, “What should ConnDOT do next to fulfill the Mission?”

Mobility: To invest in projects that ensure safety, maintain the existing transportation infrastructure, increase the productivity of the transportation system, promote economic development, and provide necessary capacity enhancements.

Funds: To effectively use all available federal and state funds.

Environmental: To seek to protect and enhance the natural environment as we develop transportation improvements.

Advisory: To engage stakeholders in a consultative process from the earliest stages of project development.

VALUES

The following values will guide the Department in everything it does:

People: Respect for the diversity, talents, and ideas of all ConnDOT team members.

Excellence: Continuously reexamining our assumptions and always looking for a better way.

Customer Commitment to understanding and satisfying the needs of our customers through a total quality effort.

Teamwork: Listening to each other, working with each other and relying on each other.

Integrity: Maximizing the effectiveness of the public resources entrusted to us.

CONNECTICUT TRANSPORTATION STRATEGY BOARD (TSB)

In its June 2001 Special Session, the Connecticut General Assembly passed Public Act 01-5, *An Act Implementing the Recommendations of the Transportation Strategy Board*. This act, which was signed into law by the Governor, created a 15-member permanent Connecticut Transportation Strategy Board (TSB) composed of 5 state commissioners (ConnDOT, Department of Environmental Protection, Department of Economic and Community Development, Department of Public Health and the Office of Policy and Management) 5 business leaders and 5 geographical representatives (appointees of the Governor and legislative leaders). The act directed the TSB to develop a long-term transportation strategy for the State of Connecticut and submit it to the Legislature for its approval. It also specified the factors and considerations that the TSB was to take into account in developing the strategy. It mandated that the transportation strategy be designed to stimulate sustainable economic growth and enhance the quality of life of state residents; improve the mobility of people and goods; enhance connectivity to the regional, national, and global economies; and enhance the safety and security of the transportation network. The act required the TSB to submit its initial strategy to the Legislature by January 15, 2002, and to update or revise it by December 15, 2002. The strategy must be updated at least every two years, as necessary.

Public Act 01-5 also specifies organizational structures and procedures for providing stakeholder input into the development of the TSB's strategic plan. It organizes the state into five "transportation investment areas" (TIAs), each of which has a representative on the board, and requires the TIAs to prepare and submit TIA corridor plans to the TSB. The TIAs submitted their initial TIA corridor plans to the TSB in November 2001 and submitted their full corridor plans by November 15, 2002. The TSB reviewed each TIA corridor plan for consideration. The TIAs are required to update their corridor plans every two years thereafter. The TSB must review each TIA corridor plan and may incorporate all or part of the plans into the statewide strategy that it develops.

In addition, Public Act 01-5 designated funds to be appropriated to ConnDOT from the General Fund for 21 specified projects, programs, studies, initiatives and for administrative and consulting services. These projects are identified in Section 16 of the act. The act also created a seven-member board of directors for the Bradley International Airport that included one member from the TSB.

On January 6, 2003, the TSB submitted its Action Plan, *Transportation: A Strategic Investment*, to the Governor and to the Connecticut General Assembly. As a result of this plan, Public Act 03-4, of the June (2003) Special Session, *An Act Concerning the Recommendations of the Transportation Strategy Board*, was passed and signed into law. This bill:

- Approves the principles set forth in the initial transportation strategy for Connecticut as submitted to the legislature by the TSB;
- Requires completion of certain transportation projects and initiatives recommended by the TSB in its initial strategy;
- Authorizes more than $264 million in funding over a ten-year period for use in funding the projects and programs recommended by the TSB and identified in the bill as transportation strategy-related projects; and,
- Increases driver's license, certain vehicle registration, and several other fees and dedicates the revenue derived from these increases, along with the revenue derived from certain fee increases and revenue transfers made by Public Act 03-1 June 30 Special Session, for paying the costs of the strategy-related transportation projects recommended by the TSB and designated for completion by the bill.

It also sets several oversight, monitoring and performance requirements for the strategy and stipulated projects. Additionally, the bill approves the principles set forth in "Section I" of the January 2003 transportation strategy. These strategic principles represent the foundation on which the TSB's strategy is built. They are as follows:

- *Overall Objective:* Strengthen and expand the state's transportation system over the next 20 years to enhance Connecticut's prospects for sustainable economic growth and a premier quality of life in a manner consistent with environmental standards; use evaluation techniques and metrics to support major capital investments and operating in the system; and ensure the proper integration of land use planning with transportation planning and investment decisions to support the intelligent management of the state's projected growth in population densities, commercial development, automobile usage, and freight shipments.
- *Economic Strategy:* Ensure that the state's Transportation Investment Areas (TIAs) remain vibrant and competitive economic engines and attractive gateways to the state by leveraging existing transportation and other infrastructure assets, especially in urban centers, and by focusing appropriate resources on the mitigation and management of road congestion throughout the state with a focus in the near term on the Coastal Corridor.
- *Movement of People Strategy:* Facilitate the movement of people in and through the state by expanding the quality and quantity of options to single-occupancy automobile trips (such as air, bicycle, bus, ferry, flex-time, rail, ridesharing, telecommuting); encouraging employer participation in demand management programs; enhancing the customer's transit experience; improving transit travel times through better integration of all transportation options; increasing capacity of roads through continued focus on information, safety, and incident management tools; and expanding targeted portions of certain roads.
- *Movement of Goods Strategy:* Facilitate the movement of goods to and through the state by expanding and coordinating the State's air, rail, road and water infrastructure; improving the flow and safety of commercial truck traffic; and providing a broader range of competitive options to commercial trucks.
- *Special Funding Strategy:* Implement a comprehensive and dedicated ten-year financing plan for the period from SFY2003-2004 through SFY2012-2013 to raise money exclusively to fund the recommended capital investments needed to implement the strategies.
- *Ongoing Funding Strategy:* Ensure that the state's budget provides adequate and reliable financial support for its annual transportation capital and operating needs, including the amounts needed: (1) for its public transit system to respond in a timely and satisfactory way to evolving public need; and, (2) for greater flexibility in the transportation budget regarding the amount required to service outstanding debt.

The bill states that its purpose is to implement and fund certain transportation-related projects and strategies in order to: (1) improve personal mobility and freight movement in and through Connecticut; (2) integrate transportation with economic, land use, environmental, and quality of life issues; (3) develop policies and procedures that will integrate the state's economy with regional, national, and global economies; and, (4) identify policies and sources that provide adequate and reliable funding necessary for a quality intermodal transportation system.

With the support of the Governor and the Connecticut General Assembly, ConnDOT has implemented or is planning to implement the TSB initiatives as highlighted on the following page.

The ten-year program of projects and programs presented in this MTP is consistent with and supports the strategic principles of the TSB that were adopted by the Connecticut General Assembly.

The following is a list of TSB projects and initiatives that have been completed as of November 2004:

- Operating Subsidy for Tweed-New Haven Airport
- Office of Policy and Management Land Planning Grant to Regional Planning Agencies FY02
- Jobs Access Program-South Western CT
- Creation of a permanent Statewide Incident Management Task Force
- Expanded parking lots along the New Haven Line (NHL) in Bridgeport and Stratford
- Southeastern CT Jobs Access/Dial-a-Ride
- Demo-Hartford Area Express Bus Service
- Fairfield County Interregional -10 Buses
- Expanded commuter parking lots
- Upgrade Feeder Bus Services for Passenger Rail Services, Particularly Along New Haven Line
- Continued funding for *Section 16 Projects*, including Shore Line East extension service, NHL commuter connection service and Hartford area express service

The following is a list of TSB projects and initiatives that are underway or planned as of November 2004:

- Parkville Neighborhood Busway Station Area Development Study
- Study Southeast Corridor Tourism Service Single-Ticket Fare Structure
- Expand Bus Service, Norwich to New London
- Coastal Corridor Rail/Bus Service Expansion
- Add Fairfield County Interregional Service
- Danbury Bus Feeder to Harlem Rail Line
- Hartford Area Express Bus Service
- Capitol Region COG-New Britain Busway TOD Study
- Deduct-a-Ride Program
- Shore Line East/Amtrak Partnering Trial
- Add Rolling Stock for Shore Line East
- East Haven Road & Sidewalk Improvement
- State Match for Commuter Parking Lot in Norwalk
- Continue Funding Jobs Access Program
- Expansion of CHAMP program to service Merritt Parkway, 1-84, I-95 and I-395 corridors
- Establish Other Bus Rapid Transit or Light Rail Service in Hartford and Surrounding Towns
- Feeder Barge Service (Bridgeport)
- Development and distribution of highway diversion plans
- Orange-West Haven Rail Station Design Study
- Study I-95 East Corridor Branford to Rhode Island
- Rail Commuter Service New Haven-Springfield, including connection to Bradley International Airport
- Feeder Barge Demonstration Project
- Expand New Haven Line–Bridgeport Garage Rail Station Parking
- Purchase New Haven Line Rail Maintenance Facility (Right-of-Way)
- Develop Coastal Corridor Road Improvements
- Design and Plan for Route 11, with Greenway Purchases
- Expand New Haven Line Railway Station Parking
- Expand Commuter Parking Lots
- Purchase of Mafersa Rail Cars
- Locomotive Spec Development
- Statewide Opinion Poll
- New Haven Branch Line Study
- Establish Express Bus Service from Fairfield and New Haven areas to Bradley International Airport
- Improvements to Long Island Sound Bulkheading and Dredging
- Planning of operational improvements along the Coastal Corridor

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I. MAJOR ISSUES & CONCERNS

This chapter identifies and briefly discusses ConnDOT's actions to address some of the major mobility, accessibility, environmental, and transportation planning issues and challenges facing the state.

A. MOBILITY

1. AN OVERVIEW OF THE SITUATION & CONNDOT'S ACTIONS

Providing the level of mobility required to move people and goods in a safe and efficient manner continues to be increasingly challenging. Connecticut's existing transportation system is in good physical condition. However, the demands on the transportation system are increasing, and congestion, especially on the highway and commuter rail systems, is a growing concern. Expanding the system is difficult because of the high cost, funding limitations, and social and environmental impacts. Furthermore, federal laws and regulations require that states give priority to maintaining their existing transportation systems. It is unlikely that implementation of major capacity improvements will become any less complex in the future. Therefore, ConnDOT's primary responsibility will be to continue to adequately maintain and maximize the efficiency and safety of the existing transportation system. An adequate level of funding is necessary to fulfill these responsibilities. It will become increasingly important to address the mobility needs of individuals and businesses in Connecticut through greater coordination of land use planning and transportation planning. This will require more collaboration among state, regional and local government agencies, boards and commissions within the State of Connecticut and with appropriate governmental bodies in the adjacent states of New York, Massachusetts and Rhode Island.

With respect to travel delays and maximizing the use of the existing system and available resources, ConnDOT and the Federal Highway Administration (FHWA) are striving to reduce the frequency of roadway resurfacing by using a performance-based pavement design process and participating in efforts to improve the pavement-related construction practices. A primary objective of ConnDOT's Pavement Management Unit is to develop, through pavement-condition monitoring and pavement deterioration modeling, the capability to study impacts of alternative pavement-investment strategies on overall system condition over a multi-year horizon. This approach allows the optimization of resources for preserving the State's pavement assets. In addition, various technologies, such as Intelligent Transportation Systems (ITS), Connecticut's Commercial Vehicle Information Systems and Networks (CVISN) and computer-synchronized traffic signal systems continue to be applied to increase the efficiency of the existing highway system. ITS encompasses a number of systems including traffic management, traveler information, transit management, emergency and incident management, and electronic payment of fares. ITS uses the latest technologies, such as fiber-optic communications, and will likely result in the development and refinement of new technologies. The development and application of new technology and improved construction practices, in conjunction with continued advancement and expansion of ITS, are critical components of ConnDOT's plan to enable the highway and transit systems to meet future transportation needs and mobility requirements.

Additionally, the TSB created a permanent Statewide Incident Management Task Force (SIMTF) to provide an ongoing forum to promote the implementation of incident management programs, projects and policies, with particular emphasis on the recommendations in the *Incident Management White Paper* adopted in November 2003. The recommendations address the following four incident management topics that were identified by the TSB:

- Standards for highway incident response times;
- Diversion plans for serious accidents that close limited-access highways;
- Primary authority among responders to manage highway incident scenes; and,
- Expanding the Connecticut Highway Assistance Motorist Patrol (CHAMP).

On the transit side, during the past year, ConnDOT completed the *Hartford East Bus Rapid Transit Feasibility Study* to evaluate the need and feasibility of Bus Rapid Transit (BRT) in the Hartford–Manchester–Vernon I-84 corridor, and the *Rail Car Fleet Replacement Plan–New Haven Line* which incorporates the work of the previously conducted fleet replacement study and outlines a long-term strategy for replacing the oldest rail cars in the New Haven Line fleet. *The Rail Car Fleet Replacement Plan–New Haven Line*, produced in concert with Metro-North Railroad, calls for immediate action so that an order for 342 new rail cars and necessary maintenance facilities can begin to come on line by the end of 2009 and be completely filled by 2013 or earlier. This strategy, for which the estimated cost to Connecticut is $1.02 billion, was submitted to the Governor and the Connecticut General Assembly. As of December 2004, the following additional transit studies were underway: the New Haven– Hartford–Springfield Commuter Rail Service Implementation Plan Study, the New Haven Rail Line Danbury Branch Re-electrification Study, the West Haven/Orange Proposed Railroad Station Study, and the Connecticut Rail Station Governance Study. The New Haven–Hartford–Springfield Commuter Rail Service Implementation Plan will identify actions that need to be taken to implement adequate and viable commuter rail service. All rail alternatives will include consideration of a transit link to Bradley International Airport. The New Haven Rail Line Danbury Branch Re-electrification Study will result in a list of recommended infrastructure and service improvements, including costs and benefits of the improvements, that could significantly enhance the Branch's attraction as an alternative to driving in the Route 7 corridor or commuting on the Harlem Line. The West Haven/Orange Proposed Railroad Station Study was undertaken to environmentally assess the South Central Council of Governments' preferred West Haven site and the Orange site in order to determine the location for a new Metro-North Train Station. The Connecticut Rail Governance Study is being conducted to evaluate the Connecticut New Haven Line stations and parking facilities to determine if a change should or could be made in how they are governed to improve serviceability, financial effectiveness and service quality. A more detailed discussion of these studies is presented in Chapter II, "The Plan."

The use of transportation demand management tools and the effort to encourage commuters to use rideshare and transit options must continue, since increases in the efficiency of operations on the transportation system cannot be expected to completely eliminate congestion. Ridesharing and transportation demand management tools, such as telecommuting, compressed work weeks, and flextime contribute to managing congestion and conserving energy, have substantial user benefits, and are often the easiest, least expensive way to reduce congestion. Continuing to offer a range of options, from carpooling and vanpooling to transit and telecommuting, will provide travelers with alternatives to the single-occupant vehicle.

ConnDOT has completed and is undertaking additional projects to improve Bradley International Airport, the state's primary airport, and the State Port Complex in New London. At Bradley International Airport, a new passenger terminal and concourse were constructed to accommodate the increasing air travel demand and to improve control of aircraft operations. Concourse C in the existing Terminal A has been extended and renovations to the interior of the concourse have been completed. Renovations to Terminal A are scheduled to commence in the spring of 2005 and be completed in 2007. At the Admiral Harold E. Shear State Pier at the State Port Complex in New London, the west side of the pier is now complete, giving the State a fully functional, 1000-foot pier. A new 48,000-square foot warehouse facility has recently been completed to the north of the existing World Cargo Building. The warehouse now has direct rail access and is capable of storing rolled steel. ConnDOT also purchased 8.36 acres of land formerly owned by the Central Vermont Railroad (CVRR) at the State Port Complex in New London, including the pier adjacent to the State Pier. The State is commencing construction of a $1.7 million improvement project at the CVRR Pier.

With respect to important actions at or pertaining to other airports and ports in the state, Tweed-New Haven Airport now has scheduled airline service provided by Delta Airlines. In 2004, the Connecticut General Assembly passed legislation that established a Connecticut Maritime Commission within ConnDOT. The Commission shall: (1) advise the Commissioner of Transportation, the Governor and the General Assembly concerning the state's maritime policy and operations; (2) develop and recommend to the Governor and the General Assembly a maritime policy for the state; (3) support the development of Connecticut's maritime commerce and industries, including its deep water ports; (4) recommend investments and actions, including dredging, required in order to preserve and enhance maritime commerce and industries; (5) conduct studies and present recommendations concerning maritime issues; and, (6) support the development of Connecticut's ports, including the following:

identifying new opportunities for the ports, analyzing the potential for and encouraging private investment in the ports, and recommending policies which support port operations.

Intermodalism, a multimodal approach that promotes the efficient movement of people and freight on land, air and water, has become an important means of efficiently and cost-effectively meeting the mobility needs of individuals and businesses in Connecticut and in other states. This is primarily due to technological advances, changes in the production and shipping of goods, the need for businesses to reduce costs to be competitive in a global economy, deregulation of the transportation industries, and federal support. For example, containerization has improved the efficient movement of freight dramatically. The transfer of containerized goods from ship to rail or truck can be done much faster than had previously been possible. This improves just-in-time delivery, which reduces the need for large warehouses. The net result is reduced business and transportation costs. At the federal level, strong support for intermodalism is reflected in the provisions of the current federal transportation legislation, the *Transportation Equity Act for the 21st Century* (TEA-21), which expired on September 30, 2003, but was extended through May 31, 2005.

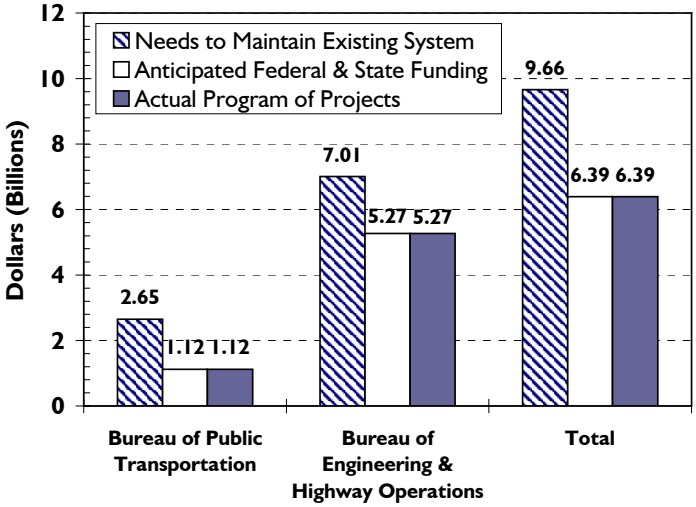
In summary, ConnDOT will continue to participate in an open process, working effectively and cooperatively with members of the state legislature, other state agencies, the regional planning organizations, the business community, and citizens to maintain and improve a balanced transportation system. As part of the effort to maintain and improve the existing transportation system, it is becoming increasingly important for the State, regional planning organizations and municipalities to be aware of and to use new technology, materials, procedures and processes, when feasible, and to better coordinate land use planning and transportation planning to meet the mobility and accessibility needs of individuals and businesses in Connecticut. ConnDOT intends to keep informed about issues related to transportation; to vigorously act to deter actions that are detrimental to the state; and to identify, support and pursue those that strengthen its ability to carry out its mission. ConnDOT and the TSB will continue to articulate, at the federal and state levels, the need for a stable dedicated source of revenue and a level of funding adequate to implement a program of improvements necessary to provide the mobility required by the state's citizens and businesses. It is extremely important to the citizens of Connecticut that all components of the transportation system be addressed using a balanced approach so that Connecticut's transportation system enhances the general quality of life; supports economic development; increases productivity; and, moves people and goods in a safe, efficient manner.

2. AVAILABILITY OF FUNDING FOR TRANSPORTATION SERVICES & FACILITIES

The availability of federal and state funding for transportation services and facilities in Connecticut is the critical issue and concern that must be addressed. Obtaining sufficient financial resources to effectively manage and maintain the transportation system in a state of good repair, not to mention providing funding for capacity enhancements, continues to be a challenge. A November 2002 capital needs analysis conducted for the TSB revealed a significant shortfall in funds required to maintain and enhance Connecticut's transportation system. The combined capital transportation needs for transit (rail and buses) and highway operations (highways and bridges) were estimated at $9.66 billion over the next ten years. Expected capital revenues (federal and state) for transit and highways for this same period were estimated to be approximately $6.39 billion. This represents a $3.27 billion shortfall in the funds required to maintain the transportation system in a state of good repair. These figures do not include inflation, which will reduce the real purchasing power of available resources. The financial needs to maintain the existing system for the federal fiscal years (FFY) 2004 through 2013 are presented graphically in Figure I-1. For public transportation, current capital funding levels are insufficient to maintain the existing system in a state of good repair, including replacing existing bus and rail fleets according to fleet replacement plans, and updating facilities. Although approximately $1.12 billion for capital projects has been programmed over the next ten years, there remains an additional estimated $1.53 billion capital shortfall required to address the infrastructure needs of existing services. The bulk of the shortfall is needed to upgrade facilities and replace rail cars and buses. This identified need does not include any expansion of services or growth (increase in capacity) of public transportation.

For highway operations, capital revenues were estimated at $527 million per year or $5.27 billion over the next ten years. Over the ten-year period, $7.01 billion of highway and bridge needs are programmed to maintain the existing highway network in a state of good repair. These needs exceed anticipated funds by approximately $1.74 billion. The bulk of the shortfall is needed for highway and bridge reconstruction throughout the state. No significant capacity additions to the highways are included in these figures. As of November 2004, no significant increases in funding have been provided to ConnDOT to address this shortfall. However, should the Connecticut General Assembly act on the *Rail Car Fleet Replacement Plan–New Haven Line,* there would be a significant increase in the amount of funding for transit.

Figure I-1. Ten-Year Program (FFY2004–FFY2013)



Source: ConnDOT Bureau of Policy & Planning. Based on Federal Fiscal Years. Graphic revised as of November 2002.

3. THE NEED TO MAINTAIN & IMPROVE CONNECTICUT'S HIGHWAY SYSTEM AS A VITAL COMPONENT OF THE INTERNATIONAL, NATIONAL & REGIONAL GOODS MOVEMENT SYSTEMS

A significant portion of commercial freight is moved on the highways. Trucks transport nearly 75 percent of the value, one half of the weight, and nearly 25 percent of the ton-miles of all freight shipments in the U.S. and its territories. The number of commercial trucks on America's highways grew by 76 percent between 1982 and 1992, while the number of truck vehicle-miles-traveled doubled. To be competitive in the global economy, U.S. producers must maximize the efficiency of production and distribution. For example, just-in-time delivery systems have greatly reduced overhead costs and “hub and spoke” distribution systems have increased efficiency. As manufacturers rely more extensively on improved logistics to increase economic efficiency, demands on highway capacity and reliability increase. The advent of new information-processing technologies and telecommunications that allow distant operations to be linked together has created an industrial system that is increasingly competitive and places a premium on speed and market responsiveness.

One of the major container ports in the world and one of the largest intermodal rail yards in the country are located in northeastern New Jersey, within 100 miles of central Connecticut. A major intermodal yard with connections to the west is located just over the state line in West Springfield, Massachusetts. Given the close proximity of these intermodal facilities to points in Connecticut, it is highly probable that a high percentage of commercial freight shipments originating in or destined for Connecticut will continue to be moved within the state by truck. However, the use of alternative methods of goods transport (such as freight rail and barge service) should continue to be explored as possible ways of mitigating future congestion.

To assist Connecticut companies in competing effectively in global, national and regional markets, the State of Connecticut must maintain and improve its transportation system, particularly highway access to both in-state and out-of-state ports, airports and rail freight intermodal facilities, to enable the companies to ship and receive goods as quickly and as efficiently as possible. ConnDOT must also continue to coordinate with commercial vehicle operators and state regulatory agencies to identify and implement on state, regional and national levels, ways to facilitate the movement of goods by minimizing truckers' travel delays on existing highways. It must continue to implement projects such as the “weigh-in-motion” (WIM) and pre-clearance system installed on I-84 at the Union Weigh Station. This new system, which was cooperatively designed by ConnDOT and Department of Motor Vehicles personnel, checks the credentials and gross weight of commercial vehicles travelling at highway speeds.

Vehicles that possess the required credentials and are of proper weight are allowed to bypass the weigh station, while noncompliant vehicles are required to stop for an examination. On a national level, Connecticut should continue to participate in and promote the Commercial Vehicle Information Systems and Networks (CVISN) program, a public/private effort to establish electronic linkages allowing exchange of motor carrier information between commercial vehicle operations (CVO) agencies, regional clearinghouses, and national databases. ConnDOT must continue to research, identify, evaluate and use materials, equipment, procedures and technology that minimize the amounts of time required to repair and maintain roadways.

4. DEMAND FOR PUBLIC TRANSPORTATION AS A RESULT OF WELFARE REFORM

The State of Connecticut has a well-developed program to assist low-income workers and those coming off welfare in getting to jobs and job-related activities. There are five regional programs where transportation providers, regional planning organizations, work force development boards, job developers, human-service agencies and the Connecticut Department of Labor, the Connecticut Department of Social Services (DSS) and ConnDOT gather to collaborate on service needs and funding. Across the state, each collaborative has developed a menu of services to efficiently and economically meet the job-related mobility needs of transit-dependent individuals in its region.

Funding for these services is currently provided by DSS and the Federal Transit Administration (FTA). In the long run, these services, which are funded by grants or demonstration programs, will need to have their funding institutionalized and made permanent in the State budget.

5. MOBILITY & SAFETY NEEDS OF ELDERLY PERSONS AS DRIVERS, PASSENGERS & PEDESTRIANS

The upcoming change in demographics is significant. In 2000, 13.8 percent of Connecticut's population was age 65 and older. By 2020, 17 percent of the state's population will be 65 or older, and almost half of these older persons will be 75 or older. Figure I-2 presents, by age group, a comparison of the number of licensed motor vehicle operators to the state's population in 2000. As illustrated by the figure, a relatively large number of Connecticut's residents maintain operator licenses in their senior years. In 2000, 88 percent of Connecticut residents 65 to 74 years of age, 78 percent of residents 75 to 84 years of age, and 42 percent of residents 84 years of age or older, were licensed to operate motor vehicles in Connecticut.

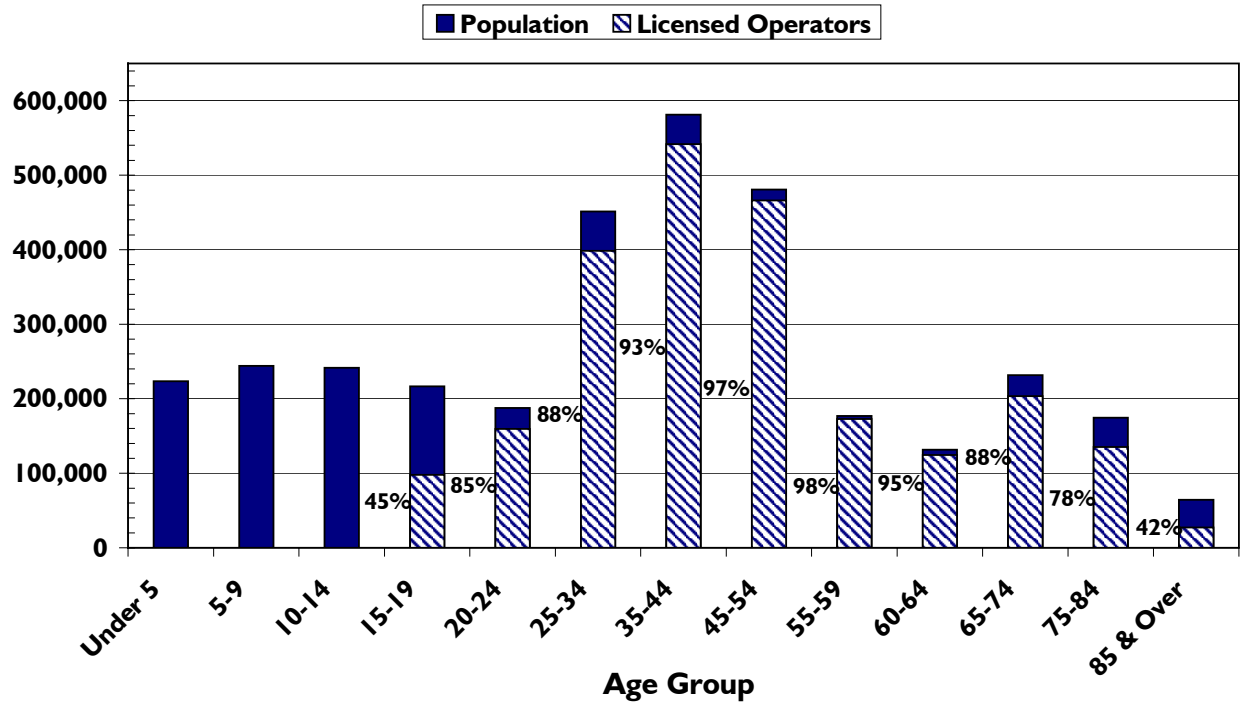
A considerable amount of research has been, and continues to be, conducted to provide more insight into the needs of older drivers and the types of measures that tend to facilitate their use of the streets and highways.

In January 1998, the Commissioner of Transportation submitted to the Connecticut General Assembly a plan to facilitate road use in the state by elderly motor vehicle operators. In developing the plan, ConnDOT and the Department of Motor Vehicles looked for and implemented cost-effective measures that had the potential to have a meaningful impact. This plan is discussed in Chapter II, “The Plan.” After that report was issued, ConnDOT implemented additional measures. Some measures are being implemented today and will have immediate benefits, while others take longer to implement and realize benefits. In general, measures that are intended to aid the older person will benefit people of all ages.

The demands to accommodate pedestrians, transit users, and various existing and future motorized mobility devices (wheelchairs, bicycles, segways, scooters, etc.) will increase as the state's elderly population ages and traffic volumes on roads in suburban and rural towns increase due to significant increases in the number of jobs in the suburbs, increases in population and the increases in “suburb-to-suburb” commutes. Specifically, there will be more requests to widen roadway shoulders and to add sidewalks, stop signs, crosswalks, traffic signals and sheltered waiting areas for transit users. In some areas there will be increasing demand to adjust traffic signals to give pedestrians more time to cross busy roads and/or to enable sight-impaired individuals to see more easily or hear when it is safe to cross the roads. ConnDOT will need to work cooperatively with the regional planning organizations, the towns and local residents to address pedestrians' mobility needs on state-maintained roads

while minimizing impediments to vehicle traffic flow. There also will be a need to improve demand-responsive transportation services as the population ages. Limited funds for maintaining and expanding transportation services and facilities, coupled with increasing congestion on urban and suburban roads, means that coordination of land use planning and transportation planning will become increasingly important as a means of meeting the mobility needs of pedestrians and transit-dependent individuals in Connecticut.

Figure I-2. Comparison of Licensed Motor Vehicle Operators to State Population by Age Group in 2000



Source: Connecticut Department of Motor Vehicles and 2000 Census. Graphic revised as of October 2002.
Special Notes: In Connecticut, licensed operators may not be less than 16 years of age. Data labels shown on graphic indicate, by age group, licensed operators as a percent of population.

6. DREDGING OF CONNECTICUT PORTS & CHANNELS

The total volume of domestic and international marine trade is expected to more than double over the next 20 years. Ports handle 95 percent of the volume of our nation's overseas trade and are a vital part of our infrastructure. Periodic maintenance dredging is essential in sustaining and enhancing the state's waterborne transportation system.

The Army Corps of Engineers is responsible for maintaining federal navigation channels and harbors in Connecticut. The Corps has urged the State of Connecticut to become involved in identifying potential dredging needs, to provide input to aid in prioritizing these needs, and to assume an advocacy role for dredging projects. One of their main objectives is to assure that the federal navigation projects are adequate for the vessels that use them.

Generally, the first step involved in a dredging project is to perform sampling and testing of the material to be dredged. Following sampling and testing, the material is evaluated to determine potential environmental effects of disposal. Based on that evaluation, the Corps identifies and considers disposal alternatives and prepares appropriate documentation as required by the *National Environmental Policy Act of 1969, as amended* (NEPA).

The open water disposal of dredged material in Long Island Sound and other similar water bodies is regulated under the *Clean Water Act*, and, in Connecticut, also pursuant to the State of Connecticut's structures, dredging and fill statutes, coastal management statutes and water quality standards.

As background, Long Island Sound was singled out and added to the *Ocean Dumping Act's* (ODA) coverage in the early 1980s by passage of the Ambro Amendment. Long Island Sound is the only estuary nationwide that is subject to regulatory oversight under the ODA, legislation intended to apply to disposal in the open ocean. The inclusion of Long Island Sound under the ODA has resulted in higher costs of testing dredged material and, consequently, more expensive dredging projects. There needs to be greater predictability in dredging and the dredge material disposal process, consistent with environmental protection.

Material unsuitable for unconfined disposal at Long Island Sound sites may require land-based disposal site alternatives. Connecticut Maritime representatives have recommended the construction of near-shore containment facilities (CDFs) be considered as a partial alternative to open water and upland disposal methods. Where land or aquatic sites are available, it is generally the most cost-effective alternative. Like upland CDFs, near shore and island CDFs are also usually constructed with dikes or bulkheads that extend above the surface of the water and isolate the disposed material from the near-shore waters. Since the Corps would look to non-federal interests to defray costs associated with alternative methods of disposal, funding sources are needed to assist these local interests in paying their share of the costs. Another disquieting concern is that the Long Island Sound Disposal site (CLIS) was closed in February 2004. The closure of the CLIS site seriously threatens the continued use of open water for disposal of dredged sediments in Long Island Sound for all federal projects and non-federal projects in excess of 25,000 cubic yards. Maintenance dredging projects for the New Haven, Bridgeport, and Norwalk federal projects, to name a few, are at serious risk of losing a viable disposal option. An average of approximately 400,000 cubic yards of suitable sediments (suitability determined through a case by case analysis) has been deposited at CLIS annually. The site has been monitored through the Corps' Disposal Monitoring System (DAMOS) program. DAMOS studies show that the site is a low-energy environment, such that sediment deposited at this location will remain within the site's boundaries. Levels of metals and organics in the sediments within the disposal area are generally above background levels, indicative of the industrial nature of the areas dredged that use the site. Areas outside the disposal site have not been found to be affected by sediment deposited within the site.

Without suitable open water disposal sites in Long Island Sound, most of the dredging in ports and harbors in Connecticut could effectively end, forcing severe draft restrictions due to shoaling. Such restrictions will increase transport costs and could result in diversion of vessels to other ports. A shift from waterborne to truck transport of certain cargoes would occur, resulting in additional congestion and stress on the State of Connecticut's highway infrastructure.

The Bridgeport Port Authority is addressing the issues and challenges of dredging Bridgeport Harbor. The Connecticut Maritime Commission, created by Public Act 04-143, was being established in late 2004 and will develop recommendations pertaining to water access to ports in Connecticut.

7. SECURITY: TRANSPORTATION-RELATED PLANS

Since the September 11, 2001, terrorist attacks, homeland security has become a national and state priority. ConnDOT has instituted a variety of changes to address emergency management procedures and preparedness and has developed Emergency Response Plans that outline ConnDOT's Homeland Security Advisory System. The plans were established in accordance with the five threat levels of risk established under the Federal Homeland Security Advisory System. These plans are based on the responsibilities each of ConnDOT's bureaus and will continually be updated and modified.

ConnDOT has created a Homeland Security Task Force to review and address any needs for increased coordination between the ConnDOT’s bureaus in order to respond to any natural and/or homeland security events. The initial tasks will be to review the current emergency response plans for each bureau and to identify those areas of the plans that need to be updated to provide the necessary response and coordination between various units in ConnDOT. In addition, the Task Force will become involved in the planning process for future homeland security activities and exercises and will develop action plans regarding emergency response, protection of critical infrastructure elements, and other homeland security and emergency response issues.

Some of the changes implemented are discussed below.

- *Bradley International Airport*. Bradley was among the first airports in the U.S. to experience implementation of the Federal Transportation Security Administration's Federal Security Director (FSD) program. Since August 2002, Bradley has had the FSD on site and has had a full federal work force of employee passenger screeners in place. This has placed Bradley at the forefront of the list of 429 U.S. airports that must go through the process. While Bradley still has mandated responsibilities for security in accordance with Federal Aviation Regulations, September 11 has brought many new resources to the airport, primarily in the form of federal personnel, to perform many of the functions for which Bradley and/or the airlines were previously responsible.
- *Ports*. ConnDOT continues to work closely with the United States Coast Guard (USCG) on the security of the ports in Connecticut. There has been a concerted effort to develop better communication links, and the USCG is reaching out to local and state entities. Under the USCG's new program, a defense contractor will perform studies at 55 key ports, and the reports will be shared with the ports. The Coast Guard, in accordance with the Homeland Security Alert System condition (blue, green, yellow, orange or red), sets Maritime Security (MARSEC) levels (one, two, or three). Coincident with the MARSEC level, the Coast Guard may issue MARSEC directives to provide additional mandatory security requirements and/or detail to existing security requirements. Facility owners or operators must comply with these requirements. Their facilities are required to operate in compliance with 33 CFR Part 105, including the implementation of the security measures in an approved Facility Security Plan by July 1, 2004.
- *Rail Services and Facilities*. Amtrak, Metro-North Railroad and ConnDOT have been excellent partners in exchanging information. All aspects of security issues pertaining to commuters and inter-city trains are being addressed. Periodic meetings are held among representatives from both the railroads and ConnDOT to review any unusual incidents, upcoming special train movements and potential security issues.
- *Bus Services*. After September 11, a security plan was developed for Connecticut's state-owned bus operations. Connecticut Transit was the first transit system in the country to receive an FTA-sponsored security review after September 11. The results indicated that the system was generally well-positioned to provide secure environments for employees, customers and assets. Some recommendations have already been implemented, and others will require additional funding such as upgraded communications systems, increased use of security cameras on buses and at facilities and other site security improvements.
- *Highways*. ConnDOT's Office of Maintenance and Highway Operations has a *Homeland Security Advisory System Response Plan*. This plan implements appropriate protective measures and identifies assets for which maintenance field and office staff are responsible at each level. It is consistent with the Federal Homeland Security Advisory System. Prior to September 11, 2001, ConnDOT had in place Radiological Response Plans and Procedures using a traffic management plan for a Millstone Nuclear Power Station disaster event. Implementation plans for various impacts had been coordinated and developed with the Connecticut State Police, Office of Emergency Management and ConnDOT. Diversion plans for incidents on limited access highways (along I-95, I-395, I-91, I-84, and Route 8) had been developed in cooperation with local and state police, first elected officials, the permanent Statewide Incident Management Task Force and ConnDOT field personnel.

B. AVOIDING & MINIMIZING NEGATIVE IMPACTS OF TRANSPORTATION PROJECTS, SERVICES, & ACTIVITIES

In this section, relevant transportation-related economic, social and environmental issues, concerns, and challenges that are emerging, being addressed or which need to be addressed at federal, state and/or local levels are discussed.

1. LOSS OF ABILITY TO SPEND FEDERAL HIGHWAY PROGRAM FUNDS TO MAINTAIN & IMPROVE HIGHWAYS & BRIDGES DUE TO NONCOMPLIANCE WITH FEDERAL DRUNK DRIVING-RELATED PROVISIONS

In federal fiscal years (FFY) 2001 and 2002, the State of Connecticut lost its ability to spend approximately $4.7 million (each year) of its federal funding on the National Highway System (NHS), the Surface Transportation Program (STP), and the Interstate Maintenance Program because it did not meet the open container law and repeat offender law requirements of the federal *Surface Transportation Equity Act for the 21st Century* (TEA-21). These funds were transferred to the State's Section 402 highway safety program to be programmed for alcohol-impaired driving countermeasures, planning and administration and/or hazard elimination. In FFY2003, the penalties for noncompliance doubled. In FFY2004, the transferred funds were utilized towards eligible hazard elimination activities. Table I-1 shows the amounts that have been transferred and the anticipated schedule and estimated amounts to be transferred.

Table I-1. Estimated Potential Penalties for Noncompliance with Federal Drunk Driving Mandates

Federal Mandate	October 2000	October 2001	October 2002	October 2003	October 2004	October 2005	October 2006	October 2007	October 2008
Open Container	(1.5%) $2.35	(1.5%) $2.5	(3%) $5.8	(3%) $6.3	(3%) $5.8	(3%) $5.8	(3%) $5.8	(3%) $5.8	(3%) $5.8
Repeat Intoxicated Driver	(1.5%) $2.35	(1.5%) $2.5	(3%) $5.8	---	---	---	---	---	---
Total Transferred	**$4.7**	**$5.0**	**$11.6**	**$6.3**	**$5.8**	**$5.8**	**$5.8**	**$5.8**	**$5.8**

Source: ConnDOT Office of Highway Safety. Graphic updated as of August 2004.

Every year since the imposition of the federal mandates, ConnDOT has requested that the Legislative Transportation Committee propose legislation to comply with these mandates. In 2003, the Connecticut General Assembly passed the *Repeat Offender Law* (Public Act 03-365) so Connecticut is no longer assessed a penalty for failure to comply with the repeat offender provision. However, the proposed open container legislation was not passed. The loss of the ability to invest millions of Connecticut's federal NHS, STP, and Interstate Maintenance Program funds on highway improvement projects, such as bridge repair, roadway resurfacing, signalization and capacity improvements will continue to negatively impact ConnDOT's Transportation Improvement Program. In order for Connecticut to avoid these penalties, either Congress must repeal the sanction provisions (this is highly unlikely) or the Connecticut General Assembly must pass legislation to comply with the TEA-21 requirements.

An amendment to the FFY2001 transportation appropriations bill passed in October 2000 imposes additional sanctions on states if they fail to enact a law requiring that a blood alcohol content (BAC) of .08 be the standard for which a driver is deemed intoxicated. Effective July 1, 2002, Connecticut is in compliance with this federal mandate.

2. ENVIRONMENTAL ISSUES

Environmental issues are a powerful driving force behind the selection, planning, design, construction and programming of transportation projects and programs. Two key areas, air quality and water resources, have experienced significant developments in recent years that will affect transportation-related policies for years to come.

a) AIR QUALITY: FEDERAL MANDATES

The federal Clean Air Act Amendments (CAAA) and federal transportation reauthorization legislation passed in the 1990s established an interrelationship of clean air and transportation planning. In order to receive federal transportation funds, ConnDOT and the metropolitan planning organizations (MPOs) in Connecticut must cooperatively work to develop and endorse an Air Quality Conformity Statement which certifies to the federal government that the State Transportation Improvement Program (STIP) conforms with the requirements of the CAAA. More specifically, the conformity statement certifies that projects in the STIP will conform to Connecticut's State Implementation Plan (SIP), a federally mandated plan to reduce the emissions of volatile organic compounds, nitrogen oxides and carbon monoxide. This interrelationship, which some regard as the most significant development in federal environmental policy in the 1990s, will continue to evolve.

Table I-2. Approved Conformity Analysis Emission Levels

	Ozone	Series 27E			SIP Budgets		Difference	
Year	Area	Vehicle Miles Traveled	VOC	NOx	VOC	NOx	VOC	NOx
1990	Severe	19,101,540	43.6	55.4	---	---	---	---
	Serious	59,437,490	126.5	174.6	---	---	---	---
2005	Severe	22,657,210	19.2	35.9	19.5	36.8	(0.3)	(0.9)
2007	Severe	23,069,000	16.1	28.9	16.4	29.7	(0.3)	(0.8)
	Serious	74,514,200	50.7	95.8	51.9	98.4	(1.3)	(2.6)
2015	Severe	24,701,770	8.6	12.3	16.4	29.7	(7.8)	(17.4)
	Serious	81,275,720	27.6	41.6	51.9	98.4	(24.3)	(56.8)
2020	Severe	25,581,400	6.9	7.6	16.4	29.7	(9.5)	(22.1)
	Serious	84,680,250	22.1	25.8	51.9	98.4	(29.9)	(72.6)
2030	Severe	27,409,230	6.5	5.5	16.4	29.7	(9.9)	(24.3)
	Serious	90,882,860	20.8	18.5	51.9	98.4	(31.1)	(79.9)

Source: ConnDOT Bureau of Policy and Planning. Graphic updated as of August 2004.

Special Notes:
- A small reduction in VMT and emissions in the Serious area will occur from the ECO program in the Severe area due to travel from the Serious to the Severe area.
- VMT represents the Summer Daily vehicle miles of travel.
- VOC & NOx emissions are in tons per day and are calculated using Connecticut's vehicle mix.
- Uses HPMS' 12 Functional Class system.
- National Low Emission Vehicle (LEV) program included in 2007 and all future years.
- Includes emission reductionss from passenger transit locomotives.
- 2005/2007 MOBILE6.2 budgets approved as of February 2004.
- Series 27E run with 20 iteration equilibrium assignment.

On August 15, 1997, the U.S. Department of Environmental Protection (EPA) published the "Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule." The Conformity Rule established the requirements that will insure that the Transportation Improvement Programs (TIPs) and Transportation Plans (TPs) conform to the State Implementation Plan (SIP). Connecticut is currently developing state regulations that will define, in state law, agency responsibilities and will insure high levels of interagency cooperation and opportunity for public participation.

The SIP process, administered by the Connecticut Department of Environmental Protection (CT DEP), is directed at attaining air quality standards. Air pollution comes from the following three primary sources: (1) motor vehicles (mobile highway sources); (2) non-highway equipment such as motor boats, lawn and garden equipment (mobile non-highway sources); and, (3) utility fuel combustion, storage tanks, and use of solvents and consumer products (stationary point and area sources).

As part of the SIP process, CT DEP is working closely with the Connecticut Department of Motor Vehicles (DMV) and ConnDOT on developing a workable, enhanced motor vehicle inspection and maintenance program which meets the goals of the state's overall SIP plan. Mobile Source emissions levels from the latest approved conformity analysis are shown in Table I-2.

By 2007, Connecticut will see a 78.5 percent reduction in VOC (Volatile Organic Compounds) emissions and a 56.0 percent reduction in NOx (oxides of nitrogen) emissions from transportation sources as compared to 1990 levels. By the year 2020, VOC from transportation sources will have been reduced by 84.9 percent and NOx by 81.4 percent since 1990 levels.

Highway mobile source emissions are being dramatically reduced. The reductions in these and other transportation-related emissions are playing a primary role in Connecticut's SIP process and in achieving clean air. As additional strategies and technologies are developed, it is anticipated that further reductions in emissions will occur. The reductions will result in health benefits in the state and will contribute to addressing concerns about climate change.

b) AIR QUALITY: CLIMATE CHANGE

In recent decades a concern has emerged that the earth's climate is being altered by increasing concentrations of certain heat-trapping "greenhouse" gases (GHG) in the atmosphere as a result of human activity. A report released in 2001 by the Intergovernmental Panel on Climate Change (IPCC) concluded that "there is new stronger evidence that most of the warming over the last 50 years is attributable to human activity." [1]

In 2001, New England Governors and Eastern Canadian Premiers (NEG-ECP) at their Annual Meeting adopted a regional climate change action plan to reduce the emissions of GHG to: a) 1990 levels by 2010; b) 10 percent below 1990 levels by 2020; and, c) 75-85 percent below 1990 levels over the long term.

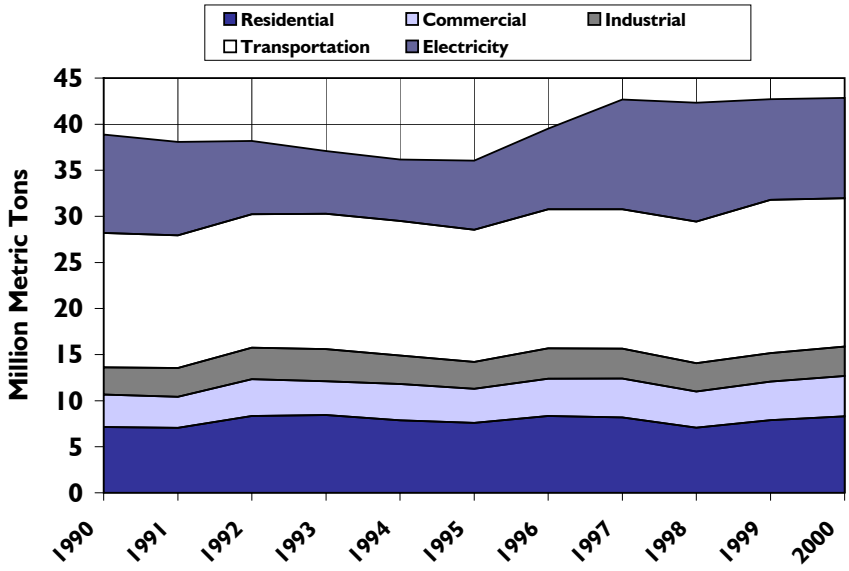
In 2003, Connecticut Governor John Rowland formed the Governor's Steering Committee on Climate Change made up of state chairman and commissioners to develop a plan to reduce GHG emissions. To develop this plan, stakeholder input was sought to identify a diverse set of policies and market-based solutions. The stakeholder process involved business government, nonprofit, and academic leaders in a dialogue to identify, analyze, and recommend to the Governor's Steering Committee in October 2003, a set of strategies to reduce GHG emissions. The Center for Clean Air Policy facilitated the yearlong process, referred to as the Connecticut Climate Change Stakeholder Dialogue. As part of this process, Connecticut updated its *Greenhouse Gas Emissions Inventory*. It was found that GHG emissions declined by 5 percent

[1] Source: Summary information prepared by the Yale School of Forestry and Environmental Studies, New Haven, Connecticut, for the Connecticut Climate Change Yale-Connecticut Summit on The Role of Hydrogen in Reducing Greenhouse Gas Emissions, which was held in September 2003.

from 1990 through 1995 but increased by more than 15 percent from 1996 through 2000, partly due to changes in fuel mix used in electric power generation, improvements in the economy and the increases in population. Figure I-3 shows total CO2 emissions from fossil fuel combustion from 1990 through 2000. It was determined that approximately 40 percent of Connecticut's annual CO2 emissions are attributable to transportation.

In September 2003, the NEG-ECP passed Resolution 28-7 (Resolution Concerning Environmental Projects and Issues) in response to scientists' findings on the impact of black carbon on the atmosphere. This resolution directed the NEG-ECP's Committee on the Environment to pursue appropriate options to reduce diesel emissions; encourage the early introduction of cleaner diesel fuels in the region; promote anti-idling initiatives; and, enhance education for the public on the benefits of diesel clean-up programs. In Connecticut, the Climate Change Stakeholders responded by making additional recommendations to reduce diesel emissions.

Figure I-3. Total CO2 Emissions from Fossil Fuel Combustion



Source: Connecticut Greenhouse Gas Emissions Inventory 1990-2000, August 2003.

The Governor's Steering Committee on Climate Change considered and analyzed the GHG emissions-reduction recommendations that resulted from the Stakeholders Dialogue and submitted 55 of them to the Governor. In March 2004, the Governor accepted 38 recommendations for immediate implementation. The 38 selected measures can reduce the State's GHG emissions by 4.07 million metric tons below projected levels in 2010, a reduction of 8.5 percent. They will enable the State to achieve 52 percent of its overall 2010 goal of stabilizing emissions at 1990 levels, the target established by the NEG-CEP's Climate Change Action Plan of 2001.

The recommendations address the rapidly growing transportation sector and call for significant efforts in transit, smart growth, and freight policy, as well as recommending legislative adoption of the California tail pipe standards, to reduce carbon dioxide and conventional air pollutants from cars and light trucks.

Key recommendations for policy action included:

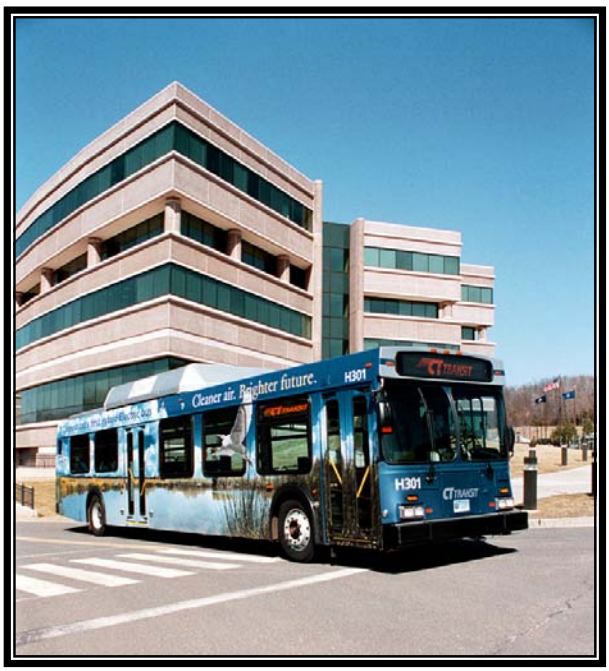
- Transit Improvement, Smart Growth and Vehicle-Miles-Traveled (VMT) Management Strategies
- Adopt California LEV-II Vehicle Emissions
- Establish a Connecticut Clean Diesel Program
- Participate in a Multistate Intermodal Freight Initiative

- Implement programs for energy efficiency
- Encourage forest and agricultural land preservation
- Increase recycling and source reduction to 40 percent

The California Vehicle Emissions standard was adopted in legislation passed during the 2004 General Assembly session, as were goals for State purchases of renewable energy and other incentives to encourage GHG reduction actions.

Connecticut is the first state to develop a comprehensive climate change action plan and immediately translate it into legislative and administrative proposals for implementation. It is also the first state to address the global warming impacts of "black carbon" emissions and should realize major health benefits from doing so.

Figure I-4. CTTransit Hybrid Fuel Bus



ConnDOT has initiated a number of programs both independently and related to the ongoing GHG reduction programs. The Department:

- Has developed a model program to incorporate diesel emissions reduction strategies into a highway construction project, requiring on-road and off-road equipment to meet fuel and emissions reduction mandates;
- Through its CTTransit bus operations, has become an early adopter of the use of ultra-low sulfur diesel fuel in buses in the Stamford Division. When combined with continuously regenerating traps, which filter out particulate matter, the resultant particulate emissions are 90 percent lower than a comparable late model bus;
- Is nearing completion of a statewide program to install new traffic signals that use light-emitting diodes (LED) to reduce electrical consumption by 75 percent, and increase reliability while reducing maintenance efforts; and,
- Has initiated a pilot program to evaluate the use of lower-emission diesel/electric hybrid buses (Figure I-4). The demonstration project is evaluating the benefits of these buses in terms of fuel economy and emissions.

"Connecticut joins New Jersey, New York, California, Massachusetts, New Hampshire, Oregon, Rhode Island and Washington as states that have taken some specific actions to reduce greenhouse gas emissions. Together these states represent 3.9 percent of global CO2 emissions and 17.2 percent of U.S. emissions."[1]

For more information on Connecticut's climate change efforts, go to *www.climatechange.com*.

[1] March 11, 2004, Press Release issued by the Center for Clean Air Policy, Washington, D.C.

3. USE OF NEW IDEAS & TECHNOLOGY TO REDUCE FREQUENCY OF HIGHWAY MAINTENANCE & CONSEQUENT TRAVEL DELAYS

The volume of traffic on our highways is increasing, and the daily peak hours of travel are expanding. This situation is making it increasingly difficult to schedule and implement projects to maintain and improve Connecticut's highway system without causing delays in travel and triggering anger and frustration on the part of highway users. ConnDOT and other agencies responsible for maintaining highways are being, and will continue to be, challenged to find ways to maintain and improve the highway system without significantly disrupting the flow of traffic.

ConnDOT is attempting to minimize travel delays associated with maintaining and improving Connecticut's highways and bridges by having the work done at times when there is less traffic on the roads when feasible. ConnDOT now specifies in its highway and bridge project contracts that the work is done during "off-peak" hours and at night, particularly when lane closures are required.

ConnDOT and the Federal Highway Administration (FHWA) are striving to reduce the frequency of roadway resurfacing and, hence, the frequency of travel delays associated with such work, by using a performance-based, pavement design process and participating in efforts to improve pavement-related construction practices. ConnDOT now requires that Superior Performing Asphalt Pavements (Superpave) system technology be used for all new projects. "Superpave" is a performance-based pavement design process that is a product of the Strategic Highway Research Program (SHRP). ConnDOT uses a Pavement Management System (PMS) to aid in planning, scheduling, and prioritizing highway maintenance and rehabilitation projects. The PMS is discussed in Chapter II, "The Plan." ConnDOT recognizes that the longevity of a pavement also can be significantly impacted by poor construction practices. ConnDOT addresses construction practices through two organizational vehicles. The first is ConnDOT's Pavement Advisory Team (PAT), formed in 1995 to improve construction practices through increasing ConnDOT and industry awareness of pavement problems and to provide expertise in specific pavement problems. The second is the Department's participation, since 1994, in the Hot-Mix Asphalt (HMA) Task Force on Pavements, which has recently evolved into the HMA Executive Committee. This organization, which brings together ConnDOT, the HMA industry, and academics, meets on a regular basis and is charged with addressing HMA issues (including construction practices), providing training, conducting pavement studies, and recommending policy and specification changes. The Committee meets on a regular basis.

ConnDOT will continue to strive to use and develop products, tools, processes and procedures that reduce the frequency of highway maintenance or enable workers to perform the work in less time. As the State's pavements begin to approach the ends of their service lives, a major challenge facing the Department is the rehabilitation and preservation of its pavement assets. To meet this challenge, the State must pursue innovative solutions to the problem of maintaining its considerable investment in its pavements. An increased focus must be placed on state-of-the-art maintenance and rehabilitative technology, on techniques for more extensive rehabilitation beyond resurfacing, and on adopting a comprehensive pavement-preservation strategy.

4. AIRPORT-RELATED NOISE

Noise resulting from the landing and taking off of aircraft continues to be a national, state, and local problem that is affecting the ability of airports and airlines to accommodate the growing, worldwide demand for air travel. The widespread use of turbine-powered aircraft in the early 1960s prompted the passage of the first of many laws addressing the impact of aircraft noise on airport environs. In 1980, the Federal Aviation Administration (FAA) issued an interim amendment to the Federal Aviation Regulations, 14 CFR Part 150, which addressed aircraft noise impacts at the receptors.

The FAA's Airport Noise Compatibility Planning Program (Part 150) allows airport operators to submit noise exposure maps and noise compatibility programs to the FAA voluntarily. According to the *Aviation Safety Noise Abatement Act of 1979* (ASNA), a noise compatibility program sets forth the measures that an airport operator has taken or has proposed to reduce existing non-compatible land uses and the prevent additional non-compatible land uses within the area covered by noise exposure maps. The ASNA embodies strong concepts of local initiative and flexibility. It leaves the submission of noise exposure maps and noise compatibility programs to the discretion of local airport operators. Airport operators also may choose to submit noise exposure maps without preparing and submitting a noise compatibility program. The types of measures that airport operators may include in a noise compatibility program are not limited by the ASNA. Hence, airport operators have substantial latitude to submit a broad array of measures that respond to local needs and circumstances.

Since the *Federal Aviation Act of 1958* established the FAA and assigned to it the responsibility for the regulation of air commerce, a state, as an airport sponsor, can only influence flight operations through collaboration with the FAA and the Part 150 process. The control of land use, through which noise-sensitive receptors (such as residential developments near the airport) might be banned or removed from serious impact, is the most effective way to deal with aircraft noise around airports. In establishing the requirement for an airport noise compatibility planning program, the ASNA did not change the legal authority of state and local governments to control the uses of land within their jurisdictions. Public controls on the use of land are commonly exercised by zoning. Zoning is a power reserved to the states under the U. S. Constitution. It is an exercise of the police powers of the states that designates the uses permitted on each parcel of land. In Connecticut, this power is delegated in state-enabling legislation to the towns. Although some towns recognize a local airport in their zoning, local land use control authorities have not adopted zoning ordinances or other controls to prevent non-compatible development (primarily residential) within the noise impact areas of airports. The ability of airport operators to solve their noise problems is limited by their lack of control over the land surrounding the airports and the operator's dependence on the towns to cooperate in implementing land use control measures, such as zoning for compatible uses.

Bradley International Airport was the first Connecticut airport to respond to community noise complaints by developing a noise abatement plan prior to the adoption by the FAA of 14 CFR 150. It is currently engaged in a formal Part 150 study. The state is also in the process of conducting a noise study at Waterbury-Oxford Airport; it has also conducted Part 150 studies at the Hartford and Groton airports, and subsidized studies at the Bridgeport, New Haven and Danbury airports. Although the execution of these studies has led to a better understanding between the airport sponsors and their respective communities, the process has not led to the action required to effect a more permanent solution to community noise impact. The studies have invariably led to various noise abatement flight procedures and demands for curfews. However, with the exception of individual efforts by some town planners, no comprehensive land use controls to ensure incompatible land use due to aircraft noise have been put in place.

In 1994, the FAA recognized the problem of non-compliance by municipalities with land use recommendations stemming from Part 150 studies. As a result, beginning in 1998, the FAA approves under Part 150 only remedial noise mitigation measures for existing non-compatible development and only preventive noise mitigation measures in areas of potential new non-compatible development. There is no parallel sanction available to the state to encourage cooperation by the towns with noise abatement strategies through land use controls. State statutes only require of municipalities that their zoning protect runway approaches from obstructions. If a municipality fails to do this, the statutes allow the Commissioner of ConnDOT to impose height restriction regulations. Such state intervention has never happened.

For the future, it can be anticipated that technological advances in turbine engine design will result in even quieter aircraft, but so far this trend has been partially offset by a very large increase in demand for air travel resulting in many more air carrier operations. Achieving compatible land use may become a prerequisite to Connecticut's realizing the full benefits of the economic development that could result from the expansion and growth of airports and airport transportation services.

5. ENVIRONMENTAL STEWARDSHIP & STREAMLINING

Section 1309 of TEA-21 called for a coordinated environmental review process to expedite federally funded highway and transit projects. In July of 1999, a National Memorandum of Understanding (MOU) was promulgated, where signatories agreed to streamline environmental review processes in accordance with TEA-21 and other relevant environmental statutes in ways that reinforce the federal responsibility to protect the environment. The signatories were the U.S. Departments of Transportation, Interior, Agriculture, and Commerce, the Army Corps of Engineers, the Environmental Protection Agency and the Advisory Council on Historic Preservation. The MOU noted commitments to reduce project delays and to protect and enhance environmental quality.

A subsequently developed National Action Plan provides a framework for activities that need national leadership for successful implementation and provides options for customizing the MOU commitments at the regional, state or project levels. The five strategies for streamlining are:

- Establish timely, and where feasible, concurrent project reviews.
- Avoid environmental impacts where possible, and use mitigation activities advanced by improved data inventories and programmatic agreements.
- Negotiate formal agreements among state and federal partners. Allocate resources to support early involvement, adequate staffing, interagency training, and information dissemination requirements through mutually agreed upon interagency priorities.
- Keep projects on schedule through the use of conflict avoidance and resolution practices.
- Measure continuous improvement and progress through best practices and evaluation techniques such as benchmarking and performance standards. Modify approaches to streamlining based on the result.

ConnDOT practices its own environmental streamlining initiatives. Documentation needed as part of the environmental document process expanded significantly through the 1990s. To counter that, the process of developing concise environmental documents and forms has been underway for the last few years, and is expected to continually be refined in the foreseeable future.

Two monthly water resources permit coordination meetings have been utilized for years--one is with the Corps of Engineers for their permits, and the other deals with the State of Connecticut water resources permits. ConnDOT is addressing improvements to the documentation needed for these permits and the coordination required for a smoother process. Electronic coordination and reporting has allowed information to flow faster. In addition, there has been an increased usage of programmatic water resources permit processes for state and federal regulatory agencies.

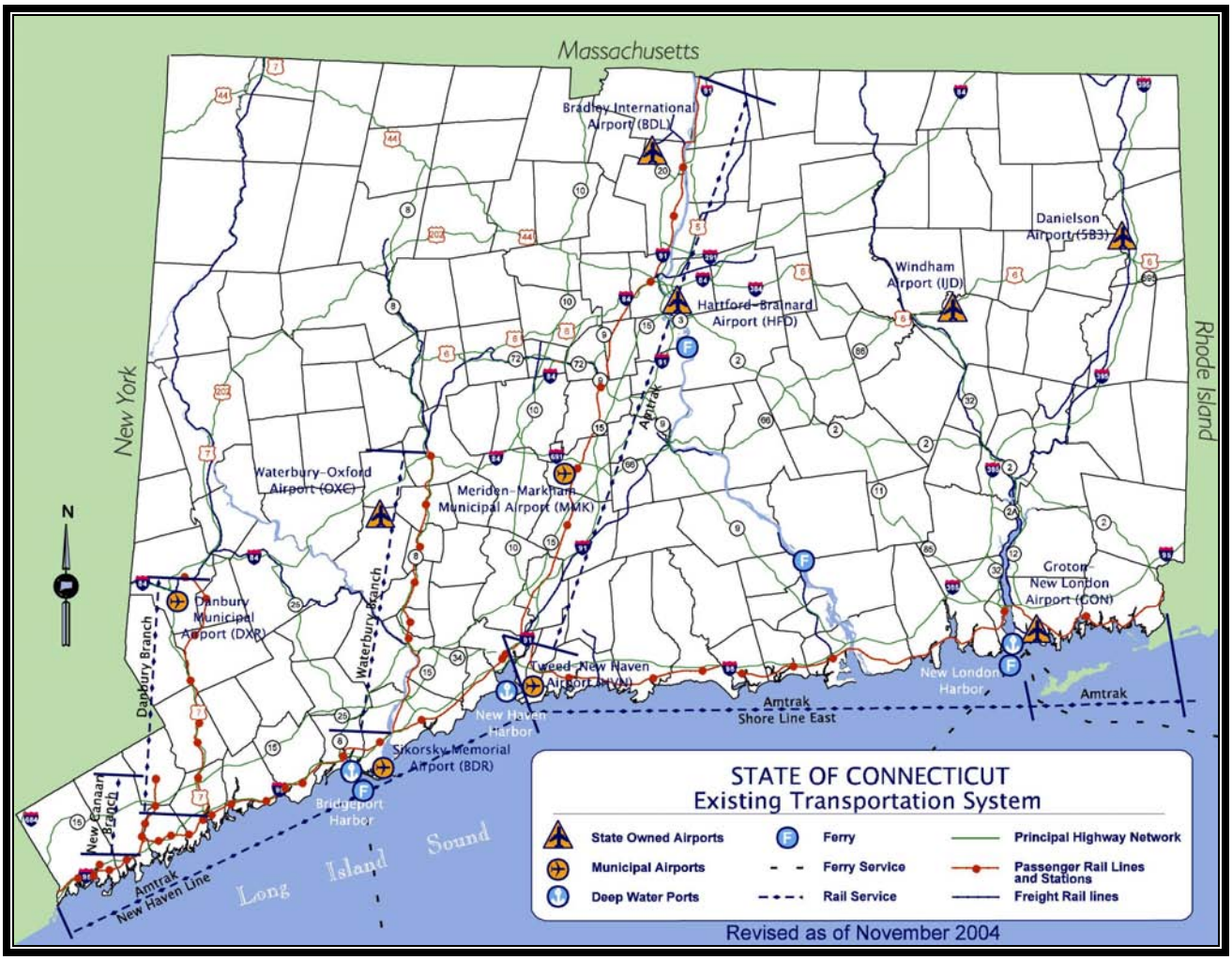
Public involvement, including coordination with state and federal transportation, environmental and historic agencies, has been vastly expanded. The strategy of “early and often” has been implemented, with more changes and refining expected as best practices from other states become available, and are deemed useful and applicable to Connecticut. When undertaking studies and implementing projects, ConnDOT applies “Context-Sensitive Solutions” (CSS). CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves environmental, scenic, aesthetic, and historic resources while maintaining safety and mobility.

ConnDOT and the Federal Highway Administration (FHWA) also use programmatic agreements in an effort to reflect the streamlining strategies and goals. Multiple programmatic Section 106 agreements for historic involvement are being prepared with the Connecticut State Historic Preservation Office and FHWA.

II. THE PLAN

The *2005 Master Transportation Plan* (MTP) documents the Connecticut Department of Transportation's (ConnDOT) plans for transportation services and facilities that are owned, operated and/or receive funding from the Department. For reference, Figure II-1 is provided to show Connecticut's existing transportation system upon which the planned programs and projects highlighted in this chapter will build. An overview is provided of the goals of ConnDOT's strategic financial investment plan and lists the major plan elements. This is followed by discussions, organized by transportation mode, of ConnDOT's programs, initiatives, major studies, and major projects in progress or to be undertaken in future years. The discussions include information on the status of these activities as of November 2004.

Figure II-1. Existing Transportation System



A. OVERVIEW OF CONNDOT'S FINANCIAL INVESTMENT GOALS

The passage of the *Clean Air Act Amendments of 1990*, the publication in 1991 of regulations to implement the *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA), and the concern that federal transportation funds would be reduced prompted ConnDOT to review the total transportation situation in Connecticut in 1992, including state and regional transportation plans. A strategic financial investment plan evolved from this review that established the six broad transportation investment goals (Table II-1).

Table II-1. Transportation Investment Goals

Goal #1: Ensure Safety	Eliminate Hazards Upgrade Signing Maintain Lane Delineation Maintain Equipment
Goal #2: Maintain the Existing System	Monitor performance and maintain rideability of State roadways Rehabilitate Poor and Fair State Bridges Replace All Buses Over 12 Years Old Maintain all Rail Cars, Track, Bridges, Power Supply Systems and Stations Rehabilitate Runways and Terminals Maintain Ferries and the State Port Complex
Goal #3: Increase System Productivity	Intelligent Transportation Systems Interconnected/Computer Controlled Signal Systems Ridesharing Commuter and Rail Station Parking Transit Service Scheduling Aviation and Port Marketing
Goal #4: Promote Economic Development	Provide Quality Transportation Infrastructure Institute Urban Initiatives Facilitate Economic Investment
Goal #5: Provide Required Capacity	
Goal #6: Utilize All Available State and Federal Funds Effectively	
Source: Strategic Financial Investment Plan published in ConnDOT's *1993 Master Transportation Plan* as amended by ConnDOT's Bureau of Engineering and Highway Operations (September 2004).	

As a result of funding limitations, it was decided that the first three goals should be the focal point for transportation resources as Connecticut transitioned from the ambitious infrastructure renewal "catch up" program of the 1980s to a program targeted more at the maintenance and efficiency of the existing system. Connecticut must not return to a period of increasing deferred maintenance, which is not cost-effective, and which decreases the safety and productivity of the transportation system. In addition, resources will be made available to assist with economic development initiatives and to provide limited added capacity where required. The entire transportation system, including highway, bridge, rail, bus, airport and waterways, will be given fair consideration in achieving the goal of using all available funds effectively.

B. MAJOR PLAN ELEMENTS

The major elements of ConnDOT's plan for Connecticut's transportation system are listed by mode in Table II-2.

Table II-2. Major Elements of ConnDOT's Plan for Connecticut's Transportation System

STATE-OWNED AIRPORTS	
Bradley International Airport (BDL)	***General Aviation Airports***
♦ Aggressively market the services provided by BDL to enhance its considerable regional economic impact. ♦ Expand terminal facilities to accommodate projected passenger volumes and improve the level of passenger service. ♦ Increase automobile parking convenience. ♦ Market properties that are available for development.	♦ Utilize available land at airports to the maximum possible benefit. ♦ Complete the airport property inventory and computerized mapping program. ♦ Market properties which are available for development.
TRANSIT	
♦ Ensure safety. ♦ Maintain the transit system infrastructure in a state of good repair. ♦ Maintain the Capital Project Management Plan to ensure the most efficient use of all state and federal resources. ♦ Improve the quality of service to increase ridership.	♦ Improve accessibility for the disabled. ♦ Develop a universal fare concept. ♦ Expand the guaranteed ride home program for commuters statewide. ♦ Enhance the intermodality of services.
Rail	
♦ Continue to subsidize and ensure the efficient and cost-effective operation of the Connecticut commuter rail system (New Haven Line and Shore Line East). ♦ Support the Governor's Southwestern Connecticut Congestion Relief Initiative through increased marketing, low or no-cost service improvements, improvements in parking and pricing creativity in order to attract intrastate travelers from I-95, Route 1 and the Merritt Parkway. ♦ Continue with the replacement of the catenary (overhead electric supply system) on the New Haven Line.	♦ Continue the Annual Track Program, consisting of the installation of concrete ties and welded rail on the New Haven Line. ♦ Investigate methods to ensure the integrity of the movable bridges over navigable waterways through rehabilitation or replacement. ♦ Plan for the replacement of the M-2 fleet (passenger cars) possibly utilizing new technologies.
Bus/Ridesharing	
♦ Continue to subsidize and insure the efficient and cost-effective operation of the Connecticut Transit system and the transit districts and private operators providing local and commuter bus services. ♦ Support the Governor's Southwestern Connecticut Congestion Relief Initiative by improving the intermodal connectivity between local bus services and the Connecticut commuter rail system, supplementing interregional bus services using demand management strategies, and improving the delivery of ridesharing (vanpool, carpool) advocacy efforts. ♦ Improve the efficiency of operations through the replacement of maintenance garages in New Haven and Waterbury and by expanding the Stamford garage. ♦ Work cooperatively with the Regional Workforce Development Boards, regional planning agencies and human service agencies to continue and expand transit services to support the Access to Jobs Program. ♦ Advance the New Britain-Hartford Busway to implementation. ♦ Continue to support the construction and maintenance of commuter parking facilities.	
BIKEWAYS, WALKWAYS AND TRAILS	
♦ Ensure the safety of bicyclists and pedestrians by incorporating these modes of transportation into all projects where feasible. ♦ Bank abandoned rail rights-of-way for future use as multi-use trails.	
WATERWAYS	
♦ Maintain state-operated ferry services. ♦ Reconstruct the State Port Complex in New London to modern shipping standards. ♦ Construct the necessary warehousing at the State Port Complex. ♦ Market the Port of New London to attract significant shipping and commercial marine activities to the State Port Complex.	

HIGHWAYS
♦ Monitor performance and maintain rideability of State roadways. ♦ Rehabilitate poor and fair State bridges. ♦ Repave and maintain State-maintained commuter parking facilities as needed. ♦ Continue inspection of ConnDOT's highway and railroad structures and overhead sign structures. ♦ Utilize Intelligent Transportation Systems (ITS) strategies to maximize the use of the existing transportation network. ♦ Continue to implement projects to provide a safe and efficient highway system that maintains the transportation infrastructure and provides necessary capacity improvements that enhance the existing transportation system.
ADDITIONAL PLAN ELEMENTS
Air Quality ♦ Encourage and support technological advancements related to auto and bus engines and fuels. ♦ Continue to support rideshare programs. ♦ Improve and expand commuter parking lots including parking lots at rail stations. ♦ Continue to explore and encourage alternatives to single-occupant vehicles (SOVs).
Energy Conservation ♦ Maintain the existing transportation system in a state of good repair. ♦ Increase the efficiency of the existing transportation system by encouraging transit and other alternatives to the single-occupant automobile. ♦ Support rideshare programs. ♦ Support demonstration projects for alternative fuel technologies. ♦ Support demonstration projects for new and innovative transit services. ♦ Encourage state employee participation in rideshare programs. ♦ Promote and facilitate the increased use of non-motorized transportation modes.
Land Use/Transportation Planning ♦ Achieve better coordination between land use planning and transportation planning. ♦ Find workable solutions to encourage development that will maximize the longevity of benefits from transportation investment. ♦ Provide mobility while addressing the environmental issues. ♦ Deal with land use and development issues regionally. ♦ Consider land use goals in funding decisions for transportation projects. ♦ Preserve rights-of-way for construction of future transportation projects. ♦ Consider impacts on parks, recreation and scenic areas, monuments and historic sites, etc. ♦ Develop projects using the principles and philosophy of "Context-Sensitive Solutions" in accordance with Administrative Memorandum Number 24. ♦ Consider any state plan developed pursuant to the *Federal Water Pollution Control Act*. ♦ Cooperate and coordinate with Indian tribal governments on transportation issues of concern to them. ♦ Identify and use the available land at the State airports to the maximum possible benefit.
Financial ♦ Continue support of the New England Transportation Initiative (NETI) Study to promote innovative and fiscally sound financing policies. ♦ Consider investment strategies to improve adjoining State and local roads that support rural economic growth and tourism, federal agency renewable resources management and recreation development. ♦ Take full advantage of tax-advantaged leasing of transportation facilities owned by the State.
Access Management ♦ Through the regional planning organizations, encourage and work with local communities to prepare access management plans for local roads. ♦ Continue ConnDOT's encroachment permit process to review applications for driveway access with respect to safety and operational integrity. ♦ Continue to support the State Traffic Commission certificate of operation reviews for major developments that impact State highways. ♦ Assess the ramifications of implementing a formal access management system through legislative authority or administrative regulations.
Source: ConnDOT Bureau of Policy and Planning. Graphic updated as of September 2004.

C. AIRPORTS

ConnDOT is responsible for six state-owned airports: Bradley International Airport, Hartford-Brainard Airport, Groton-New London Airport, Waterbury-Oxford Airport, Windham Airport, and Danielson Airport. In addition, ConnDOT distributes funding through state grants-in-aid to the following four municipal airports for improvements and studies: Tweed-New Haven Airport, Sikorsky Memorial Airport, Danbury Municipal Airport and Meriden-Markham Municipal Airport. The municipal airport projects are carried in the Federal Aviation Administration's five-year capital improvement plan for the State of Connecticut. The major projects and initiatives planned or underway at these state-owned and municipal airports are described in this section of the 2005 MTP. The locations of these airports, as well as the locations of other major components of Connecticut's transportation infrastructure, are shown in Figure II-1. Table II-3 provides a listing of major airport studies and projects described in this section.

Table II-3. ConnDOT's Major Study and Projects Initiatives for State-Owned Airports

Project Number (s)	Study
Bradley International Airport	
0165-0313	Terminal at Bradley International Airport
0165-0331	FAR Part 150 Noise Study
0165-0334	Vegetation Management Plan
0165-0373	Relocate Threshold Runway 1 and Rehabilitate Taxiways E and T
0165-0355	Master Plan Update
Hartford-Brainard Airport	
None Assigned	Reconstruction of Existing Aircraft Apron
Windham Airport and Danielson Airport	
0163-0189	Construct Access Drive and Replace Beacon Towers at Windham and Danielson Airports
0068-AXX6	Danielson Master Plan Update
Waterbury-Oxford Airport	
0107-0156	FAR Part 150 Noise Study
0107-0155	Extend Taxiway B North
0107-0141	Construction of New Maintenance Facility
0107-0151	Extend Runway 18-36 and ReconstructTaxiway A
0107-0154	Master Plan Update
Groton-New London Airport	
0058-0280	Runway 5-23 Safety Areas and Environmental Impact Statement
0058-0299	Reconstruct and Realign Taxiways B & C
All State-Owned General Aviation Airports	
0170-TBD1	Connecticut Statewide System Plan Update
0170-2024	Vegetation Management Plan
Source: ConnDOT Bureau of Policy and Planning. Graphic revised as of November 2004.	

1. BRADLEY INTERNATIONAL AIRPORT

Bradley International Airport (BDL) is owned by the State of Connecticut, managed by ConnDOT's Bureau of Aviation and Ports, and guided by a Board of Directors (the Bradley Board), a group of appointed business leaders, including the comissioners of ConnDOT and the Department of Economic and Community Development, who assist in the development of the airport as a business. The Bradley Board works to ensure that the airport is in touch with the demands of the public and business sectors, and that it is making the most of its opportunities to contribute to the state's economic well being.

BDL is operated entirely on a self-sustaining basis from revenues generated by the airport and federal funds from the airport improvement program. No state funds are utilized to operate BDL.

BDL provides many vital services to Connecticut and western Massachusetts including scheduled domestic and international air carrier services, commuter/regional airlines, chartered flights, cargo and mail services and facilities for general aviation. It also functions as a base for both the Army and Air National Guard. The airport will maintain these services by proactively planning for the needs of the tenants, passengers, and users. A major airport improvement program is underway to enable BDL to continue as one of the top airports in the Northeast.

Figure II-2. Aerial View of Bradley International Airport Terminals

The Bradley Improvement Program consists of constructing a new passenger terminal and concourse, plus associated improvements to the roadway and existing terminal and concourse facilities. To date, the new terminal has been completed and is open. The aircraft apron has been reconstructed, and an at-gate deicing fluid run-off collection system has been installed around the new concourse and Concourse C. The airport access roadway system has been reconstructed to accommodate the new terminal, including extending the existing upper level viaduct to the east, adding an additional traffic lane on the lower level and installing new signage. The existing terminal and concourse are being renovated to add airline holdroom space and additional ticket counters. These renovations are scheduled for completion in the fall of 2007. An aerial view of the terminals at BDL is provided in Figure II-2.

The following subsections contain descriptions of studies in progress and projects to be undertaken at BDL.

a) TERMINAL AT BRADLEY INTERNATIONAL AIRPORT (PROJECT NO. 0165-0313)

ConnDOT, as part of the 1997 Terminal Study, conducted an operational and financial feasibility analysis on the possible replacement of the obsolete, 13-gate, Terminal B (also known as Murphy Terminal) which was constructed in 1949. This study and detailed analysis, as well as subsequent meetings with the airlines, provided several recommendations for the terminal complexes at the airport. When Southwest Airlines committed to start service at BDL on October 31, 1999, further study was required to provide sufficient gate capacity for this new carrier. The plan was modified to address the needs of the airline.

ConnDOT received legislative approval for bonding the program in June 1999, and additional bonding authorization was approved by the Connecticut General Assembly in May 2000. At this time, the various elements of the proposed modifications to the terminal complex and surrounding area are as follows:

- The project began in June 2000 with the demolition of the maintenance facility building that was in the footprint of the new concourse.
- A 35-megawatt cogeneration facility to provide electricity, heating and cooling to the terminal complex was constructed by a private developer and was fully operational in November 2002. It provides electricity to the existing Terminal B, the International Arrivals Building (IAB) complex, and for the runway lighting requirements.
- The new terminal and 12-gate concourse was constructed immediately adjacent to the east side of Terminal A and Concourse C to create a unified terminal complex with 23 gates to be used by USAirways, Delta, American, United, Continental, Northwest and Southwest Airlines and other smaller airlines. Approximately 75 percent of all airport passenger traffic will use this unified complex. Terminal A and Concourse C are being renovated to blend in architecturally with the new facility.
- The interior of the terminal complex will consist of new ticket counters and airline offices serving the airlines in Terminal A and the new terminal. New inbound baggage claim devices will be installed in Terminal A and the new terminal. Public restrooms, an airline VIP club and other amenities will be provided. The new terminal and renovated Terminal A will include a new centralized security checkpoint serving both concourses. New signage, a security system and a multiple-use flight information display system (MUFIDS) will round out the interior improvements. Exterior improvements consist of new signage, curbside baggage check-in positions, exterior lighting, overhead apron lighting, new passenger loading bridges that include 400 hertz fixed-ground power systems and preconditioned air.
- A mall-like concession area is included in the new terminal complex to serve passenger needs. This area includes a food court, news, gifts, clothing, variety and specialty vendors. The goal of the new concessions program is to maximize airport services, passenger convenience and customer satisfaction.

The new terminal and concourse were completed and opened to the public in the fall of 2002. It is anticipated that renovations to Concourse C will be completed by the spring of 2006, and renovations to Terminal A will be completed in the fall of 2007. To meet federal Transportation Security Agency (TSA) mandates, the airport and airlines must develop an acceptable plan to incorporate 100 percent baggage screening into the airport security system. Preliminary estimates put the cost at $40 million. Various funding issues need to be resolved so the design can be included in the Terminal A project. The new terminal and concourse is estimated to cost $200 million, have at least a 30-year useful life and add 12 additional contact gates.

Future plans include a Phase II, which consists of the construction of a new terminal and concourse to replace the IAB, Terminal B and Concourse B, as well as a Phase III, which will create a West Concourse that incorporates the new Federal Inspection Station (FIS) facility.

b) FAR PART 150 NOISE STUDY (PROJECT NO. 0165-0331)

The Federal Aviation Regulation (FAR) Part 150 Noise Study was completed during the winter of 2003-2004. The plan and supporting documentation were submitted for review to the Federal Aviation Administration's (FAA) New England Region in February 2004. In April 2004, FAA accepted the noise exposure maps that depict noise levels within the surrounding communities. In October 2004, the FAA approved ConnDOT's recommended Noise Compatibility Plan (NCP). The NCP consists of 17 potential measures to reduce the noise impact (10 land-use measures, 2 noise abatement/operational measures and 5 continuing program measures). Examples of the potential measures are as follows: residential sound insulation program, zoning/land-use changes, departure track modifications, environmental and noise monitoring equipment and the creation of a noise committee to address future concerns as they arise. The cost for the project exceeded $700,000, which was comprised of both State and federal funds.

c) VEGETATION MANAGEMENT PLAN (PROJECT NO. 0165-0334)

The Vegetation Management Plan will be utilized as a 20-year vegetation management agreement between ConnDOT and the Connecticut Department of Environmental Protection to identify, prioritize, and manage the vegetative obstructions that penetrate the airport's imaginary flight surfaces, on and off airport property, in an environmentally sensitive manner. The plan will be a comprehensive environmental document indicating property boundaries, wetlands, soil types, and endangered species within the areas where these obstructions exist. The plan will also recommend low growing plants and trees to be planted in areas that will be clear cut. A consultant selected by the state has completed approximately 90 percent of the study. The remaining data collection tasks and completion of individual projects, as necessary, will be performed by ConnDOT's Bureau of Aviation & Ports. The project is scheduled for completion in the fall of 2005. The consultant contract cost is $325,000.

d) RELOCATE THRESHOLD RUNWAY 1 AND REHABILITATE TAXIWAYS E AND T (PROJECT NO. 0165-0373)

This project entails relocating the threshold for Runway 1 at Bradley International Airport to the north side of Runway 15-33. This relocation will require geometry changes to be made to Taxiways E and T. This will allow aircraft to use Taxiway S while aircraft are landing on Runway 1. The project will include new drainage and electrical. The project is scheduled for completion in the fall of 2005. Estimated cost: $3,600,000.

e) MASTER PLAN UPDATE (PROJECT NO. 0165-0355)

Phase II of the *Bradley International Airport Master Plan Update* is currently ongoing and scheduled for completion by the end of 2004. Existing conditions, the aviation demand forecasts, facility requirements and preliminary work on the alternatives analysis have been completed to date. Refining the preferred alternative and developing the associated financial and environmental overviews are the next steps in this process. The recommendations were presented to the Study Work Group advising the consultants and to ConnDOT, as well as to the public, in the fall of 2004. The final plan will then be forwarded to the FAA for their review prior to the end of 2004. The cost of the project has exceeded $500,000, which was comprised of both federal and State monies.

2. HARTFORD-BRAINARD AIRPORT

Reconstruction of Aircraft Apron (Project No. Not Assigned) This project involves the reconstruction of an existing aircraft apron and is necessary due to the extensive deterioration of the pavement. The design phase of the project will be initiated in the winter of 2005. The project is scheduled for construction in the spring of 2006. Estimated cost: $800,000.

3. WINDHAM AIRPORT & DANIELSON AIRPORT

a) CONSTRUCT ACCESS DRIVE AND REPLACE BEACON TOWERS AT WINDHAM AND DANIELSON AIRPORTS (PROJECT NO. 0163-0189).

A new access drive off of Route 6 to the north side of the airport will be constructed. The new drive will allow for development of that side of the airport. The project also includes the construction of a general aviation aircraft ramp and the replacement of a 120-foot beacon tower at Danielson Airport and a 75-foot beacon tower at Windham Airport. The towers were old and unserviceable. The new towers will include all safety requirements for climbing and bulb replacement. The project is scheduled for construction in the spring of 2005. Estimated cost: $1,200,000.

b) DANIELSON MASTER PLAN UPDATE (PROJECT NO. 0068-AXX6)

A project to develop an airport master plan (AMP) for Danielson Airport will be undertaken to update the existing *Airport Layout Plan* (ALP), which was developed in 1988. Because the ALP is outdated, an AMP is required to ensure that the airport continues to grow and support economic growth in the region and the state. This project will identify and analyze the socioeconomic changes that have occurred in the region and surrounding towns and assess these effects on the airport. It will review changes that have occurred in both the airline industry and general aviation. These analyses will be used to develop realistic forecasts of aviation activity, which reflect the current trends. Environmental concerns will be taken into account, and a list of projects for the airport that are fiscally and environmentally feasible will be developed and published in the AMP. The project will be funded with state and federal monies and is scheduled to begin in the spring of 2005. Estimated cost: $300,000.

4. WATERBURY-OXFORD AIRPORT

a) FAR PART 150 NOISE STUDY (PROJECT NO. 0107-0156)

A Federal Aviation Regulation (FAR) Part 150 noise study is being prepared for the Waterbury-Oxford Airport with a scheduled completion date of December 2006. The project involves the preparation of the first FAR Part 150 Noise Study and land use compatibility plan for Waterbury-Oxford Airport (OXC). Based on previous airport planning and environmental studies, OXC generates off-airport noise that exceeds federal significance levels in noise sensitive areas (i.e., residential areas). To evaluate and address these noise impacts, the Connecticut Department of Transportation (ConnDOT) committed to the Federal Aviation Administration (FAA) and the local community that further noise analysis and land use planning would be conducted for OXC. The FAR Part 150 Noise Study is a comprehensive study of all airport operations (both landside and airside) as they relate to noise compatibility. The study will review airport operational procedures to abate airport noise and investigate land use planning concepts that could reduce existing and future noise exposure. The overall project objective is to prepare a comprehensive Noise Compatibility Plan (NCP) intended to manage airport noise and associate impacts. Estimated Cost: $380,000.

b) EXTEND TAXIWAY B NORTH (PROJECT NO. 0107-0155)

This project will involve the construction of 600 feet of taxiway to connect existing Taxiway B to the new paved runway safety area. The project will include the installation of new drainage and electrical system components. Construction is scheduled to begin in the fall of 2005. Estimated cost: $1,200,000.

c) CONSTRUCTION OF NEW MAINTENANCE FACILITY (PROJECT NO. 0107-0141)

This project involves the construction of a new two-bay maintenance facility and associated site improvements. The building will consist of a prefabricated structure to be placed on a concrete slab. The new facility will have electrical service and heat to allow for the storage of snow removal equipment during the winter months. The proposed site for the new facility will be on the west side of the airport adjacent to the existing maintenance facility. Construction on this project is scheduled to start in the fall of 2005 and be completed in the spring of 2006. Estimated cost: $450,000.

d) EXTEND RUNWAY 18-36 AND RECONSTRUCT TAXIWAY A (PROJECT NO. 0107-0151)

This project involves extending the pavement of Runway 18-36 (the second phase of safety improvements) and reconstructing Taxiway A. A 500-foot paved area on the south end and a 300-foot paved area on the north end will be constructed with bituminous concrete pavement. Taxiway A will be milled and overlaid with 3 inches of bituminous concrete pavement. The project also includes the installation of all new electric and drainage system components. The project is under construction and scheduled for completion in the fall of 2005.

e) MASTER PLAN UPDATE (PROJECT NO. 0107-0154)

An update of the *Waterbury-Oxford Airport Master Plan* (1995) is underway and is scheduled for completion in the spring of 2006. This plan will provide planning guidelines for the future development of the airport. The current master plan was completed in January of 1995 and is out of date. This project will identify and analyze the socioeconomic changes that have occurred in the region and surrounding towns and assess these effects on the airport. It will review changes that have occurred in both the airline industry and general aviation. These analyses will be used to develop realistic forecasts of aviation activity, which reflect current trends. A list of projects for the airport that are fiscally and environmentally feasible will be developed and published in the plan. Estimated cost: $460,000.

5. GROTON-NEW LONDON AIRPORT

a) RUNWAY 5-23 SAFETY AREAS AND ENVIRONMENTAL IMPACT STATEMENT (PROJECT NO. 0058-0280)

A Preliminary Engineering Study and Environmental Impact Statement (EIS) have been prepared for various options for improving the safety areas at both ends of Runway 5-23 to bring them up to current FAA standards for the runway classification. The alternatives studied ranged from the “no build” to “full build” and a “modified build.” An environmental analysis was included in the study to analyze the potential impacts of each alternative. The EIS recommended the “modified-build” alternative for this project. This option substantially reduces environmental impacts (compared to the “full-build” alternative), but also provides an increase in runway safety area. Comprehensive information regarding this study can be found in the EIS.

b) RECONSTRUCT AND REALIGN TAXIWAYS B AND C (PROJECT NO. 0058-0299)

This project will consist of changing the geometry for the Taxiway B and C intersection at the airport. This will allow for easier and safer aircraft maneuvers. The project will also include the rehabilitation of Taxiway C south to the end of Runway 5 along with installation of new drainage and electrical system components. Project construction is scheduled to begin in the spring of 2005 with completion anticipated in the fall of 2005. Estimated cost: $3,000,000.

6. MISCELLANEOUS PROJECTS AT STATE-OWNED AIRPORTS

Along with the aforementioned projects that ConnDOT has scheduled, several other projects collectively involving the five state-owned general airports are ongoing.

a) CONNECTICUT STATEWIDE SYSTEM PLAN UPDATE (PROJECT NO. 0170-TBD1)

This study is an investigation of airport and airport-related facilities needs in order to meet the current and projected future air transportation demands of the state. The plan will take into account transportation demand, land use, the environment, and state goals and objectives for economic development. The system plan will identify the general expansion needs of existing airports and the need to consider general location and characteristics of possible new airports to meet statewide air transportation needs.

b) VEGETATION MANAGEMENT PLAN (PROJECT NO. 0170-2024)

This project is identical to Project No. 0165-0334 being pursued at BDL. The project will consist of a 20-year blanket agreement with the Connecticut Department of Environmental Protection to allow for removal and management of vegetative obstructions at state-owned, general aviation airports. A consultant selected by the state has completed approximately 90 percent of the study. The remaining data collection tasks and completion of individual projects, as necessary, will be performed by ConnDOT's Bureau of Aviation & Ports. It is anticipated that this project will be completed in the fall of 2005. Estimated cost: $400,000.

7. MUNICIPAL AIRPORTS

The following is a brief outline highlighting several major capital projects planned for the municipal airports in Connecticut.

- *Sikorsky Memorial Airport.* Among various other projects, a $4 million safety area improvement to Runway 6-24 is scheduled for completion by 2006.
- *Danbury Municipal Airport.* The airport is coordinating a FAR Part 150 Noise Study. Completion of the project is anticipated for 2005, at a cost of $800,000. Also, land acquisition and identification of obstructions for removal is planned to commence in 2005. Estimated cost: $800,000.
- *Tweed-New Haven Airport.* Construction of turf runway safety areas for Runway 2-20, at a cost of $2 million, is planned for 2005. A $500,000 project to extend Taxiway B is proposed for 2006. Obstruction removal and land acquisition for this project is scheduled to take place in 2005. Estimated cost: $800,000.
- *Meriden-Markham Municipal Airport.* Rehabilitation of Runway 18-36 and parallel Taxiway is scheduled to start in the spring of 2005 and be completed in the fall of 2006. Estimated cost: $1,800,000.

D. PUBLIC TRANSPORTATION

ConnDOT's *Transit Capital Project Management Plan* gives priority to safety-related projects, to projects that are necessary to bring the transit infrastructure and rolling stock to a state of good repair and keep them in that condition, and to projects which provide accessibility to the disabled, as required by the *Americans with Disabilities Act* (ADA). ConnDOT's Bureau of Public Transportation uses a comprehensive menu of transit services, demand management strategies, capital improvements, and employer and employee incentives to maintain and improve market share. Other general goals include increasing the use of technology to improve operational efficiency and customer service and reducing single-occupant vehicle use through telecommuting, compressed workweeks, etc. Following are descriptions of plans, studies, programs and major projects that have recently been conducted or that are programmed to be undertaken by 2020. A map of these projects is provided as Figure II-3, and a key to this figure is provided as Table II-4.

Figure II-3. Major Rail and Bus Capital Projects

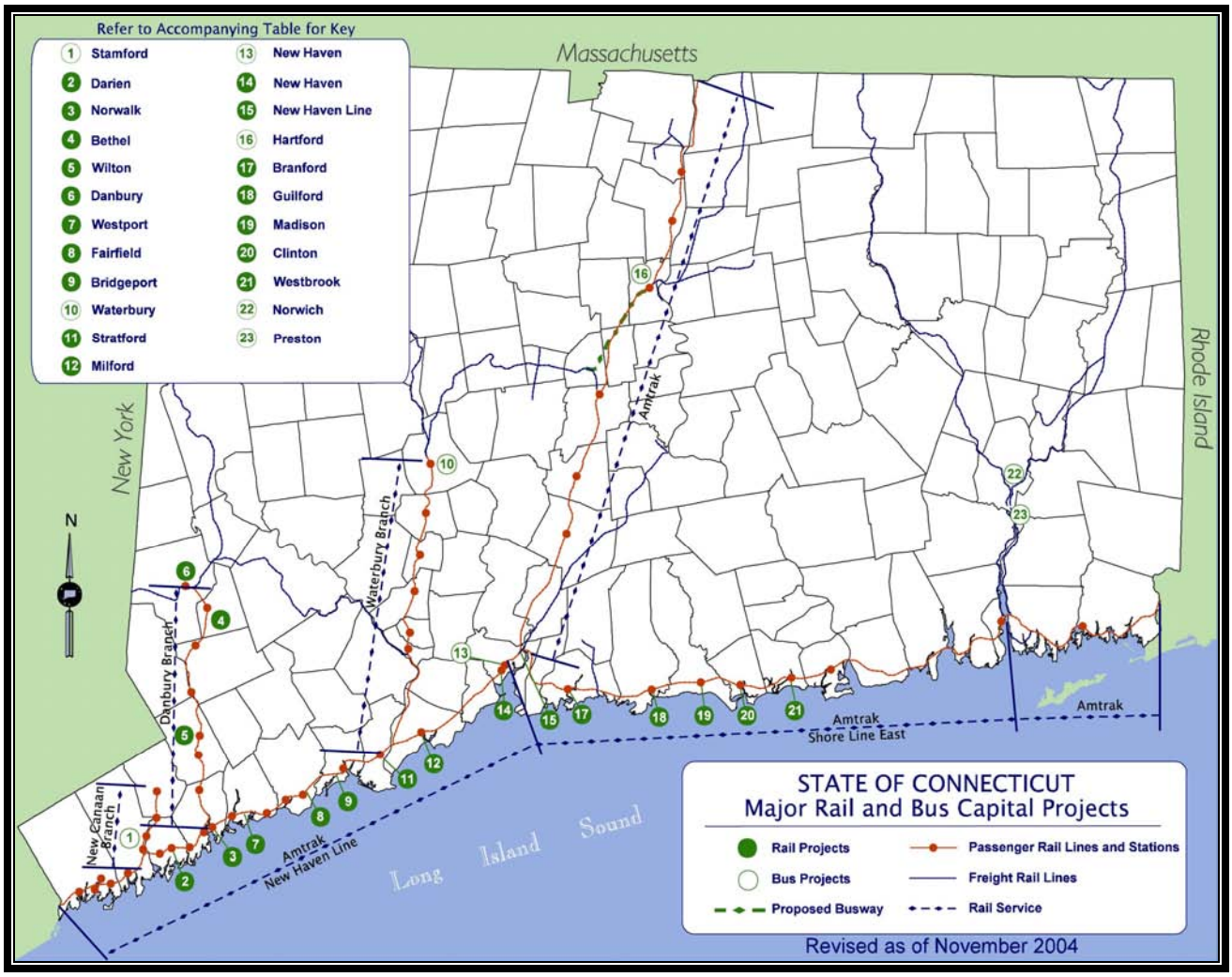


Table II-4. Key to Figure II-3 Showing Major Rail and Bus Capital Projects

Map Key	Program	Mode	Project Number(s)	Project Elements
1	Stamford	Bus	0403-0002	CTTransit–Stamford Bus Facility
2	Darien	Rail	0300-0099	Boston Post Road bridge–rehabilitation
3	Norwalk	Rail	0300-0098 0301-0033 0300-T124 0301-0040	Rowayton Avenue bridge–rehabilitation Monroe St. bridge–replacement East Avenue bridge–rehabilitation Preliminary Engineering–Walk Movable Bridge
4	Bethel	Rail	0302-0006	Route 53 bridge–repairs
5	Wilton	Rail	0161-0136	Downtown Wilton Railroad Station Tiered Parking Facility
6	Danbury	Rail	0302-0007	Installation of Centralized Traffic Control on the Danbury Branch
7	Westport	Rail	0301-0040 0300-0056	Preliminary Engineering–Saga Movable Bridge Westport ADA Key Station
8	Fairfield	Rail	0301-0070 0301-0075 0301-0060 0301-0060	North Benson Road bridge–rehabilitation Westway Road bridge–rehabilitation Fairfield ADA Key Station Fairfield Railroad Station Joint Development Project
9	Bridgeport	Rail	0301-T094 0300-0101	Fairfield Avenue bridge–replacement Main Street Bridge–elimination
10	Waterbury	Bus	0431-0006	CTTransit–Waterbury Bus Facility: Right-of-Way, Preliminary Eng. and Construction
11	Milford	Rail	0301-0059 0300-0019	River Street and High Street bridges–rehabilitations and Old Gate Lane bridge - replacement Milford ADA Key Station
12	Stratford	Rail	0138-T003	Railroad Station Parking Garage
13	New Haven	Bus	0402-0002	CTTransit–New Haven Bus Maintenance Facility: Right-of-Way, Preliminary Engineering and Construction
14	New Haven	Rail	0301-T080 0301-0039 0301-T106 0301-T107	New Haven Parking Garage Expansion New Haven Line Car Storage Yard New Haven Yard Fueling Facility New Haven Yard Wheel Truing Facility
15	New Haven Line (NHL)	Rail	0301-0042(A) 0301-0053(D) 0301-0054(B) 0301-T118 0301-T119 0301-T120 0300-0074 0300-0062 0301-0038 0300-0110 0301-0072 0301-XXXX 0300-0085 0300-T163 0300-0104 0301-T111	New Haven Main Line Catenary Replacement New Haven Rail Line Radio Communications Installation (Systemwide) Network Infrastructure Communications/Fiber Optics Project New Haven Rail Line Supply 1086 Electrical Supply Station Purchase of Mafersa Rail Cars Replacement of 5 NHL Substations Construction of New Rail Car Maintenance Facilities M-2 Car Rehabilitation/Overhaul Replacement of NHL Rail Car Fleet Tagging Relay Project NHL Track Program (Annual Program)
16	Hartford	Bus	0171-2009	New Britain to Hartford Bus Rapid Transit System
17	Branford	Rail	0310-0019	SLE Branford Railroad Station
18	Guilford	Rail	0310-0026	SLE Guilford Railroad Station
19	Madison	Rail	0310-0020	SLE Madison Railroad Station
20	Clinton	Rail	0310-0021	SLE Clinton Railroad Station
21	Westbrook	Rail	0310-0022	SLE Westbrook Railroad Station
22	Norwich	Bus	0103-0238 0103-0245	Norwich Transportation Center
23	Preston	Bus	0414-0019	Southeast Transit District Facility Rehabilitation
---	Systemwide	Bus	0170-T731	Statewide Radio System–*not shown on map*
---	Various Locations	Bus	0400-0024	Fixed Route Bus Replacements– *not shown on map*

Source: ConnDOT Bureau of Public Transportation. Graphic revised as of November 2004.

1. MAJOR CAPITAL PROJECTS: TRANSIT (BUS & RIDESHARING)

ConnDOT's major bus and ridesharing initiatives are presented in this section. A map of these projects is provided at the beginning of the "Public Transportation" section as Figure II-3. A key to this figure follows and is provided as Table II-4.

a) CTTRANSIT–STAMFORD BUS FACILITY (PROJECT NO. 0403-0002)

Funding is provided to rehabilitate and expand the existing undersized bus storage and maintenance facility in Stamford. A new administration and servicing facility has been added to the existing storage building. The storage building will be expanded. The maintenance building will be renovated and expanded into the areas vacated by the administration and servicing relocation. Construction began in early 2002. The project is scheduled to be completed in late 2005. Estimated cost: $15.0 million.

b) CTTRANSIT–WATERBURY BUS FACILITY: RIGHT-OF-WAY, PRELIMINARY ENGINEERING, AND CONSTRUCTION (PROJECT NO. 0431-0006)

A new facility will be constructed to replace the existing outdated, leased facility. Funding is provided for right-of-way activities, for preliminary engineering activities and for construction of this new bus maintenance facility. Design work will be completed in 2006. It is anticipated that construction will begin in 2007. Estimated cost: $30 million.

c) CTTRANSIT–NEW HAVEN BUS MAINTENANCE FACILITY: RIGHT-OF-WAY, PRELIMINARY ENGINEERING AND CONSTRUCTION (PROJECT NO. 0402-0002)

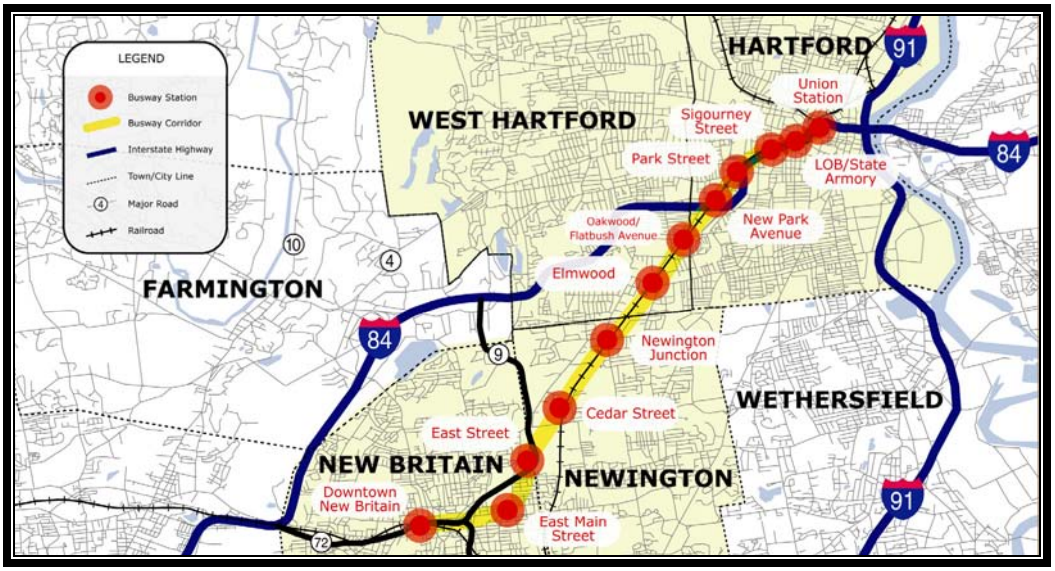
A new bus storage and maintenance facility will be constructed to replace the existing facility that is undersized and outdated. Funding is provided for right-of-way activities, for preliminary engineering activities and for construction of this new bus maintenance facility. A site has been selected and design will be completed in 2005. It is anticipated that construction will be completed in 2008. Estimated cost: $60 million.

d) NEW BRITAIN TO HARTFORD BUS RAPID TRANSIT SYSTEM (PROJECT NO. 0171-2009)

ConnDOT, the Capitol Region Council of Governments and the Central Connecticut Regional Planning Agency have identified peak hour traffic congestion along the Hartford West corridor as a major concern for the future. To evaluate the concerns and suggest improvements, the three agencies undertook a major investment study. As a result of the study, the recommended alternative was to build the New Britain to Hartford Busway, a nine-mile, twelve-station exclusive roadway for buses. A map of the proposed busway and station locations is provided as Figure II-4.

The New Britain to Hartford Busway has been chosen as one of ten Federal Transit Administration (FTA) Bus Rapid Transit (BRT) demonstration projects in the country. The objective of FTA's BRT initiative is to improve the speed, reliability, and convenience of bus service, and to improve mobility and promote a healthy environment. The Draft Environmental Impact Study (EIS), which evaluated the environmental, social and financial impacts for the busway, was issued in April 2001. A Record of Decision (ROD) was received in March 2002. Preliminary engineering of the busway began in September 2002, and preliminary design began in 2004. Final design will begin in April 2005; construction is estimated to start in 2007. The busway is expected to be operational in 2010. The estimated total cost for the busway project is $337 million.

Figure II-4. Proposed Busway Corridor and Station Locations



e) NORWICH TRANSPORTATION CENTER (PROJECT NOS. 0103-0238 AND 0103-0245)

A new transportation facility will provide a parking structure for approximately 300 cars, an enclosed ticketing and passenger waiting area for South East Area Transit (SEAT) bus service, access to possible future rail passenger service, access to possible future passenger river ferry service, and convenient access to downtown Norwich. Design is expected to begin in 2004. Estimated cost: $15 million.

f) SOUTHEAST AREA TRANSIT DISTRICT FACILITY REHABILITATION (PROJECT NO. 0414-0019)

This state-owned bus facility was built in 1980. The ConnDOT Bureau of Engineering and Highway Operations Facilities Design unit completed a condition assessment in May 1998 and identified the repairs required to bring the facility up to a state of good repair. Over the past few years the fuel tanks have been replaced, the boiler has been repaired and the reclamation system for the bus washer has been repaired. Some of the major renovations required include rehabilitating the roof, replacing the heating and cooling system, installing a water treatment system, milling and resurfacing the currently paved areas at the site, and many other improvements listed in the facility assessment. Design has been completed, and construction is expected to begin in the spring 2005. Estimated project cost: $8 million.

g) STATEWIDE RADIO SYSTEM (PROJECT NO. 0170-T731)

A new narrow band system will be designed and purchased to replace the current radio system that has been in service for 15 years. The current system is an outdated analog wide-band design model that is no longer fully supported by the manufacturer. Problems with the current radio system are anticipated to become significantly worse in January 2005 when the FCC "refarms" and adds new frequencies between the bands we utilize, thereby adding to the potential sources for interference. A new radio system will eliminate frequency interference and eliminate or reduce the poor coverage areas, thus improving system operations and security. In addition, a new radio system will allow for the implementation of an Automated Vehicle Location System (AVL). The study and design of the new radio system is anticipated to begin in 2005. Additional information on the topic of radio communications is provided under the heading "New Haven Rail Line Radio Communications Installation (Systemwide) (Project No. 0300-0074)" in the "Major Capital Projects: Rail" section. The radio system is scheduled to be purchased and installed by 2007. Estimated cost: $10.0 million.

h) FIXED ROUTE BUS REPLACEMENTS (PROJECT NO. 0400-0024)

Buses are programmed for replacement at the end of their useful life, which is 12 years for the standard heavy-duty bus. During the next ten years, the following are scheduled for replacement:

Figure II-5. Newer-Style CTTransit Bus on Display

- 200 CTTransit system-wide bus replacements (Project No. 0400-0024 and 0400-TBD)
- 20 buses for Housatonic Area Transit (HART)
- 6 buses for Valley Transit District
- 75 buses for private operator/express services as contracted by ConnDOT

Replacement cost for the urban fleet is estimated at $129 million, in current dollars. Figure II-5 is a photograph of a newer-style CTTransit bus; similar buses are in service in the Greater Hartford, Stamford, and New Haven areas.

2. MAJOR CAPITAL PROJECTS: RAIL

Information on ConnDOT's ongoing and planned major rail capital projects is presented in this section. A map of these projects is provided at the beginning of the "Public Transportation" section as Figure II-3. A key to this figure follows and is provided as Table II-4.

a) NEW HAVEN LINE (NHL) BRIDGE REPLACEMENT/REHABILITATION

This project provides for the replacement and rehabilitation of New Haven Line bridges (Figure II-6 and Figure II-7) that have a condition "four" rating and pose serious safety concerns. Estimated cost: $153 million.

Some of the major bridges scheduled to be replaced or rehabilitated are:

- *Project No. 0300-0099.* Boston Post Road bridge in Darien–rehabilitation. Estimated date for completing construction: November 2008. Estimated cost: $8.0 million.
- *Project No. 0300-0098.* Rowayton Avenue bridge in Norwalk–rehabilitation. Estimated date for completing construction: November 2008. Estimated cost: $5.0 million.
- *Project No. 0301-0033.* Monroe Street bridge in Norwalk–replacement. Estimated date for completing construction: November 2008. Estimated cost: $8.0 million.
- *Project No. 0300-T124.* East Avenue bridge in Norwalk–rehabilitation. Estimated date for completing construction: June 2014. Estimated cost: $8.0 million.
- *Project No. 0302-0006.* Route 53 bridge in Bethel–repairs. Estimated date for completing construction: February 2005. Estimated cost: $2.1 million.
- *Project No. 0301-0070.* North Benson Road bridge in Fairfield–rehabilitation. Estimated date for completing construction: June 2008. Estimated cost: $5.0 million.

Figure II-6. River Street Bridge, Milford

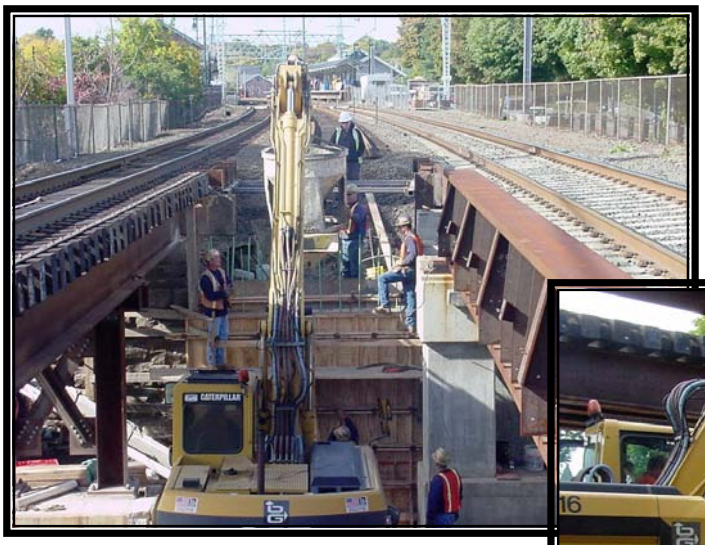


Figure II-7. High Street Bridge, Milford

- *Project No. 0301-0075.* Westway Road bridge in Fairfield–rehabilitation. Estimated date for completing construction: June 2010. Estimated cost: $5.0 million.
- *Project No. 0301-T094.* Fairfield Avenue bridge in Bridgeport–replacement. Estimated date for completing construction: June 2010. Estimated cost: $8.0 million.
- *Project No. 0300-0101.* Main Street Bridge in Bridgeport–elimination of the bridge. Estimated date for completing construction: June 2010. Estimated cost: $2.0 million.
- *Project No. 0301-0059.* River Street and High Street bridges in Milford–rehabilitations, and Old Gate Lane bridge in Milford–replacement. Estimated date for completing construction: January 2006. Estimated cost: $16 million.

b) PRELIMINARY ENGINEERING–WALK AND SAGA MOVABLE BRIDGES (PROJECT NO. 0301-0040)

In November of 2000 ConnDOT completed a study of the Walk Bridge in Norwalk (Figure II-8) and the Saga Bridge in Westport (Figure II-9). The study provided information on the present versus alternative alignment and a type of movable structure recommendation. The study alternatives included short-term repairs, rehabilitation, and replacement. The rehabilitation of these structures is supported in the TSB's 2003 strategy. ConnDOT is proceeding with the rehabilitation recommendation. The design phase for the rehabilitation of these bridges is currently underway. Estimated cost for design: $10.7 million.

The Walk Bridge, constructed in 1896, is a four-track swing bridge that 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. Estimated cost for rehabilitation of this bridge: $58 million.

The Saga Bridge, constructed in 1904, is a bascule lift bridge that 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). In case of a malfunction, rail service can still operate on two of the four tracks. It also has experienced increasing deterioration and mechanical problems over the years. Estimated cost for rehabilitation of this bridge: $62 million.

Figure II-8. Walk Bridge, Norwalk

Figure II-9. Saga Bridge, Westport

c) DOWNTOWN WILTON RAILROAD STATION TIERED PARKING FACILITY (PROJECT NO. 0161-0136)

ConnDOT will be initiating a new project to construct a parking structure at the Wilton Railroad Station utilizing Congestion Mitigation and Air Quality (CMAQ) funding. This project resulted from the design of the reconstruction of Route 7 in Wilton (Project Nos. 0161-0118 and 0161-0124) whereby changes to the downtown Wilton Railroad Station parking area were anticipated.

The possibility of constructing a tiered parking facility at this location was studied. Local officials and a state representative were consulted. The ConnDOT study revealed that a two-level, three-bay, split-level parking garage would result in a more economical cost per parking spot than a parking deck or a surface lot at the downtown railroad station. This alternative would provide an additional 120 parking spaces over the 128-space surface parking lot originally proposed at the rail station. The cost estimate for the design and construction of the structure is $3 million. The following features will be considered during design:

- Precast concrete components for ease of construction and to avoid curing delays and winter interruptions;
- Passive security features such as open stair wells and sufficient illumination;
- Two pedestrian exits;
- One elevator tower;
- Special finishes;
- Features to control access and collect fees; and,
- Ownership/lease arrangements for the facility.

The parking structure would be located at the northwest corner of the Route 33 intersection with Route 7, adjacent to the existing railroad station. ConnDOT will schedule the construction phase to best serve area commuters. This will require staggering the projects, which will also allow for the proposed parking structure area to be used for staging during the widening of the nearby Route 33 bridge over the Metro-North Railroad and the Norwalk River. At this time, the new parking structure will be scheduled for construction in FFY2009.

d) INSTALLATION OF CENTRALIZED TRAFFIC CONTROL (CTC) ON THE DANBURY BRANCH (PROJECT NO. 0302-0007)

Trains on the Danbury Branch presently operate under a system known as a manual block. There are no active signals or automatic switches on the branch. Therefore, multiple train movements on the branch are limited as a result of these manual blocks and a train crewmember must manually operate turnouts at Norwalk, Wilton, and Branchville. The CTC signal system includes a remote control of train movements and switches from Metro-North's Control Center in Grand Central Terminal. Construction is scheduled to be completed in December 2007. Estimated cost: $17.0 million.

e) AMERICANS WITH DISABILITIES ACT (ADA) KEY STATION PROJECTS

In order to comply with the *Americans with Disabilities Act* (ADA), ConnDOT selected 12 key stations on the New Haven Line. Key stations are required to be accessible to the disabled. ConnDOT continues its efforts to bring the key stations into compliance by programming station improvements in the *Capital Projects Management Plan* for the construction of the required accessibility at Darien, Milford, Westport and Fairfield.

DARIEN ADA KEY STATION (PROJECT NO. 0300-0035)

Improvements at the Darien Railroad Station were completed in fall of 2003.

WESTPORT ADA KEY STATION (PROJECT NO. 0300-0056)

ADA improvements at the Westport Railroad Station include updating existing signage compliant with ADA standards to include Braille. Construction will provide access to both the eastbound and the westbound platforms by a new tunnel; new pavement and striping; sidewalks and handicapped parking stalls. Also included is providing accessible routes; providing warning strips on platform edges; updating public address and telephone systems; and updating rest rooms. These improvements are nearing completion. Estimated cost: $10.8 million.

FAIRFIELD ADA KEY STATION (PROJECT NO. 0301-0060)

Fairfield Railroad Station improvements are expected to be completed by January 2008. Refer to information provided under the heading "Fairfield Railroad Station Joint Development Project (Project No. 0301-0060)" of this section for additional information on this project.

MILFORD ADA KEY STATION (PROJECT NO. 0300-0019)

At the Milford Railroad Station, improvements include updating signage compliant with ADA standards, constructing a track crossing using ramps leading to the existing underpass at High Street, upgrading restrooms, extending the eastbound platform to accommodate ten cars, and constructing of new canopies. These improvements are nearing completion. Estimated cost: $5.5 million.

f) FAIRFIELD RAILROAD STATION JOINT DEVELOPMENT PROJECT (PROJECT NO. 0301-0060)

ConnDOT, the town of Fairfield and a private developer are working together to create a commercial development that will include a new ADA accessible rail station with 1,500 new parking spaces for rail users. The total project may exceed $300 million in combined public and private investments. ConnDOT's share is anticipated to be $35 million. ConnDOT will fund the construction of a vehicular bridge and a separate pedestrian bridge over the railroad to access the development and the platforms for the new station. This project will be the first public/private effort initiated for a New Haven Line capital project.

g) STRATFORD RAIL STATION PARKING GARAGE (PROJECT 0138-T003)

The New Haven Line commuter rail service has been experiencing growing demand on the existing parking supply for a number of years. The constrained parking supply limits the ability of the commuter rail service to attract a greater share of the person trips from the congested I-95 corridor. The Stratford parking garage project will result in the construction of approximately 600 spaces of structured parking. This garage will result in a net increase of approximately 455 spaces at the Stratford railroad station. Also included in the proposal are roadway and pedestrian circulation improvements, extension of the rail station platforms and retail space. As proposed, the project would require the acquisition of privately-owned parcels to be combined with the existing state-owned parcel on the north side of the tracks east of Main Street. It is envisioned that $9 million of Transportation Strategy Board bonds will be used to fund all phases of the project design and construction, and that federal Congestion Mitigation and Air Quality program (CMAQ) funds will be used to fund an additional $3 million for project construction. Responses to a request for proposals were received in late September 2004. In calendar year 2005, ConnDOT will scope and negotiate with the selected consultant, the fees for environmental documentation, design, and services during construction. It is anticipated that construction will begin in the summer of 2008 and take up to two years to complete depending on the scope of work.

h) NEW HAVEN PARKING GARAGE EXPANSION (PROJECT NO. 0301-T080)

The New Haven parking garage is operating at effective capacity. The New Haven Parking Garage Expansion will accommodate future ridership increases. The City of New Haven and New Haven Parking Authority, operator of the state-owned New Haven Railroad Station complex, have agreed to construct a second parking structure on the site of the present surface lot on Union Avenue. This new facility, upon completion, will add 1,200 new spaces for public use. The expansion of the New Haven Parking Garage is supported in the TSB's 2003 report. This project is a privately funded enterprise, and, therefore, no state funding is designated.

i) NEW HAVEN LINE CAR STORAGE YARD (PROJECT NO. 0301-0039)

This project provided for the construction of a storage area in the New Haven yard for approximately 100 rail cars. These storage tracks have water supplies and manifolds for servicing car toilets. The project included building demolition, site work, utility installations (drainage, gas, water, sewer and electrical) and a yard signal system. Project was completed in May 2004. Estimated total cost: $70 million.

j) NEW HAVEN YARD FUELING FACILITY (PROJECT NO. 0301-T106)

Currently under design, the purpose of the project is to upgrade the locomotive fueling facility to comply with the latest environmental and building code requirements and to convert it to use for fueling Shore Line East and Metro-North diesel locomotives for commuter service. The facility was formerly used by Amtrak for inter-city service. Estimated cost: $3 million.

k) NEW HAVEN YARD WHEEL TRUING FACILITY (PROJECT NO. 0301-T107)

This facility, currently under design, will be utilized to restore wheel diameter parity and profile as a result of the stresses of track wear, drift, spalling and wheel flat spots. The wheel machine is mounted under-floor for ease of operation. Vehicles are pulled over the machine to speed turnaround time. Candidate vehicles for wheel truing are usually identified during the 60-day program maintenance inspection. Estimated cost: $22.0 million.

l) NEW HAVEN MAIN LINE CATENARY REPLACEMENT (PROJECT NOS. 0301-0042(A), 0301-0053(D), 0301-0054(B), 0301-T118, 0301-T119, 0301-T120

Figure II-10. Catenary System

The existing catenary system (Figure II-10) is being replaced in four stages with a constant-tension wire-supporting system, designed for the maximum speed allowed by track geometry and other physical constraints. The project will be constructed in four phases: New York State Line to Stamford, Stamford to Norwalk, Norwalk to Bridgeport, and Bridgeport to New Haven. This project is supported in the TSB's 2003 report. All phases will be completed by December 2014. Estimated cost for all four sections: $300 million.

m) NEW HAVEN RAIL LINE RADIO COMMUNICATIONS INSTALLATION (SYSTEMWIDE) (PROJECT NO. 0300-0074)

The existing New Haven Line (NHL) radio coverage in the State of Connecticut is inadequate and requires upgrading to comply with the amended Federal Railroad Administration (FRA) regulation parts 220.9 and 220.11. Construction will include modifications to the existing radio sites and the construction of new sites. Construction is underway. Estimated cost: $6.0 million.

n) NETWORK INFRASTRUCTURE COMMUNICATIONS/FIBER OPTICS PROJECT (PROJECT NO. 0300-0062)

Install multi-fiber optic communication system within the rail right-of-way to provide railroad-only communication needs. Estimated completion: December 2005. Estimated cost: $13.2 million.

o) NEW HAVEN RAIL LINE SUPPLY 1086 ELECTRICAL SUPPLY STATION (PROJECT NO. 0301-0038)

Voltage levels on the east end of the New Haven Line (NHL) are determined to be too low in view of increasing electrical loads necessary for continued safe and efficient train operations. An additional electrical supply point is required to increase voltage levels that would allow more conservative, protective relay settings, and efficient train acceleration. Construction is expected to start in 2005. Estimated cost: $6.0 million.

p) PURCHASE OF MAFERSA RAIL CARS (PROJECT NO. 0300-0110)

In October 2004, ConnDOT purchased 38 Mafersa rail cars from the State of Virginia. The Mafersa fleet includes 10 cab cars and 28 coaches. ConnDOT received 31 of the cars in October 2004 and will receive the remainder of the fleet no later than July 2006. Approximately 4,000 seats are being gained through the purchase of these rail cars.

Figure II-11. Mafersa Rail Car

ConnDOT purchased the rail cars for $15.2 million. An additional $2 million is being invested to prepare the cars for service, bringing the total cost to $17.2 million. This purchase was funded with money appropriated by the Connecticut General Assembly for Transportation Strategy Board projects to achieve the goal of providing 2000 seats for the New Haven Line service. Figure II-11 is a photograph of a Mafersa rail car taken in New Haven in the fall of 2004.

The Mafersa cars will be assigned to the Shore Line East, Danbury, and Waterbury Branch lines. Twenty Bombardier coaches that are currently in service on Shore Line East and the Danbury and Waterbury Branch shuttles will be transferred to the New Haven main line service. These 20 cars will provide approximately 2,360 additional seats to the New Haven main line. Under ConnDOT's original proposal to purchase 20 new rail cars and 6 locomotives for $60 million, the 20 new cars would not have been available for two to three years.

q) REPLACEMENT OF NHL RAIL CAR FLEET (PROJECT NO. 0300-T163)

It has been proposed that approximately 350 EMU rail cars be purchased to replace the existing fleet of rail cars in the core New Haven Line fleet of 241 M-2 series electric rail cars. The recommendation to purchase these cars is based on a business review, conducted by ConnDOT and Metro North Railroad to define an effective investment program for replacing and expanding the M-2 EMU fleet. This review considered various fleet configurations and associated procurement options. The unique electric traction power configuration on the New Haven Line consisting of overhead catenary and third rail power supplies, makes the availability of suitable replacement equipment limited. System operations analysis indicated that introduction of non-EMU equipment could increase travel times, maintenance, and operating costs. Therefore, it was determined that the next generation of rail passenger vehicles on the New Haven Line should continue as EMU equipment. This conclusion is based on ConnDOT's recent New Haven Rail Line Fleet Configuration Analysis, which considered a comprehensive range of factors that focused on component standardization, car-body commonality, and maximum seating to improve operating efficiency. The acquisition of new rail cars is a critical need for this commuter rail service, since the first generation of 241 M-2 electric multiple unit (EMU) cars on the New Haven Line is over thirty years old. Replacement of these rail cars by means of a rolling stock investment of at least 342 new EMU cars would address fleet

reliability, ridership and service demand, and *American with Disabilities Act* requirements. The purchase of these cars would also enable operation of the EMU equipment on Shore Line East. On average, each car is estimated to cost $3 million dependent on the order size and car configuration. As of November 2004, funding had not been appropriated to acquire the rail cars. The request of ConnDOT and the Transportation Strategy Board for funds to purchase these rail cars will be considered by the 2005 Connecticut General Assembly.

r) CONSTRUCTION OF NEW RAIL CAR MAINTENANCE FACILITIES (PROJECT NO. 0301-XXXX)

Under this project, new maintenance facilities would be constructed to support the EMU rail car fleet used to provide rail service on the New Haven Line. New maintenance facilities are critical to providing reliable service, and will be necessary to handle the demands of continued upkeep for the existing fleet, as well as the fleet replacement cars. The present New Haven maintenance facility is 30-years old, was designed to maintain the initial order of 144 EMU cars, and is severely over-burdened, operating 24/7 (around-the-clock).

The new facilities are to include a main maintenance facility, a service/inspection facility, ancillary support facilities, a heavy repair facility, a paint facility, a car wash building, a stores facility building, a lay-up yard, a car repair shop, and storage yards. After extensive study by ConnDOT and Metro-North Railroad, the preferred approach and location was determined to be further expansion of the maintenance facilities complex in New Haven. These facilities will help relieve today's over-extended New Haven and Stamford facilities and support the complete maintenance needs of the entire New Haven Line fleet in a fully integrated manner. The maintenance facilities can then return to a two-shift, weekday operation to support the combined fleet of EMU cars (342 new EMUs, 54 M-4, and 48 M-6). The new facilities would need to be operational in time to support the fleet replacement order in 2010.

The total cost for the new rail car maintenance facilities is estimated to be $350 million. ConnDOT would be responsible for funding 100 percent of the cost. As of November 2004, funding had not been appropriated for this project. A request to appropriate funds for this project will be considered by the 2005 Connecticut General Assembly.

s) M-2 CAR REHABILITATION/OVERHAUL (PROJECT NO. 0300-0085)

Metro-North operates 242 M-2 cars on the New Haven Line (NHL). Half of these cars are owned by ConnDOT and half are owned by Metro-North. These cars began entering service between 1973 and 1976. Since service inception, these cars have accumulated extensive mileage and are nearing the end of their useful lives. The life extension of these vehicles is an key component of the NHL fleet strategy.

Figure II-12. Rebuilt M-2 Car at Service Shop

This project provides for the replacement or rebuilding of the components that have been experiencing or are expected to experience high failure rates; Figure II-12 shows a rebuilt M-2 car at the service shop. The majority of work will consist of in-kind replacement components. The following three components will require modifications: smoothing reactors (to reduce the likelihood of fire); resistors on the double-ended and single-ended blowers (to reduce the operating voltage, thereby improving reliability); and the obsolete cab signal system. The cab signal system will be replaced with its modern equivalent. In addition, seats, floors, and lavatories will be replaced as

needed. Failure to perform this work will result in reduced reliability, reduced availability of cars due to increased occasions of unplanned maintenance, and a reduction in on-time performance. The project is scheduled for completion in 2008. Estimated cost: $98 million (Connecticut share).

t) REPLACEMENT OF 5 NEW HAVEN LINE (NHL) SUBSTATIONS (PROJECT NO. 0301-0072)

Circuit breakers at substations are oil-filled, 75 to 80 years in age, and overdue for replacement. Several problems exist: replacement parts are difficult to obtain; at some locations, loads on circuit breakers have reached the upper limit of the established current rating for the breakers; and short circuit fault clearing times need to be significantly improved. Also, the existing physical plant impedes any decision to expand service.

This project will 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 mileage point (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. Estimated completion date: December 2007. The replacement of these substations is supported in the TSB's 2003 report. Estimated cost: $25 million.

u) TAGGING RELAY PROJECT (PROJECT NO. 0300-0104)

This project will retrofit the substation's control system in order to provide the capability for remote lock-out/tag-out function. This will include the installation of a remotely operated, field electronic tagging relay to all circuit breakers or other disconnects located on the NHL. This device will provide an additional layer of safety for all authorized employees working on de-energized lines and/or equipment under the Power Director's jurisdiction. When a supervisory "Hot Line Tag" is applied, the substation breaker will be disabled electrically, and a maintained "open or trip" signal will be applied. In addition, a highly visible orange tag will be displayed at the normal point of control adjacent to the control switch and pilot lights. These devices will maintain constant indication both locally and at the Power Control Center. Estimated completion date: June 2005. Estimated cost: $5.5 Million.

v) SHORE LINE EAST RAILROAD STATIONS

Railroad stations located in Branford, Guilford, Madison, and Clinton are to be upgraded to be compatible with high-speed rail. Construction at the Branford, Guilford, and Clinton railroad stations is expected to be completed in mid to late 2005. Construction at the Madison station is scheduled for completion in 2006; construction at the Westbrook railroad station is scheduled for completion in late 2007. This project is supported by the TSB's 2003 report. Estimated cost breakdown: $19.2 million for Branford, Clinton and Guilford; $10.0 million for Madison; and $10.0 million for Westbrook.

BRANFORD RAILROAD STATION AND CLINTON RAILROAD STATION (PROJECT NO. 0310-0019 AND 0310-0021)

Improvements include construction of single south-side platforms, 200-feet long, with a canopy covering half of the platform length. Stations will include at-grade pedestrian crossing to provide emergency access to the north tracks. The design allows for the future addition of an up-and-over structure and north-side platforms.

GUILFORD RAILROAD STATION (PROJECT NO. 0310-0026)

The station will be constructed allowing for ADA accessibility and will allow patrons to cross the track via an up-and-over structure to access public parking. A 50-foot north-side platform will be constructed, in addition to the 200-foot long, south side high-level platform.

MADISON RAILROAD STATION (PROJECT NO. 0310-0020)

A new station will be constructed on a state-owned parcel. A single south-side platform will be constructed, 200-feet long with a canopy covering half of the platform length. The station design will accommodate at-grade pedestrian crossing for emergency access to the north tracks. The design allows for future addition of an up-and-over structure and north-side platforms.

WESTBROOK RAILROAD STATION (PROJECT NO. 0310-0022)

A new station will be constructed on the site currently occupied by the Town of Westbrook Public Works. A single, south-side platform will be constructed, 200-feet long with a canopy covering half of the platform length. At-grade pedestrian crossing for emergency access to the north tracks will be provided. The design allows for future addition of an up-and-over structure and north-side platforms.

3. OTHER TRANSIT PROJECTS

a) STATEWIDE MARKETING PROGRAM

Attracting new riders by increasing awareness of public transportation alternatives to the single-occupant vehicle and maintaining current ridership are major steps toward managing congestion on the state's highways. Connecticut's public transportation system is a complex network of publicly and privately-owned transit providers and rail operators. Marketing the availability and benefits of these services in a consistent and positive manner is the responsibility of the ConnDOT Bureau of Public Transportation's intermodal Marketing Unit. Projects have included continued efforts to promote Shore Line East and Shore Line Express rail service and the new State Street Rail Station in New Haven; production of the biennial report, *Operations Statistics for the Biennium–Bureau of Public Transportation SFY 2002-2003;* coordination with CTTransit, Metro-North and the four ridesharing brokerages on various local advertising initiatives; and designing campaigns specifically targeted to rail/bus commuters. In addition, a recent market research project was conducted to examine barriers to public transit use and strategies to attract new riders. A branding effort was completed; the goal of the effort was to develop a program to improve the image and quality of public transportation in the state. New methods of providing information to customers via telephone, web sites, and real-time information are in various stages of development.

b) INTELLIGENT TRANSPORTATION SYSTEMS (ITS) –TRANSIT APPLICATIONS

ConnDOT, as the operator and/or funding agency for public transit in the state, is investigating opportunities to incorporate ITS technologies into both the bus and rail transit systems. The most recent automated vehicle location (AVL) systems use radios, satellite-based global positioning systems (GPS), and geographic information systems (GIS) to track the locations of all vehicles in a fleet. Vehicle location systems can help serve several existing transit functions:

- Variable message signs at rail stations and key bus stops to announce the arrival of the next train or bus.
- Real-time dispatching: allows dispatchers in demand-responsive paratransit systems to assign trips to the closest vehicle, thereby improving productivity.

- Schedule adherence: allows dispatchers to monitor how well vehicles are adhering to schedules.
- Connecting service: allows dispatchers to better coordinate connecting services and transfers.
- Schedule and route planning: assists in the development of more realistic schedules.

AVL systems can also be used in conjunction with other systems to implement the following functions:

- Silent alarm system: to send police assistance when driver security is threatened.
- Automated data collection: to collect data on the location of passenger boardings, merging automatic passenger counters and global positioning.
- Stop announcement system: to provide location information to a stop announcement system that notifies passengers of upcoming bus stops.
- Travel information system: to provide up-to-the-minute travel time and schedule adherence information that can be given to customers waiting at major bus stops, or in their home or office.

New technologies are also being incorporated in the areas of automated fare collection, automatic passenger counting, maintenance management, bus scheduling/dispatching, etc.

IMPLEMENTATION OF A GLOBAL POSITIONING/AUTOMATIC VEHICLE LOCATION SYSTEM (PROJECT NO. 0100-0169)

ConnDOT completed an automated vehicle location (AVL) system feasibility study entitled *Phase 1–Needs and Benefits Investigation Analysis* in 2001. Under this study, a consultant evaluated the feasibility of implementing an AVL technology for Connecticut's transit operations. At the conclusion of the study, the consultant recommended that ConnDOT choose the Greater Bridgeport Transit Authority (GBTA) as the first site in Connecticut for implementing AVL into the operations of a transit system.

A demonstration project entitled *Phase 2–The Prototype Site for a Statewide Automatic Vehicle Location Demonstration Project* is being implemented through ConnDOT and the Greater Bridgeport Transit Authority (GBTA). Under this project, ConnDOT is working with a consultant to implement a GPS automatic vehicle location (AVL) technology for the GBTA. Project specifications for a combined transit and paratransit AVL system are being developed, and the contract is expected to be awarded in the summer of 2005.

c) I-95 SOUTHWEST CORRIDOR TRAFFIC REDUCTION PLAN

As a result of state legislation passed in 1997, ConnDOT developed a plan to reduce commuter travel on the congested I-95 corridor in southwestern Connecticut. The goal was to reduce commuter travel in the peak hours by 5 percent within five years, beginning in 1997, by offering commuter choices other than that of the single-occupant vehicle. The basic approach was for ConnDOT to develop and implement a series of strategies designed to provide the commuter with a range of transportation choices. To implement this approach, a series of actions were proposed for implementation over the five years of the plan.

The alternative strategies offered to commuters center around a few key areas: increasing rail ridership; improving intra-state bus ridership; increasing vanpooling and carpooling alternatives; encouraging full- and part-time telecommuting efforts; encouraging changes in work hours away from the peak hours; and developing a ferry alternative within southwestern Connecticut.

The plan's goal was to serve 8,600 commuters using these alternative strategies. As of October 2001, the end of "Year Five," almost 7,000 commuters were using the alternatives. While falling short of the goal, this is still a significant growth in the use of alternative modes.

4. RIDESHARE PROGRAMS

Connecticut's ridesharing program will remain committed to enhancing our quality of life and economic development by offering a menu of transportation demand management programs that improve our air quality, conserve fuel, and make more efficient use of Connecticut's highways. However, the trend to deliver these benefits will shift from a promotional/educational effort to a coordinated statewide program that is goal oriented. The program will move along two separate, yet supportive, paths. One path will help employers to develop and deliver trip reduction programs. The other path will offer programs and products that support an individual's decision to rideshare. Estimated cost: $15 million annually.

5. RAIL TRANSIT PROGRAMS

a) RAIL PARKING

Providing adequate parking is an essential element in attracting new intrastate travelers from the highway network to the rail system. Three major parking expansions are currently in design at Fairfield, Wilton, and Stratford stations. Fairfield Railroad Station will expand parking by 1,500 spaces through a Joint Development Project currently underway. A tiered parking facility is currently under design in Wilton. The structure will be located at the northwest corner of the Route 33 intersection with Route 7, adjacent to the existing railroad station, and will provide and additional 120 spaces. At Stratford Railroad Station, a new approximately 600-space garage will be designed; a consultant for these design services is currently being selected. ConnDOT will also investigate the possibility of establishing a long-term strategy of developing large regional parking facilities to accommodate express and intrastate rail services. These facilities may or may not be located at existing stations. Detailed descriptions of these rail parking projects are included in the “Major Capital Projects: Rail” section of the “Public Transportation” discussion.

b) AT-GRADE CROSSINGS

There are 13 railroad companies in Connecticut operating approximately 575 route miles of track, excluding yards. Traversing these lines are 348 active, public at-grade crossings and approximately 325 active, private at-grade crossings. Of these, 75 public crossings and 46 private crossings are located on lines that carry both passengers and freight. The remaining 227 crossings are located on low to moderate speed freight-only lines.

Currently, all 75 public crossings on passenger rail lines are equipped with both railroad flashing lights and vehicular gates. While some private crossings are equipped with automatic warning devices, all others have standardized passive warning signs.

c) COMMUTER RAIL SYSTEM SAFETY PROGRAM PLAN

The *System Safety Program Plan* is ConnDOT's principal rail equipment safety document. It defines how the safety effort is implemented and identifies the staff and/or procedures required to maintain it. The plan is a living document that tracks changes in the system. Specifically, the plan addresses fire protection, inspection and testing, maintenance and repair of equipment, employee training and qualification, emergency response planning and training, system modifications, configuration management, internal safety management assessment and the safety certification process. The plan ensures that safety issues are treated equally with cost and performance issues when design tradeoffs are made.

E. BIKEWAYS, WALKWAYS & TRAILS

Bicycling and walking are important components of Connecticut's multimodal transportation system. ConnDOT's basic policy in the establishment of bicycle and pedestrian facilities is to provide for safe and efficient transportation by a mode other than motor vehicle. Other state government agencies, including the Connecticut Department of Motor Vehicles and the State Traffic Commission, have a cooperative responsibility with ConnDOT in establishing an adequate and safe mode of travel for bicyclists as well as for pedestrians.

In an effort to meet the public's demand for improved mobility and a better quality of life, ConnDOT supports the use of bicycling and walking throughout Connecticut and attempts to provide a safe and convenient environment for the use of these non-motorized modes of transportation. Figure II-13 is a photograph of a bus in Connecticut equipped with a bicycle rack; this option has been well-received by the bicycling community as a useful option for promoting intermodal transportation, especially in urban areas.

Figure II-13. CTTransit Bus Equipped with Bicycle Rack

The state's network of multi-use trails is also an important element in the State's transportation system. Figure II-14 is a photograph of one such trail referred to as the Rockville Spur in Vernon, Connecticut. The trails provide a means for many Connecticut residents to use non-motorized transportation to travel safely and conveniently from a location near their homes to other destinations in the state. Some of the resources that are accessible by means of Connecticut's trail network include employment centers, shopping areas, bus and train centers, recreation and cultural attractions, and schools. Future extension and expansion of the trail network will provide increased accommodation for walkers and cyclists and will benefit employers, shoppers and commuters by providing residents with additional facilities for non-motorized access to nearby destinations.

Various publications regarding Connecticut's trail systems have been published and are highlighted below:

- ConnDOT's *Statewide Bicycle and Pedestrian Transportation Plan for Connecticut*, published in 1999, is used to determine the direction ConnDOT will take for the next 20 years with respect to biking and walking. This plan is a direct result of a collective effort between ConnDOT and the Bicycle and Pedestrian Advisory Committee (BPAC).
- In 2001, ConnDOT collaborated with the U.S. Department of Transportation, the Connecticut Department of Environmental Protection and the Connecticut Department of Public Health to produce *Pathways through Connecticut*, a transportation guide to multi-use trails.
- In 2002, ConnDOT, with assistance from the Connecticut Bicycle Coalition and East Coast Greenway Alliance, printed an updated version of Connecticut's Bicycle Map. This 2002 map was developed to serve as an indicator of the present travel routes for bicyclists in the state.

Figure II-14. Connecticut Multi-Use Trail–Rockville Spur in Vernon

These publications, along with information on bicycle safety and bicycle and pedestrian laws in Connecticut, and information on how to obtain the publications, are available on ConnDOT's web site at: *www.ct.gov/dot*.

ConnDOT's goals and objectives with respect to bicycle and pedestrian transportation are as follows:

- To provide a statewide multi-use trail system that is integrated with other transportation systems.
- To provide and maintain a safe, convenient and pleasing bicycle and pedestrian environment.
- To encourage and support bicycle/pedestrian safety, education and enforcement programs.
- To make full use of state resources in providing technical assistance to towns and municipalities relative to the development of bicycle and pedestrian facilities throughout Connecticut.

To ensure that all transportation projects consider the needs of bicyclists and pedestrians, the *Transportation Equity Act for the 21st Century* and Section 13a-56 of the Connecticut General Statutes require that ConnDOT, whenever possible, encourage the inclusion of areas for bicycles and pedestrians when creating the layout of a State highway or relocating a State highway. Bicyclist and pedestrian needs are also addressed through the Context-Sensitive Solutions (CSS) public participation process.

F. WATERWAYS

ConnDOT owns and maintains two ferry services, Rocky Hill-Glastonbury and Chester-Hadlyme, in addition to the Admiral Harold E. Shear State Pier and the Central Vermont Railroad (CVRR) Pier located at the State Port Complex in New London. A map showing the location of deep water ports, such as the State Port Complex at New London Harbor, and major airports in Connecticut is provided as Figure II-1.

1. CONNECTICUT STATE FERRY SERVICE

The Connecticut State Ferry Service continues to provide a service to both tourists from outside of the state and for Connecticut residents. Modified ferry schedules have been in place for four operating seasons. The modified schedule reduced the hours of operation on weekends, and the service is still meeting the demands of local users and visitors effectively. The ferries will continue to focus on meeting the demands of this market by operating on weekends and holidays.

A project (Project No. 00118-0155) has been initiated at the Rocky Hill-Glastonbury ferry at a cost of $220,000 to improve the vehicle loading areas and to dredge part of the Connecticut River ferry route. The project is currently in the design and permit phase. A capital improvement project at a cost of $1.0 million was completed at the Chester-Hadlyme ferry crossing in 2003. This project maintained the aesthetic appeal of the crossing and also upgraded and improved the equipment used to connect the ferry landing and the vessel.

2. STATE PORT COMPLEX–NEW LONDON

The State Port Complex (Figure II-15), located immediately south of I-95 in the upper portion of New London Harbor in New London, Connecticut, is operated by ConnDOT. Two 1,000-foot long cargo piers are located approximately 3.8 miles up river from the deep waters of Long Island Sound via the main navigational channel. In addition to easy access to I-95, the piers have the advantage of a railroad connection that extends as far as Canada.

At the Admiral Harold E. Shear State Pier facility, construction of the remaining portion of the finger pier was completed in August 2003. ConnDOT is responsible for planning and development at the facility.

The Central Vermont Railroad (CVRR) Pier, located in New London, Connecticut, consists of a rectangular "finger" pier that is bounded on the east by the Admiral Shear Pier and to the west by Winthrop Cove and upland area. The pier is constructed of a perimeter cut stonewall, with the interior being earth filled with a paved bituminous surface. The pier dimensions are approximately 1,000 feet in length, with a principal width of 225 feet, for a length of 270 feet at the outboard or the southern end of the pier. Improvements to the Pier (Project No. 0094-0216) are proposed to accommodate commercial fishing operations. The improvements include the following: vehicle access delineation, security lighting, eyebolts for vessel fendering, cleats for securing vessels, and water and electrical services. The approximate construction cost for this project is $2.0 million. Construction is scheduled for completion in January 2005.

Figure II-15. Aerial View of the State Port Complex, New London

3. COMMERCIAL BARGE CONTAINER SERVICE & PASSENGER FERRY SERVICE INITIATIVES

The Transportation Strategy Board (TSB) has determined that the establishment of a Roll-On/Roll-Off Container Barge Service in Long Island Sound between the port facilities of New York and New Jersey and Bridgeport Harbor in the City of Bridgeport, Connecticut, will mitigate traffic congestion on the State's roadway network. The TSB also has determined that the Bridgeport Port Authority (BPA) will be the operator of the project. At its January 30, 2004, meeting, the State Bond Commission approved the authorization of the requested $1.5 million for this project. ConnDOT's Bureau of Aviation and Ports is overseeing the project. The Bridgeport Port Authority has been given a notice to proceed, and service is expected to start in the spring of 2006.

It is expected that the City of Bridgeport will be awarded $750,000 from the FFY2004 Federal Ferryboat Discretionary Program for a High-Speed Ferry Terminal; Stamford is expected to be awarded $500,000 for a High-Speed Ferry Service.

G. BRIDGES

ConnDOT continues to use and develop a Bridge Management System (BMS) to provide recommendations for the cost-conscious oversight of the State's bridges (Figure II-16). ConnDOT uses Pontis, the American Association of State Highway and Transportation Officials' (AASHTO) software, that utilizes a set of comprehensive bridge, traffic, cost and safety-related data, in conjunction with deterioration models, to produce a network-level analysis of bridge conditions and needs. Pontis is updated with current bridge conditions after each inspection. Efforts are underway to assess how well Pontis can predict and project realistic network-level recommendations.

Figure II-16. Church Street Bridge Span being Lowered at Night, New Haven

By using the BMS, ConnDOT will be able to perform the following:

- Optimize maintenance and rehabilitation strategies.
- Optimize a program over a specified period with limited funds.
- Generate reports and recommend actions for various governing bodies.

H. HIGHWAYS

In this section, goals, plans and/or recommendations for each of the components of Connecticut's highways are presented. In addition, major capital projects to be undertaken to maintain, repair or improve the State's highway system are described and listed. Maps showing the locations of project areas for proposed major highway system capital projects are also provided.

1. MAJOR CAPITAL PROJECTS: HIGHWAY SYSTEM

A number of major highway capital projects are planned by ConnDOT. The locations of these projects are shown in Figure II-17. The names and project numbers of these projects are listed Table II-5.

Figure II-17. Major Highway Capital Projects

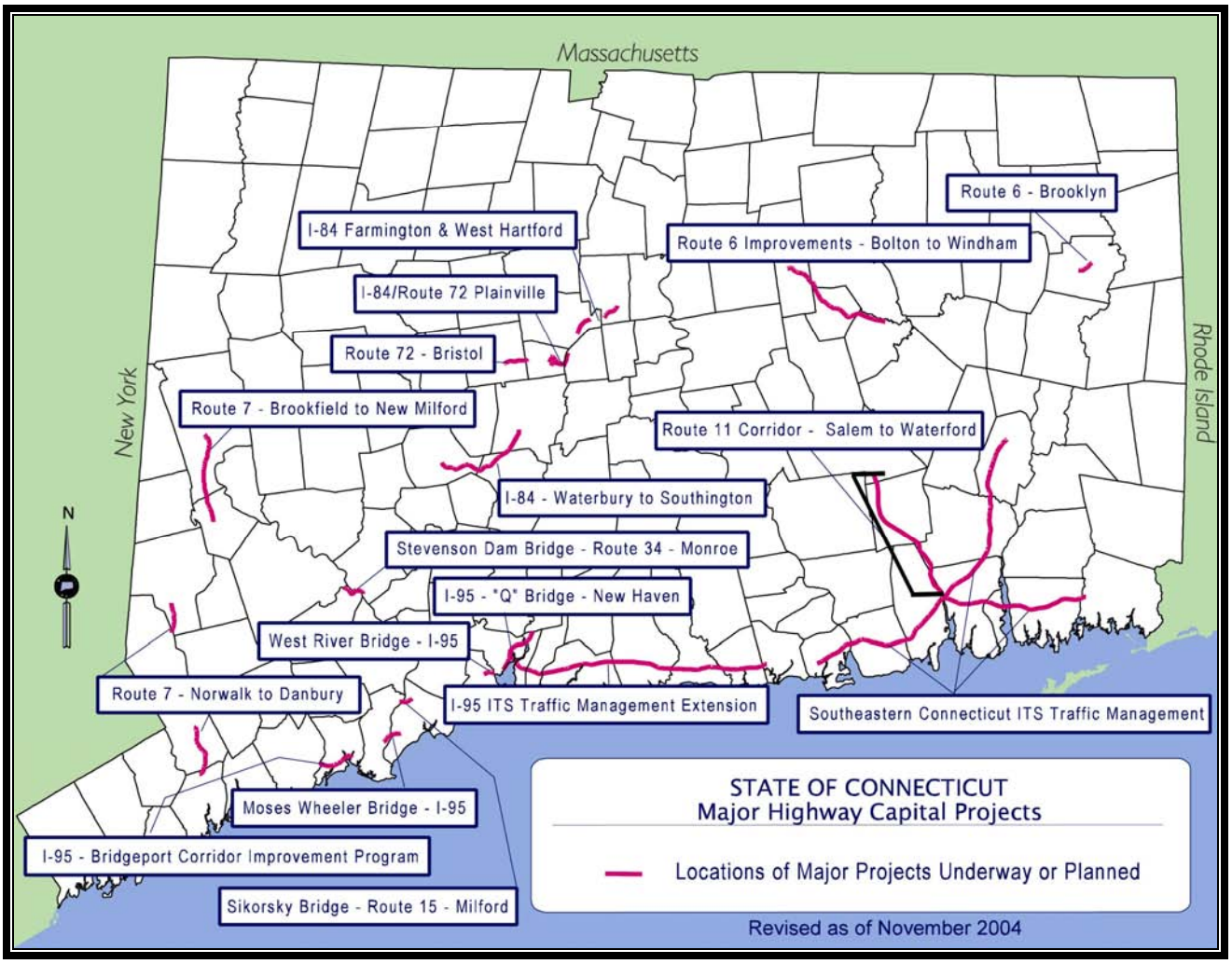


Table II-5. Key to Figure II-17 Showing Locations of Major Highway Capital Projects

Project Number(s)	Project Elements
0102-0312, 0102-0269, 0102-0305, 0161-0118, 0161-0124, 0034-0260, 0034-0315	Route 7– Norwalk to Danbury
0018-0113, et al	Route 7–Brookfield to New Milford
0084-0093	Stevenson Dam Bridge–Route 34 - Monroe
0015-0214, 0015-0230, 0015-0268, 0015-0269, 0015-0270, 0015-0271, 0015-0272	Interstate 95 Bridgeport Corridor Improvement Program
0138-0221	Interstate 95 Stratford/Milford –Replacement of the Moses Wheeler Bridge
0083-0216	Sikorsky Bridge - Route 15–Milford
0092-0522	Interstate 95 Over the West River–New Haven
0014-0173, 0043-0122, 0092-0529, 0092-0531, 0092-0532, 0092-0533, 0092-0569	Interstate 95 New Haven Harbor Crossing Corridor Improvement Program–Pearl Harbor Memorial Bridge ("Q" Bridge)
0151-0274, 0025-0133, 0151-0273	Interstate 84 Waterbury–Cheshire –Southington
0017-01373	Route 72–Bristol
0109-0150, 0109-0152, 0109-0153, 0109-0154	Interstate 84/Route 72 Plainville
0155-0156, 0051-0259	Interstate 84 West Hartford–Farmington
0172-0322, 0172-0323, 0014-0170, 0092-0524	Intelligent Transportation Systems (ITS)–Traffic Management
0120-0079, 0120-0082	Route 82/85/11Corridor: Salem to Waterford
0019-0092, 0019-0093, 0019-0094	Route 6–Brooklyn
0001-0090, et al	Route 6–Bolton-Windham
Source: ConnDOT Bureau of Engineering & Highway Operations. Graphic revised as of November 2004.	

a) ROUTE 7– NORWALK TO DANBURY (PROJECT NOS. 0102-0312, 0102-0269, 0102-0305, 0161-0118, 0161-0124, 0034-0260, 0034-0315)

Improvements to Route 7 will consist of a series of separate projects. The estimated total construction cost of these projects is $140 million. The following projects are to be undertaken:

- *Project Nos. 0102-0312 and 0102-0269.* The completion of the Route 7/Merritt Parkway interchange in Norwalk will be accomplished in two phases. Phase 1 (Project No. 0102-0312) is scheduled for construction in the spring of 2005. Phase 2 (Project No. 0102-0269) is scheduled to be advertised in 2007.
- *Project No. 0102-0305.* The widening of existing Route 7 from Gristmill Road in Norwalk to the Olmstead Hill Road/Route 7 intersection in Wilton (Project No. 0102-0305) is expected to be under construction in the summer of 2009.
- *Project Nos. 0161-0118 and 0161-0124.* The widening of existing Route 7 from Wolfpit Road to Olmstead Hill Road is scheduled to be advertised in the fall of 2005.
- *Project Nos. 00034-0260 and 0034-0315.* The widening of existing Route 7 from the vicinity of the Ridgefield/Danbury town line to the Route 7 expressway in Danbury will be accomplished in two phases. Phase 1 (Project No. 0034-0315) is scheduled for the fall of 2005. Phase 2 (Project No. 0034-0260) is scheduled to start construction in 2006.

ConnDOT continues to work with the corridor metropolitan planning organizations in the development of an access management/curb cut policy to preserve and manage access onto existing Route 7. The TSB's 2003 report supports the project.

b) ROUTE 7–BROOKFIELD TO NEW MILFORD (PROJECT NOS. 0018-0113, ET AL)

The transportation improvements to be made in this corridor are the construction of a bypass around Brookfield center and a series of projects to reconstruct existing Route 7 from the terminus of the bypass project north to Routes 202/67 in New Milford.

The bypass project (Project No. 0018-0113) involves an extension of the freeway section of Route 7 from its existing terminus with Route 202, northerly to a new terminus in the vicinity of the New Milford town line. The project length is approximately 2.6 miles. The project bypasses the Brookfield Four Corners and will improve safety and traffic operations. The total estimated construction cost of this project is $60 million.

An additional seven reconstruction projects, north of the Brookfield bypass, will provide four travel lanes on existing Route 7 from the New Milford/Brookfield town line to the vicinity of Route 202/Route 67 in New Milford. Turning lanes will be provided at various intersections to improve capacity and safety. A median is proposed on the southern section that will begin in the vicinity of the Brookfield bypass terminus and continue northerly to the New Milford commercial area. Environmental documentation for the corridor has been approved. All design work has been coordinated with the Route 7 Technical Advisory Committee, and periodic status meetings are held to discuss the progress of these projects. Three of the northernmost projects are currently under construction, while the remaining four projects are scheduled to be under construction in the spring of 2005. The total estimated construction cost of these seven projects is $31.5 million.

c) STEVENSON DAM BRIDGE–ROUTE 34–MONROE (PROJECT NO. 0084-0093)

This project provides for the replacement of the Stevenson Dam Bridge, which carries Route 34 over the Housatonic River. The structure, which is currently located on the dam, is over 70 years old and is severely deteriorated. This project proposes to replace the existing structure with a new structure upstream of the dam. The project is under design, with construction currently scheduled for 2007. Estimated total construction cost: $35 million.

d) INTERSTATE 95 (I-95) BRIDGEPORT CORRIDOR IMPROVEMENT PROGRAM (PROJECT NOS. 0015-0214, 0015-0230, 0015-0268, 0015-0269, 0015-0270, 0015-0271, 0015-0272)

The program consists of the reconstruction and realignment of I-95 in Bridgeport from the Fairfield/Bridgeport town line (Interchange 25) to the vicinity of the Bridgeport/Stratford town line (Interchange 29), a distance of approximately four miles. The project also involves the rehabilitation and/or replacement of structurally deficient bridges and the provision of additional structure width to provide for lane continuity and operational purposes in the final highway configuration. To accomplish the proposed reconstruction, the Corridor Improvement Program has been divided into five major contracts (Figure II-18). The estimated total cost of the program is $550 million.

- *Project Nos. 0015-0214 and 0015-0230.* These projects included the reconstruction of the I-95 bridge over the Yellow Mill Channel, the elimination of the southbound off-ramp to Pembroke Street and the northbound on-ramp from Pembroke Street, and the reconfiguration of Interchange 29 (Stratford Avenue/Seaview Avenue). Construction of this project is complete.
- *Project Nos. 0015-0268 and 0015-0269.* These projects consisted of the reconstruction of I-95 from Wordin Avenue to Warren Street, including the Route 8 interchange (Figure II-19). Work on a major structure that carries I-95 over the Metro-North Railroad, Iranistan Avenue and Park Avenue was also included in the contract. The construction of this project is complete.
- *Project No. 0015-027*0. This project provided for the construction of the southern third of the Bridgeport Harbor Bridge and the partial reconstruction of other structures over local streets. The project started in the vicinity of Lafayette Street and terminated at East Main Street. Also included in this contract was an access road to the ferry and a replacement parking lot. Construction of this project is complete.

Figure II-18. Aerial View of Interstate 95 Corridor, Bridgeport

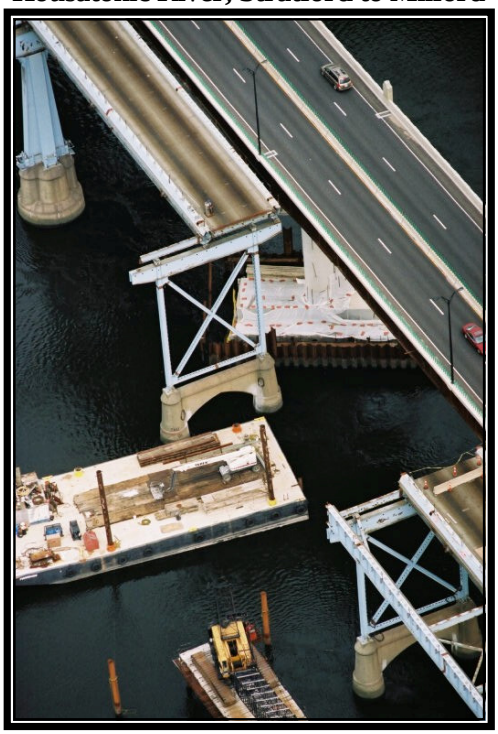
Figure II-19. Aerial View of Interstate 95 Interchange with U.S. Route 8, Bridgeport

- *Project No. 0015-0271.* This project completes the remaining two-thirds of Project No. 0015-0270, which again includes major construction over the Bridgeport Harbor. Project No. 0015-0271 is under construction with a scheduled construction completion date of June 2005.
- *Project No. 0015-0272.* This project starts south of the Fairfield-Bridgeport town line and continues northward to Wordin Avenue. Included in this contract are the relocation of Pine Street and the elimination of a portion of Cherry Street to allow for the substitution of a single-span structure over Bostwick Avenue in lieu of the present multi-span viaduct. This project is currently under construction and is scheduled for completion in November 2005.

e) INTERSTATE 95 (I-95) STRATFORD/MILFORD–REPLACEMENT OF THE MOSES WHEELER BRIDGE (PROJECT NO. 0138-0221)

Plans are underway to replace the Moses Wheeler Bridge, carrying I-95 over the Housatonic River between Stratford and Milford. Preliminary engineering design activities have begun, and an initial public meeting was held in June 2000 to discuss alternatives. The advertising date for this project is August 2008. Initial cost estimate: $125 million.

Figure II-20. Aerial View of the Construction of Sikorsky Bridge over the Housatonic River, Stratford to Milford



f) SIKORSKY BRIDGE–ROUTE 15–MILFORD (PROJECT NO. 0083-0216)

This project (Project No. 0083-0216) provides for the replacement of the Sikorsky Bridge, which carries Route 15 over the Housatonic River. The current span, including the open-grate bridge deck, will be replaced to the south by a new steel structure with a concrete deck. An aerial photograph of the bridgework during the summer of 2004 is provided as Figure II-20.

The approach roadways on Route 15 will be reconstructed to match the alignment of the new bridge. A new combined walkway/bikeway will be located on the north side of the bridge and will connect to local roads. Landscaping will be provided on the Stratford approach in accordance with the *Merritt Parkway Landscape Master Plan*. The project was advertised for construction in April 2000, and construction is scheduled for completion by the fall of 2005. Total estimated construction cost: $100 million.

g) INTERSTATE 95 (I-95) OVER THE WEST RIVER–NEW HAVEN (PROJECT NO. 0092-0522)

This project will widen and replace the superstructure of Bridge No. 00163, I-95 over the West River, which is nearing the end of its serviceable life. The existing bridge will be replaced with a new, wider structure, which will extend to the south of the existing location. In addition, Interchanges 44 and 45 on I-95 will be reconfigured. The existing loop ramps for the two interchanges will be eliminated, and the interchanges will be combined into one diamond interchange. The new interchange will provide access to all areas, which the current configuration provides. The proposed project also includes the construction of a four-lane section of roadway to connect Ella Grasso Boulevard to Kimberly Avenue, and to provide access to West Haven from the new interchange. The project is under design with construction scheduled for 2008. Estimated total construction cost: $85 million.

h) INTERSTATE 95 (I-95) NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM–PEARL HARBOR MEMORIAL BRIDGE ("Q" BRIDGE) (PROJECT NOS. 0014-0173, 0043-0122, 0092-0529, 0092-0531, 0092-0532, 0092-0533, 0092-0569)

A Final Environmental Impact Statement, *InterstateRoute 95 -New Haven Harbor Crossing: New Haven/East Haven/Branford/Madison/Clinton,Connecticut,* and Record of Decision were published in 1999 for the I-95 New Haven Harbor Crossing Corridor Improvement Program. The project consists of a new I-95 ten-lane bridge over New Haven Harbor (Figure II-21) widening I-95 by one lane in each direction between New Haven (Exit 48) and Branford (Exit 54), reconfiguring the I-95/I-91/Route 34 interchange, and a number of transit and rideshare program improvements. This project will replace the existing Pearl Harbor Memorial Bridge ("Q" Bridge) crossing, which is nearly 50 years old, and reduce existing and future traffic congestion in the I-95 corridor. The overall project is being accomplished in separate phases over several years. The total project distance is 7.2 miles. The estimated total cost of the program is $1.050 million in year-of-expenditure dollars.

The first project, a new rail passenger station on State Street in New Haven (Project No. 0092-0529), is complete and operational. The first roadway reconstruction project, the widening of I-95 east of New Haven (Project No. 0014-0173) is also complete. An aerial view of the completed project is shown in Figure II-22.

The second initiative is the reconstruction of the I-95 through the frontage road section of East Haven. The project is currently under construction and is scheduled to be substantially complete in the summer of 2006. The third initiative (Project Nos. 0092-0533/0569) was recently advertised, and construction will commence in 2005. The advertising date for construction of the new "Q" Bridge (Project No. 0092-0532) is fall 2005. The interchange I-95/I-91/Route 34 project (Project No. 0092-0531) is scheduled for advertising in 2006, though some construction activity is required in advance of the main contract. That work will begin in 2005.

Figure II-21. Simulated View of Proposed New Pearl Harbor Memorial Bridge ("Q" Bridge)

Figure II-22. Aerial View of Interstate 95, Branford

i) INTELLIGENT TRANSPORTATION SYSTEMS (ITS)–TRAFFIC MANAGEMENT (PROJECT NOS. 0172-0322, 0172-0323, 0014-0170, 0092-0524)

Major ITS projects are being undertaken along segments of I-91 and I-95 in the New Haven area and along I-95 and I-395 in Southeastern Connecticut. They are discussed below.

- *New Haven (Project Nos. 0014-0170, 0092-0524).* ConnDOT is undertaking the extension of the existing I-95 Incident Management System in New Haven and Branford as part of the "Q" Bridge Corridor traffic management plan. The project limits include I-91 between the I-95 interchange and Exit 8 (Route 80) and I-95 between Exit 56 and the Clinton/Westbrook town line. The existing I-95 Incident Management System communications infrastructure to the Bridgeport Operations Center will be utilized to transmit the video and data information.
- *Southeastern Connecticut (Project Nos. 0172-0322, 0172-0323).* In 1999, ConnDOT completed a study of the I-95 southeastern Connecticut corridor. Based on the study's findings, ConnDOT is implementing and installing Intelligent Transportation System (ITS) elements in certain sections of this corridor. State and federal funds totaling $11.3 million have been earmarked to develop an early warning system for Interstates 95 and 395 to manage major accidents and traffic jams. Funding includes $500,000 for the engineering study, $5.0 million for the signs and $5.8 million to establish the highway radio frequency and install video cameras that will give ConnDOT Highway Operations staff in Bridgeport a bird's eye view of traffic problems. The overall goal of this project is twofold: 1) to develop an ITS Deployment Plan for the entire project area; and, 2) to prepare final design documents for the early deployment of variable message signs (VMS), Closed Circuit Television (CCTV) cameras, Highway Advisory Radio (HAR) and a communication system within the project area. Construction of the camera and HAR system is scheduled to begin in the spring of 2005. It is anticipated that installation of the VMS will begin in the fall of 2005. The locations of existing and proposed intelligent transportation systems are shown in Figure II-23.

j) INTERSTATE 84 (I-84) WATERBURY–CHESHIRE– SOUTHINGTON (PROJECT NOS. 0151-0274, 0025-0133, 0151-0273)

A final environmental assessment was completed in 1998 for the I-84 corridor, between Interchange 24 in Waterbury and Interchange 30 in Southington. The project is being designed to widen approximately ten miles of I-84 to add one lane in each direction, to modify existing interchanges, and to realign one section of I-84 in Waterbury. The project will be accomplished in three separate projects. The two easternmost I-84 projects (Project Nos. 0151-0274 and 0025-0133) in Cheshire and Southington were advertised in the summer of 2002, with construction scheduled to be completed in the fall of 2005. The western I-84 project (Project No. 0151-0273) is scheduled to be advertised in December 2005. Total estimated cost: $240 million.

k) INTERSTATE 84 (I-84)/ROUTE 72 PLAINVILLE (PROJECT NOS. 0109-0150, 0109-0152, 0109-0153, 0109-0154)

ConnDOT, in coordination with FHWA and the Central Connecticut Regional Planning Agency (CCRPA), completed a feasibility study of the I-84 and Route 72 corridor where they overlap, between I-84 Interchange 33 and Route 72 Interchange 35 in 1998. The study was prepared at the request of the town of Plainville and CCRPA to address safety and traffic-operation concerns in this corridor. Four improvement projects evolved from this original study. Following is a brief description of the projects and their status.

- *Project No. 0109-0150.* I-84 Eastbound at Interchange 33 has been reconstructed to provide a third I-84 general-purpose lane through the overlap section. Also included in this project was the reconfiguration of the left-hand exit and lane drop at Interchange 33 into a no-lane drop-tapered left-hand off-ramp to Route 72 westbound. This project was completed at a cost of $4.9 million.

- *Project No. 0109-0152.* The I-84 westbound off ramp and the Route 72 westbound on-ramp at Interchange 34 (Crooked Street) have been relocated to a westerly location along Route 72, terminating at Route 372. This project was necessary to relieve the westbound I-84/Route 72 overlap of operational and safety concerns that existed through this section of roadway. This project was completed at a cost of $6.9 million.
- *Project No. 0109-0153.* This project provides an eastbound on-ramp at Interchange 34 of I-84 (Crooked Street). The new ramp will be constructed to provide dual access to I-84 and Route 72 eastbound. Construction started during the summer of 2002 with completion anticipated in 2004. Estimated construction costs: $10.7 million.
- *Project No. 0109-0154.* This project provides a third westbound I-84 general-purpose lane through the overlap section, providing three-lane continuity between Interchanges 35 and 33 of I-84. Construction started during the summer of 2002 with completion anticipated in 2005. Estimated construction costs: $7.3 million.

l) ROUTE 72– BRISTOL (PROJECT NO. 0017-0137)

Route 72 will be relocated on a new location as a four-lane arterial highway from the terminus of the existing Route 72 expressway in Plainville to the Pine Street/Todd Street intersection in Bristol (Project No. 0017-0137). West of the Todd Street intersection, Pine Street will be widened to four lanes to a point 1,600 feet west of the Pine Street/Emmett Street intersection. From this point on Pine Street, Route 72 would proceed northwesterly, paralleling the railroad and terminating at the Route 229/Route 72 (Riverside Avenue) intersection. The total length of this project is 3.2 miles. This project is currently under design and is scheduled to be advertised in the fall of 2005. Estimated total construction cost: $30 million.

m) INTERSTATE 84 (I-84) WEST HARTFORD–FARMINGTON (PROJECT NOS. 0155-0156 AND 0051-0259)

ConnDOT, the Federal Highway Administration, the Capitol Region Council of Governments, and the Central Connecticut Regional Planning Agency completed a Hartford West Major Investment Study in 1999. As part of this study, improvements were recommended for segments of I-84 in Farmington and West Hartford.

- *Project No. 0155-0156.* This project will improve I-84 in West Hartford including the addition of auxiliary lanes in the vicinity of the Corbins Corner, South Main Street, and Park Road interchanges. The project is scheduled to be advertised in November 2005. Estimated total construction cost: $17 million.
- *Project No. 0051-0259.* This project I-84 in Farmington will be improved in vicinity of the Route 9, Route 4, and U.S. Route 6 interchanges. This project is scheduled to be advertised in July 2007. Estimated total construction cost: $35 million.

n) ROUTE 82/85/11 CORRIDOR: SALEM TO WATERFORD (PROJECT NOS. 0120-0079 AND 0120-0082)

It is proposed to construct an extension of Route 11 as a four-lane arterial roadway from Route 82 in Salem to I-95 in the vicinity of the Waterford/East Lyme town line, a distance of approximately 8.5 miles. Construction of the Route 11 arterial would complete the freeway connection between the Greater Hartford area and the Greater New London area. Route 11 would separate through and local traffic on Routes 82 and 85 and would also improve safety and reduce congestion on these routes. As highlighted by local legislators and first officials, this improvement could support enhanced economic development in southeastern Connecticut. The estimated cost of the Route 11 arterial would be $450 million and is supported by the TSB's 2003 report. The Final Environmental Impact/Section 4(f) Statement is being completed. If this project is approved, funding would need to be appropriated to undertake it.

ConnDOT is also designing geometric and spot safety improvements on existing Route 85 from Salem to Montville. It is anticipated that these projects (Project Nos. 0120-0079 and 0120-0082) will be advertised in the fall of 2006.

o) ROUTE 6–BROOKLYN (PROJECT NOS. 0019-0092, 0019-0093, 0019-0094)

This project will consist of a series of improvements to Route 6 in Brooklyn. The improvements are divided into three sections: western, central and eastern (Project Nos. 0019-0092, 0019-0093, and 0019-0094, respectively). The western section consists of improved horizontal and vertical geometry and widening the existing travel lanes and shoulders. The central section has a minimal widening through the Historic District. The eastern section consists of vertical and horizontal improvements and a widening to four lanes in the vicinity of the Killingly town line. The project has been extensively coordinated with the town of Brooklyn and the State Historic Preservation Officer. All three projects are under construction, and it is anticipated that they will be completed in the summer of 2006. Estimated total construction cost: $19 million.

p) ROUTE 6–BOLTON–WINDHAM (PROJECT NO. 0001-0090, ET AL)

It is proposed that a limited-access freeway be constructed from I-384 at Bolton Notch easterly to the existing Route 6 freeway in Columbia. This would complete the approximately 12-mile “gap” section of Route 6 in eastern Connecticut. The project would separate through traffic and local traffic presently using existing Route 6 and would improve safety and relieve congestion on the existing arterial. The project would also complete the freeway system connecting the economic centers of Greater Hartford and Greater Windham and would also provide improved access to eastern Connecticut and Providence, Rhode Island. This project is supported by the TSB's 2003 report. The estimated cost of the freeway is $430 million. ConnDOT is continuing to assess options for this project.

2. HIGHWAY COMPONENTS

In this section, goals, plans and/or recommendations for each of the components of Connecticut's highways are presented.

a) PAVEMENT

The State has, in recent years, resurfaced approximately 350 two-lane miles, or roughly 10 percent of the network, on an annual basis. As the State’s pavements begin to approach the end of their service life, a major challenge facing ConnDOT is the rehabilitation and preservation of its pavement assets. Meeting this challenge requires the State to pursue innovative solutions to the problem of maintaining its considerable investment in its pavements, including an approach that recognizes a target condition level to be achieved and maintained and provides direction for the allocation of the funds required to meet that goal. In addition, an increased focus must be placed on state-of-the-art maintenance and rehabilitative technology, on techniques for more extensive rehabilitation beyond resurfacing, and on adopting a comprehensive pavement-preservation strategy. ConnDOT can make use of its Pavement Management System (PMS) to make pavement decisions based on sound engineering judgment, improved safety and service for the traveling public, and wise investment of available funds.

A PMS is a tool that aids the state and local highway agencies in planning, scheduling, and prioritizing highway maintenance and rehabilitation projects. A properly designed and operational PMS provides invaluable information that assists in the development of resurfacing and reconstruction programs that maintain the highway network at a target level of quality. Proper use of a PMS can ensure that scarce funding is wisely spent in the most efficient manner possible. The output goals of a PMS are as follows:

- network evaluation of existing pavement conditions;
- maintain construction, rehabilitation, and maintenance history;
- predict future performance of roadway pavements (remaining life expectancy);
- measure effectiveness of past rehabilitative measures;
- determine the most appropriate level of treatment for each highway segment (minor or routine maintenance versus rehabilitation or major reconstruction) based on present condition and a life-cycle cost analysis process; and,
- Prioritize roadway network needs (optimization of resources from a network perspective) over a multi-year horizon.

Currently, pavement roughness and distress information is combined with field rating (windshield survey) performed by the ConnDOT District staff to develop the resurfacing-by-contract and the vendor-in-place paving programs for the State. Pavement condition in the PMS is characterized by measuring its roughness, extent of cracking, and transverse profile on an annual basis. ConnDOT's two Automatic Road Analyzer (ARAN) photologging vehicles are used to collect both photolog images and condition data in a single pass. Pavement roughness is expressed in terms of the International Roughness Index (IRI), cracking is measured using downward-facing pavement cameras and semi-automated image-processing software, and transverse profile is measured through an array of height sensors mounted on the vehicle.

Five of Connecticut's regional planning organizations have implemented Pavement Management Systems with technical and financial assistance from ConnDOT:

- Central Connecticut Regional Planning Agency,
- Council of Governments for the Central Naugatuck Valley,
- Greater Bridgeport Regional Planning Agency,
- Midstate Regional Planning Agency, and
- Valley Regional Planning Agency.

In addition, the Southwest Regional Regional Planning Agency is completing its efforts to implement a PMS in each town. ConnDOT will continue to provide to all the planning regions, technical support in implementing and maintaining Pavement Management Systems.

b) TRAFFIC SIGNALS

ConnDOT will identify the funds needed to replace and repair deteriorated traffic signal equipment in its budget requests. In addition, ConnDOT will continue to replace traffic signals in conjunction with highway reconstruction projects, identify aging equipment in need of replacement and schedule the work through contracts, and continue to expand usage of energy efficient lamps (LEDs).

c) PAVEMENT MARKINGS

ConnDOT will identify the funds needed to replace pavement markings in its budget requests. ConnDOT will continue to install durable pavement markings in highway reconstruction projects and as replacement markings within available funding. The Department will also continue to evaluate different types of pavement marking materials to determine what products are best suited for different applications.

d) TRAFFIC SIGNS

ConnDOT will continue to conduct periodic reviews of the structural adequacy of sign supports and repair/replace as necessary. Also, as technology improves, ConnDOT will evaluate sign face sheeting improvements to make the State's roadway signs more legible and conspicuous to drivers, especially the elderly.

e) HIGHWAY LIGHTING

ConnDOT's goal is to provide efficient, quality, well-maintained highway lighting on portions of the State highway system where required. To fulfill this goal, ConnDOT must assess the need for new lighting on its highways and also assess the need to deal with deficiencies of existing highway lighting systems. Once lighting needs are identified, they will be prioritized and included in a proposed transportation improvement plan for funding, design, and construction.

f) CONNECTICUT GUIDERAIL PROGRAM

ConnDOT initiates projects to eliminate deficient guiderail on the National Highway System (NHS), as well as other State routes, to maintain full compliance with Federal Highway Administration (FHWA) mandates.

g) HIGHWAY REST AREAS

ConnDOT maintains seven highway rest areas to sufficiently serve the motoring public. The restroom facilities at these rest areas have seen extensive use, especially during the summer months. Renovations are needed to add an additional public restroom to each of the following rest areas:

- Danbury, I-84 Eastbound
- Southington, I-84 Eastbound
- West Willington, I-84 Eastbound
- West Willington, I-84 Westbound
- Middletown, I-91 Northbound
- Wallingford, I-91 Southbound
- North Stonington, I-95 Southbound

ConnDOT's Division of State Design in the Bureau of Engineering and Highway Operations is presently preparing estimates for improvements to these seven rest areas that focus on building replacement. Projects will be initiated based on recommendations made in the Rest Area and Service Plaza Statewide Study, which will be completed in the fall of 2006.

h) HIGHWAY COMMERCIAL SERVICE AREAS

The agreements that ConnDOT currently has with private entities to operate the fuel and food concessions at the 23 commercial service areas on Connecticut's highway system are approaching their respective expiration dates. There will soon be many options and opportunities available to ConnDOT to reshape how these facilities best serve the traveling public. The facilities will be evaluated to address specific needs such as restaurant facilities, fuel service areas, auto parking and truck parking.

Exxon Mobil is currently responsible for the fuel operations on the Wilbur Cross/Merritt Parkway, I-395, and I-95. There is an ongoing contract extension with an option to renew through September of 2008. The lease agreement extension is being negotiated. The McDonald's Corporation is currently the operator along I-95 for the food concessions contract, which is due to expire in February of 2005.

A statewide rest area and service plaza study will be undertaken to assess needs and determine development options to be included in ConnDOT's future requests for proposals (RFPs) for long-term contracts to operate these fuel and food concessions. Outreach meetings will be conducted that will include affected regional planning authorities, municipalities, and public information meetings, in an effort to learn of local concerns and issues relative to the service plazas and rest areas.

i) COMMUTER PARKING PROGRAM

The network of Park and Ride commuter parking facilities located throughout the state promotes more efficient use of the existing transportation system by encouraging bus ridership, both express and local, vanpooling and carpooling. The inclusion of amenities such as bus shelters and telephones is intended to make the ridesharing experience safer and more pleasant for the state's commuters. Promotion and encouragement of ridesharing helps to meet the state's goals for reducing traffic volumes, reducing energy consumption, and improving air quality.

There are 232 commuter parking facilities, including 48 rail station facilities that are owned or operated by ConnDOT. State bond funds have been used to improve and maintain these parking facilities. Current and future activities include expansion, repaving and re-striping where needed, and reconstruction of lots for conformance with the *Americans with Disabilities Act* (ADA). An informational brochure entitled, "Park & Ride–Your Guide to Connecticut Park & Ride Locations," which indicates the capacity, location, available services, and amenities at each commuter lot, is updated regularly and is currently available for distribution. This information, along with maps showing travel routes to sites, is available on ConnDOT's web site, *www.ct.gov/dot*, in the Traveler and Road Information section.

j) CONGESTION MANAGEMENT SYSTEM (CMS)

The Congestion Management System (CMS) is a systematic process that provides information on transportation system performance to decision makers for selecting and implementing cost-effective strategies to manage new and existing facilities to alleviate traffic congestion and enhance mobility. It contributes to the efficiency of the planning process and provides a framework for the consideration of alternative transportation solutions. The system includes performance measures, data collection, needs analysis, strategy identification and a method to evaluate the effectiveness of any actions.

Each year ConnDOT produces a report on congestion, which serves to identify individual problems and to monitor overall congestion levels and trends. This report contains sufficient data on each region to identify those corridors that would be candidates for a CMS strategy report.

ConnDOT and the metropolitan planning organizations (MPOs) use the annual congestion screening report to cooperatively assess specific congestion problems. These studies provide a detailed analysis of the congestion problem and a full evaluation of the appropriate mitigation strategy. Subsequently, these reports will provide the basis for ConnDOT and the MPOs to jointly develop an approach for selecting and programming projects.

k) TRAFFIC MONITORING SYSTEM (TMS)

Various Traffic Monitoring System (TMS) activities are underway to expedite the collection, processing, and dissemination of traffic data. Some of these activities include:

- The anticipated implementation of the New England Traffic Monitoring System. This is a uniform data-formatting, data-editing and data-storing variation of "The Maryland System," which was developed by GIS/TRANS for use by the New England states to generate an open line of communication for data sharing.
- The development and sale of a CD containing current average daily traffic (ADT) volumes for the State-maintained non-expressway highway network, all expressway ramps, and selected main line expressway locations has proven to be very popular and has dramatically reduced the need for phone requests for traffic data. The data is also available on ConnDOT's web site.

l) CONNDOT'S PLAN TO FACILITATE ROAD USE BY ELDERLY DRIVERS

In January 1998, the Commissioner of Transportation submitted to the Connecticut General Assembly a plan to facilitate road use in the state by elderly motor vehicle operators. In developing the plan in consultation with the Commissioner of Motor Vehicles, the Commissioner of Transportation was directed to consider the following improvements:

- Installation of reflective pavement markers.
- Wider pavement markings.
- Use of overhead street name signs, advance street name signs and advance guide signs on arterial streets.
- Work zone safety delineation.
- Improved pedestrian crosswalks.
- Larger traffic control signals.
- Improved roadway design and lighting including, but not limited to, reconfiguration of intersections.
- Awareness training for elderly drivers.

Road use by elderly motor vehicle operators is facilitated through a broad range of efforts. Many of these efforts are outlined and discussed in more detail in ConnDOT's report to the Connecticut General Assembly, "*Facilitating Road Use by Elderly Drivers.*" Since the submittal of this report, ConnDOT has taken the following additional actions to facilitate road use by elderly drivers:

- *Pavement Markings*. The use of reflective pavement markers has been discontinued. The use of durable pavement markings has been expanded to include approximately 90 percent of the State's highways.
- *Signing*. The sign face reflectivity has been increased for the following signs: warning, stop, wrong way, do not enter, guidance and overhead regulatory signs.
- *Work Zone Safety*. Actions being taken by ConnDOT to improve work zone safety include developing guidelines for the use of truck-mounted impact attenuation devices, installing variable message signs (VMS), full implementation of the use of crashworthy temporary sign supports used in work zones, and the development of construction specifications regarding the use of delineation sheeting on temporary barriers. In addition, the color of safety clothing for ConnDOT workers has been changed to strong yellow-green.
- *Lighting Fixtures*. New lighting fixtures are normally of the "cutoff" type that reduces glare.
- *Training Courses*. In June of 2000, ConnDOT and FHWA co-sponsored an Older Driver Workshop for local officials. The purpose of the workshop was to provide community officials with information on the problems of the older driver and information on highway design that will help accommodate the needs and capability of the older road users.

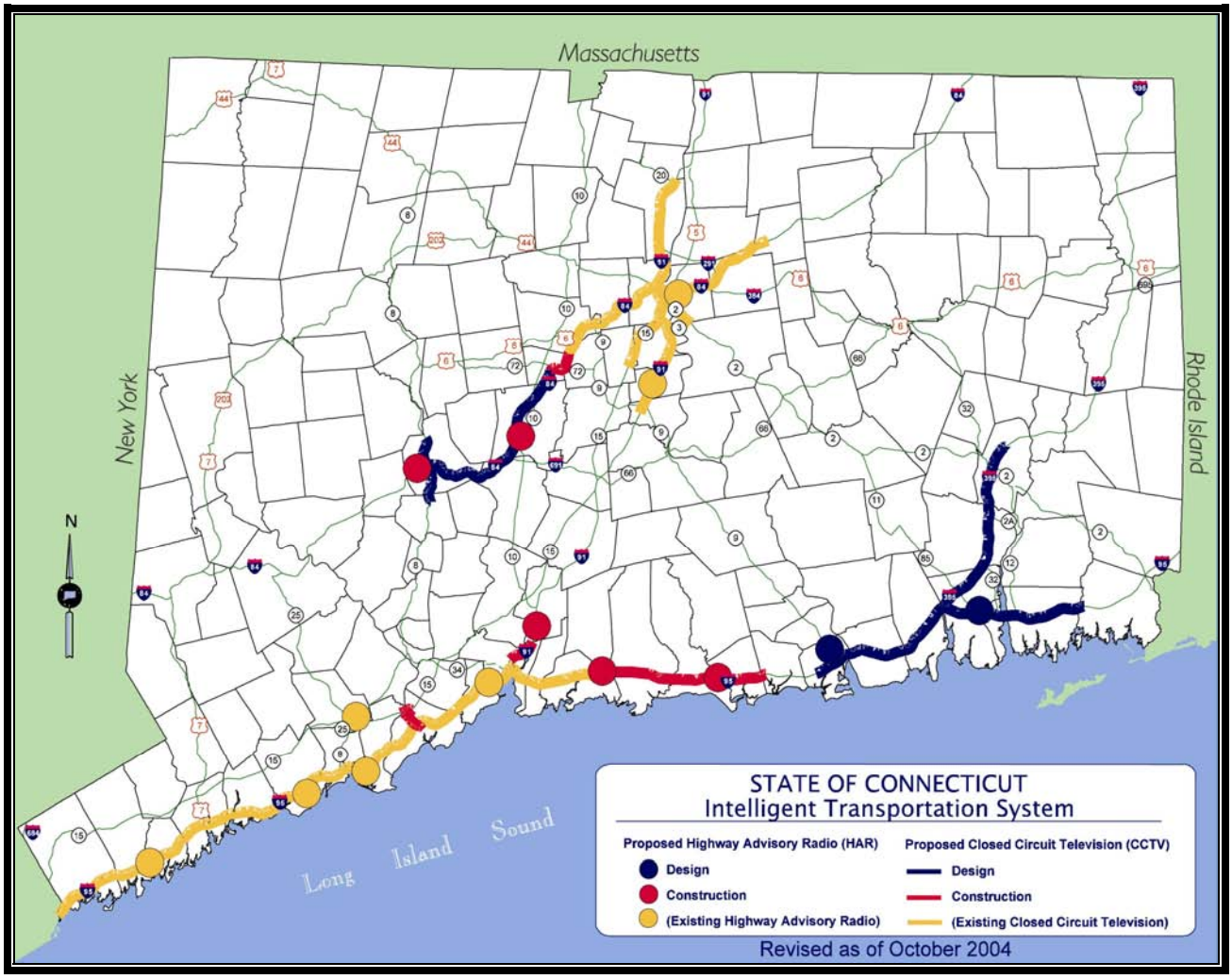
m) STATEWIDE INCIDENT MANAGEMENT TASK FORCE

A permanent statewide Incident Management Task Force was established by the TSB in November 2003 and will continue to address the topics and recommendations established in the *Incident Management Task Force White Paper*, dated October 2003, and any additional issues that are identified. Policies to promote coordination of response to clear incidents quickly will be re-evaluated along with each agency, including ConnDOT, to continue to manage incidents efficiently and effectively, thus mitigating the impact of incidents. Coordination and communication of training aspects are also a focus of this task force.

3. INTELLIGENT TRANSPORTATION SYSTEMS (ITS)–HIGHWAY SYSTEM APPLICATIONS

Intelligent Transportation Systems (ITS) involve the application of advanced technologies to improve public safety, reduce traffic congestion and provide better public service. Of key importance are telecommunications and information technologies that allow information on the transportation systems to be collected, processed and disseminated. The information is valuable to transportation agencies that are responsible for operating and managing the systems, as well as the private and commercial users of those systems who must make informed decisions on what mode to use, what route to take and what time of day to travel. Existing and proposed intelligent transportation system features are shown in Figure II-23.

Figure II-23. Intelligent Transportation System



ITS is an important, cost-effective agency tool for managing transportation systems, as national emphasis shifts from expansion of the transportation network to more efficient operations and maintenance of existing facilities. ITS elements deployed by ConnDOT over the past ten years include the following:

- Traffic management systems that provide agency staff with the ability to monitor freeway travel conditions, detect incidents and notify appropriate response personnel.
- Highway service patrol vehicles that quickly attend to disabled or broken-down vehicles.
- Traveler information systems that inform the public while they are travelling, or before they begin their trip.
- Incident management efforts that stress coordinated interagency response to traffic incidents.
- Computerized signal systems that manage traffic flow along congested State arterials and allow agency staff to monitor signal performance or modify signal timings when needed.
- Commercial vehicle initiatives focused on enhancing roadway safety and encouraging automated information exchange between carriers and state agencies.
- Transportation systems that enhance public transportation fleet operation and rider convenience.

a) ADVANCED TRANSPORTATION MANAGEMENT SYSTEMS

ConnDOT is continuing an aggressive approach for ITS deployment on the state's transportation system. Recent ConnDOT ITS initiatives are noted as follows:

- ConnDOT has completed installation of a large-scale freeway traffic management system in the Greater Hartford area. This project includes a 60-mile fiber-optic cable network, 104 video camera sites, 50 traffic flow detector stations and 39 LED variable message signs located along I-84, I-91 and Route 2. Interagency communications and information sharing is a key component of the new system. A video and data transport system links ConnDOT's Newington and Bridgeport Operations Centers, State Police Troop H and Middletown headquarters sites, and the City of Hartford Operations Center. This important initiative enhances interagency coordination and promotes a coordinated response for traffic management.
- New traffic management projects are also in design for the Waterbury I-84/Route 8 interchange, while numerous projects on the I-95 corridor in southern and southeastern Connecticut and I-84 west of Hartford are in construction. Expansion of the existing 56-mile, I-95 traffic management system in southern Connecticut began construction in mid-2004, including extension of the system easterly to Clinton and northerly on I-91 in New Haven. It is anticipated that a project to add video coverage of Route 15 in Milford in the vicinity of the Sikorsky Bridge will be completed by the spring of 2005. Future design projects are slated for other congested highway segments such as I-84 in Danbury and the I-91/I-691 interchange in Meriden.
- The continued maintenance and operation of traffic management systems is critical to maintaining the systems' effectiveness. Highway Operations staff and other ConnDOT personnel work closely to ensure that existing systems remain fully operational during highway reconstruction activities. Older equipment is upgraded or replaced as needed to maintain system integrity. One major highway reconstruction initiative currently underway involves the I-95 corridor in New Haven-East Haven-Branford and affects approximately six-and-one-half miles of the existing traffic management system. This is being done in association with the replacement of the Pearl Harbor Memorial (Quinnipiac River) Bridge.
- The institutional partnership with State Police Troop G personnel continues to be fortified and enhanced through technology and information sharing. Voice and video transmissions of travel information have been made available to media outlets, and the video images are viewable on ConnDOT's web site (*www.ct.gov/dot*).

b) REAL-TIME TRAVELER INFORMATION

As new ITS management systems are deployed to allow agencies to better manage the transportation network, it is critical that the information gathered from these systems is made available to travelers. The provision of real-time traveler information to the public and media is an important ConnDOT goal. ConnDOT has recently added real-time information capabilities to its web site (*www.ct.gov/dot*) that include a list of active traffic incidents and video camera images from the Newington and Bridgeport Operations Center systems. The Newington Operation Center is equipped with a wall-size screen where real-time images of various traffic cameras, Doppler radar, and traffic accident listings can be viewed simultaneously. Newly deployed systems will provide more extensive pre-trip and en-route information to Connecticut travelers. ConnDOT has recently added an "e-alert" notification service as part of its traveler information program. This public service will provide the ability for subscribers to receive the latest highway and rail incident information by electronic mail at no cost. Subscribers may register for the e-alert service by the following link on the ConnDOT web page *www.ct.gov/dot*.

c) INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLANNING

Effective ITS deployment requires judicious agency planning. Consideration of ITS components such as traffic management and traveler information systems are now considered part of transportation planning alternatives rather than being considered a stand-alone option. ITS early deployment studies in the Greater Hartford and New Haven-Meriden areas have provided an opportunity to "mainstream" ITS deployment strategies into regional transportation planning activities. The Bridgeport regional ITS study, *Greater Bridgeport Regional ITS Study and Concept Design*, was completed in 2001. ConnDOT is currently working with the Southwestern Regional Planning Agency (SWRPA) for development of an ITS planning effort that will consider regional intermodal coordination. ConnDOT is also working with the Greater Bridgeport Regional Planning Agency on the development of a regional ITS architecture for the Greater Bridgeport area. This effort is scheduled to be completed by April 2005.

d) CONNECTICUT HIGHWAY ASSISTANCE MOTORIST PATROL (CHAMP)

ConnDOT's employee-based service patrol, Connecticut Highway Assistance Motorist Patrol (CHAMP), provides aid to travelers in the Greater Hartford area with three vehicles operating between the hours of 5:30 a.m. and 7 p.m. weekdays. The CHAMP program along the I-95 corridor continues to operate during these same hours, as well as additional special hours during the busy summer weekends and holidays, assisting approximately 300 vehicles each month. In the summer of 2004, the State Bond Commission approved funding to expand this program in order to serve southeastern Connecticut along the Merritt Parkway. The expansion of this program is supported in the TSB's 2003 report. ConnDOT plans to expand the CHAMP program by the end of 2005, pending approval of additional vehicle driver positions. Eight additional patrols will be added to provide CHAMP service for the following corridors:

- *Southeastern Connecticut.* I-95 from Branford to the Rhode Island State Line, and I-395 from Waterford to Norwich.
- *Western Connecticut.* I-84 from Southbury to Farmington, and Route 8 from Naugatuck to Waterbury.
- *Southern/Southwestern Connecticut.* Route 15 (Merritt Parkway), from the New York State Line to the Stratford/Milford Town Line.

e) COMPUTERIZED TRAFFIC SIGNALS SYSTEMS

Computerized traffic signals systems remain a vital component of ConnDOT's effort to optimize traffic flow along State arterials. Approximately 950 intersections are currently controlled by centralized and on-street computerized systems, with new systems added if computerization is warranted. ConnDOT is in the process of upgrading existing systems that use older coordination equipment to ensure that operational efficiency is maintained. Traffic signal timing optimization projects, such as those recently completed for the New Haven-Meriden and Hartford metropolitan areas, ensure that existing traffic signal systems are operating efficiently.

f) HIGHWAY ADVISORY RADIO (HAR)

A Highway Advisory Radio (HAR) traveler information system has been installed along I-95, the Merritt Parkway and in the Capitol Region. Additional HAR transmitters are planned for deployment across the state in a number of transportation projects. Transit and public service announcements have been added to the system. Upgrades of the system incorporating pager technology for activation of the emergency message lights were recently completed.

g) REGIONALIZED INCIDENT MANAGEMENT

A Regional Incident Management Steering Committee has been organized in the Southeastern Connecticut Council of Governments. This committee, comprised of fire chiefs, police chiefs, State Police, the Connecticut Department of Environmental Protection, towing and recovery, Emergency Medical Services and ConnDOT, is similar to committees previously established in other regions such as the Capitol Region Council of Governments and the South Western Regional Planning Agency. ConnDOT will continue to encourage involvement by regional planning agencies/MPO to establish Incident Management steering committees where they don't exist. These committees will be dedicated to overcoming institutional issues and to developing coordinated policies and procedures for managing incidents and highway closures.

In cooperation with the regional planning agencies and local/state representatives, traffic diversion plans have also been developed for major incidents occurring along the I-84, I-91, I-95, and Route 8 corridors. These plans are currently being enhanced to include freeway-to-freeway traffic detour route information.

h) WEIGH-IN-MOTION SYSTEMS

ConnDOT has completed construction of a main line weigh-in-motion (WIM) system for the Union weigh station on I-84. The new system will check the credentials and gross weight of commercial vehicles travelling at highway speeds. Vehicles that possess the required credentials and are of proper weight will be allowed to bypass the weigh station, while noncompliant vehicles will be required to stop for an examination. The design was a cooperative effort of ConnDOT and Connecticut Department of Motor Vehicles' personnel. A project to design a main line WIM system for the Greenwich weigh station was scheduled to commence in late 2004. The completion date of the project will be influenced by the availability of federal funding. Expansion of this system is supported in the TSB's 2003 report.

i) VARIOUS ITS RELATED INITIATIVES

ConnDOT continues to move forward in many areas of existing and emerging technologies and institutional team building to mainstream ITS into the existing and planned transportation network. The agency is involved in regional and national plans that will promote and achieve maximum use of existing systems. Examples of these initiatives include the following:

- *Commercial Vehicle Operations (CVO).* Connecticut has been selected as one of seven states to participate in the USDOT Commercial Vehicle Information Systems and Networks (CVISN) Pilot Project. This project applies information technology systems to improve efficiency for motor carriers and government agencies. The development effort, aimed at procuring information systems and consulting services, commenced in 2001. The integration of ConnDOT's Oversize/Overweight Permit System with other permitting agencies and the private sector is an integral CVISN component. Integration and testing of the new permitting software began in 2004.
- *ITS Model Deployment Initiative.* Connecticut, through its affiliation with the Transportation Operations Coordinating Committee (TRANSCOM), is a partner in a public/private effort known as TRIPS123. The initiative was one of four selected in the country to participate in the USDOT's Metropolitan Model Deployment Initiative. TRIPS123 is a "real-time" traveler information system that provides multimodal, transportation agency-verified, information to the public. Activation of the TRIPS123 system began in September 2004.
- This information is available via the Internet (*www.trips123.com*) as well as through a dial-in telephone system, at no cost to users. Additionally, a customized traveler information service is offered, for a nominal fee, which will proactively provide route-specific information for all routes defined by the subscriber. The subscriber will have the ability to select the method of receiving the information from the following media: telephone, facsimile, electronic mail and pager.
- In addition to real-time information, route-planning capabilities are available for transit services in the tri-state area, including Hartford, New Haven and Fairfield counties. Using schedule information from both public and private transit carriers, a user may plan a regional transit trip by providing their desired starting and finishing points. The transit itinerary planner is accessible through the free Internet service. ConnDOT is also associated with TRANSCOM in the following projects:
  - The Interagency Remote Video Network (IRVN) links video feeds among the various operation centers in the region to assist in incident management and traveler information efforts.
  - The TRANSCOM Regional Architecture consists of a central database server linked with workstations located at member agencies' facilities. Information shared through this network includes incident and construction data; variable message sign, highway advisory radio, and closed-circuit television information; and real-time traffic and transit conditions. The Regional Architecture is developing the protocols necessary to integrate existing and future ITS into this network.

ConnDOT continues to be actively involved in the I-95 Corridor Coalition, an affiliation of public and private transportation agencies from Maine to Florida. Connecticut has been specifically involved in projects for Advanced Traveler Information Systems (ATIS), HAR and incident management activities. The Coalition also has provided funding for ConnDOT's active CVO program.

4. HIGHWAY SAFETY PROGRAMS

National figures released in August 2004 indicate that in 2003, Connecticut was one of five states experiencing a significant decrease in the total number of traffic fatalities (-10 percent). There were 294 fatalities, a reduction from a total of 325 in 2002.

Table II-6. Comparison of Connecticut and U.S. Fatality Rates in Years 1998–2002

	1998	1999	2000	2001	2002
Fatality Rate/100 Million VMT					
U.S. Rate	1.6	1.6	1.5	1.5	1.5
Connecticut Rate	1.1	1.0	1.1	1.0	1.0
Fatality Rate/100,000 Population					
U.S. Rate	15.36	15.30	14.86	14.79	14.85
Connecticut Rate	10.05	9.17	9.99	9.26	9.31
Fatality Rate/100,000 Licensed Drivers					
U.S. Rate	22.44	22.29	22.00	22.06	22.04
Connecticut Rate	14.00	12.68	12.86	12.00	12.05

Source: Institute for Traffic Safety Management and Research; Albany, NY, April 2004.

The national fatality rates per 100 million vehicle miles traveled (VMT) and per 100,000 population were lower in 2002 than in 1998; these rates also decreased for Connecticut. Additionally, the U.S. fatality rate per 100,000 licensed drivers decreased from 1998 to 2002, as did Connecticut's rate. The data analysis in Table II-6 has been compiled from the latest available detailed data, which is through 2002. As discussed in *The Connecticut Highway Safety Strategic Plan for Fiscal Year 2005*, the greatest number of fatalities occurred in the most populous counties of Fairfield, Hartford and New Haven (Table II-7).

Table II-7. Fatalities by Connecticut County

County	1998	1999	2000	2001	2002
Fairfield	67	59	72	71	67
Hartford	66	59	83	79	79
Litchfield	31	22	20	20	18
Middlesex	21	16	12	16	14
New Haven	75	87	66	67	77
New London	26	28	44	26	35
Tolland	23	14	24	18	17
Windham	20	16	20	21	15
Total	**329**	**301**	**341**	**318**	**322**

Source: *The Connecticut Highway Safety Strategic Plan for Fiscal Year 2005* published by ConnDOT's Office of Highway Safety.
Special Note: 2002 calculations represent a preliminary breakdown; final total was 325–breakdown not available as of November 15, 2004.

There have been substantial reductions both in fatal and non-fatal injury crashes since the 1970s and 1980s. Nevertheless, the overall estimated 2002 economic cost for motor vehicle crashes on Connecticut highways remains high, $3.596 billion, as compared to a U.S. total of $230.568 billion. These costs and the personal pain and injury that are associated with motor vehicle crashes can be reduced by focusing on the several problem areas, which were identified through crash data analysis, including:

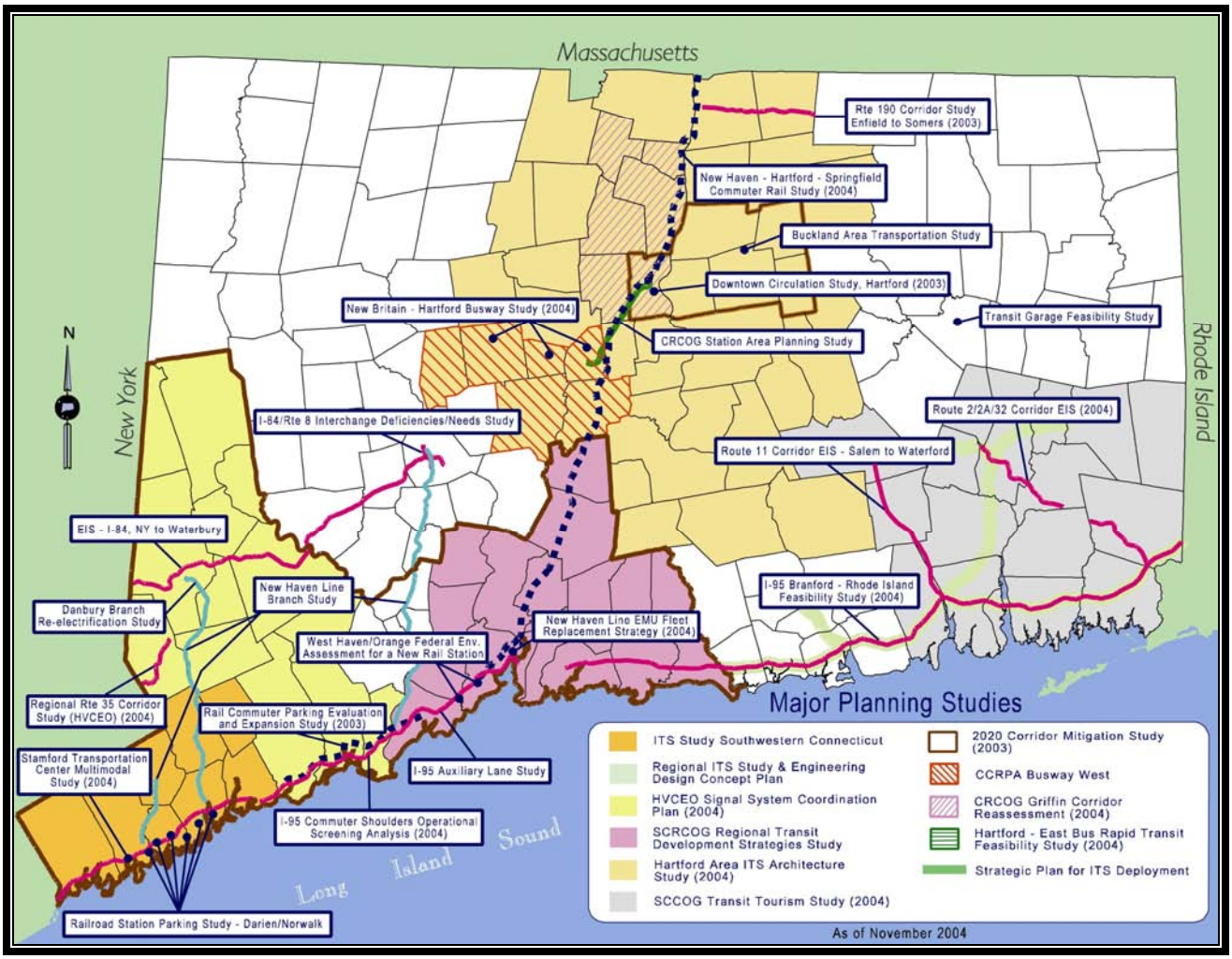
- *Impaired Driving.* The National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) indicates that during the five-year period of 1998 to 2002 there were 391 drivers killed in Connecticut who tested positive for alcohol. The percentage of total fatalities that were alcohol related ranged from 43.2 percent to 50.6 percent during this five-year period, with a [five-year] total of 732 people killed in alcohol-related crashes and 5,314 alcohol-related injury crashes. One of Connecticut's primary highway safety goals is to substantially reduce the number of alcohol-related crashes.
- *Police Traffic Services.* Among all types of crashes in Connecticut during 2002 (fatal, injury and property damage only), there were four predominant contributing factors: following too closely (33.2 percent), failure to yield right-of-way (16.2 percent), speeding (10.7 percent) and violating traffic controls (5.1 percent). In fatal crashes, there are greater varieties of driver errors that contribute to crash causality with speeding being predominate (24.2 percent). Reducing the percentages of crashes associated with these factors will continue to be one of the goals of the Highway Safety Program.
- *Occupant Protection and Child Passenger Safety.* Connecticut motor vehicle crash data clearly shows that unrestrained front seat occupants are much more likely to be killed or to suffer a serious or moderate injury than those occupants who are wearing their safety belts. Correct and adequate child safety restraint is also of critical importance. Since 1995, Connecticut has experienced a steady increase in safety belt use, from 59 percent to 83 percent in 2004. While much progress has been made in the area of occupant protection and child passenger safety, significant work remains. Programs designed to further increase safety belt and child safety seat use remain a high priority in Connecticut.
- *Motorcycle Safety.* Connecticut's motorcycle safety goal is to further reduce the number of injuries and deaths related to motorcycles. Fatality rates per registered motorcycles in Connecticut have been above the national average. In 2002, there were a total of 44 motorcycle operators killed on Connecticut roadways (no passengers were killed) representing 13.7 percent of the state's total traffic fatalities. Preliminary figures from fatal accident record statistics (FARS) are indicating a significant decrease in 2003; 27 operators were killed, and no motorcycle passengers suffered fatal injuries. During the 1998 to 2002 period, 84 percent of the fatally injured motorcycle operators in Connecticut were tested for alcohol. During these years, 41.7 percent to 53.7 percent of those tested were found to have been drinking, with 27 percent (of those tested) having a blood alcohol concentration of 0.08 percent or higher. In 2002, 44.4 percent of the motorcycle operators killed were found to have been drinking; therefore, another major goal in this program area is to reduce the incidence of operating a motorcycle while impaired.
- *Traffic Records.* The Highway Safety performance-based program planning processes are dependent upon timely, accurate and complete traffic records data. Significant action has taken place to improve traffic records systems in Connecticut, although much remains to be accomplished in order for a comprehensive traffic safety data delivery system to be developed. Emphasis on timely release of data and multi-agency coordination continues.
- *Various Other Areas and Factors.* As crash data becomes available, a variety of issues and concerns are continually reviewed to determine current trends and potential problems in the area of highway safety. For example, there remain high-risk groups identified (i.e. drowsy drivers). Analyses of traffic crash history indicate that certain groups appear to be over-represented [in crashes] when compared to the general motoring population, or they appear to have the potential to be particularly vulnerable. Highway safety trends pertaining to these special user groups are continuously reviewed to assure a proactive countermeasure stance.

ConnDOT has prepared *The Connecticut Highway Safety Strategic Plan for Fiscal Year 2005.* This plan provides greater detail on each of the problem areas noted and outlines performance goals, program objectives, and planned countermeasures for each.

I. MAJOR PLANNING STUDIES

The strategic development of the state's transportation program requires evaluation of the travel corridors to identify future needs and establish priorities for implementing improvements. The recommendations for corridor improvements normally evolve from corridor studies and/or other types of studies related to specific modes or problems. In many situations, a number of studies are done over a period of years. Some studies are conducted by ConnDOT and some are conducted by regional planning organizations (RPOs). All of them are coordinated with various state and federal agencies and the public. The primary goal is to develop strategies that focus on resolving the most critical transportation problems while attaining ConnDOT goals, assisting in implementing other statewide goals and using ConnDOT's resources in the most effective manner. In many corridors, the problems are so extensive and complex that a number of strategies must be implemented. There are also financial constraints, environmental considerations and other factors that have considerable influence on the development of the total transportation program.

Figure II-24. Major Planning Studies



The need for planning studies is identified in long-range plans prepared by the RPOs. ConnDOT has the lead responsibility on several of the studies and is working in consultation with the RPOs and the towns. Other ongoing studies are being conducted by the RPOs, in cooperation with ConnDOT and the corridor towns. The locations of major planning studies that recently have been completed or that are underway are shown in Figure II-24**.**

The studies will be the basis for developing a coordinated, integrated plan of transportation improvements for each corridor, including the scheduling for implementation of projects over a 20-year period. Most of the corridor studies will also include access management plans for the corridor towns. The towns are actively participating in the process through corridor advisory committees.

Public participation is encouraged through a variety of mechanisms including interactive web sites, newsletters and public information meetings scheduled throughout the course of the studies. When undertaking studies and implementing projects, ConnDOT applies Context-Sensitive Solutions (CSS). CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves environmental, scenic, aesthetic, and historic resources while maintaining safety and mobility. Through CCS process, the Department will form partnerships with identified community stakeholders to develop transportation improvement projects that meet the state's transportation needs while giving appropriate consideration to community issues and impacts.

1. CONNDOT BUS & RAIL PLANNING STUDIES

ConnDOT recently completed several bus and rail studies and is in the process of completing several others. Major bus and rail planning studies currently underway or completed by ConnDOT in 2004 are listed in Table II-8. Detailed descriptions of these studies follow.

Table II-8. ConnDOT's Major Bus and Rail Planning Studies

Project Number (s)	Study	Status
0076-0195	Hartford –East Bus Rapid Transit Feasibility Study	To Be Completed in Late 2004
0302-0008	New Haven Rail Line Danbury Branch Re-electrification Study	Underway
0106-0116	West Haven/Orange Proposed Railroad Station Study	Underway
None Assigned	New Haven Branch Study Needs Assessment	To Be gin in 2005
0300-0066	New Haven Line EMU Fleet Replacement Strategy	To Be Completed in Late 2004
0170-2296	New Haven–Hartford–Springfield Commuter Rail Service Implementation Program	To Be Completed in Early 2005
0300-0067	Connecticut Rail Station Governance Study–*not shown on map*	Underway
None Assigned	Northeast Rail Operations Study–*not shown on map*	Underway
Source: ConnDOT Bureau of Policy and Planning. Graphic revised as of November 2004.		

a) HARTFORD–EAST BUS RAPID TRANSIT FEASIBILITY STUDY (PROJECT NO. 0076-0195)

The Capitol Region Council of Governments adopted its long-range transportation plan. The plan recommended that the Hartford– Manchester/Vernon corridor be retained as a high-priority corridor and that transportation improvement options be reassessed to determine the most appropriate improvements. Further, the completed Regional Transit Strategy (RTS) has identified the Hartford–Manchester/Vernon corridor as a location with high potential for successful implementation of Bus Rapid Transit (BRT). The Hartford–East Bus Rapid Transit Feasibility Study will further develop the alternative analysis conducted for the RTS to evaluate the need and feasibility of BRT in this corridor.

A detailed analysis was conducted of bus transportation options in the Hartford–Manchester/Vernon I-84 corridor. Three scenarios were evaluated: busway (various configurations), transportation system management, and "no build. " The operations aspects of busway alternatives were closely examined because of active rail service on the existing Hartford–Manchester rail line.

The study recommendations are as follows:

- Phased implementation of BRT in the study corridor
- Near Term: Proceed with Near-Term Alternative
  - Phase 1: Construction of "highly visible" transit stations along I-84 corridor
  - Phase 2 & 3: Development of further transit stations with demonstrated service and ridership results
- Long Term: Development of busway right-of-way and busway stations (Long-Term Alternative)
- A hybrid alternative that combines aspects of the HOV and rail right-of-way alternatives.

There will be an extensive public outreach effort included in this study. The study is scheduled for completion by the end of 2004. Estimated cost: $300,000.

b) NEW HAVEN RAIL LINE DANBURY BRANCH RE-ELECTRIFICATION STUDY (PROJECT NO. 0302-0008)

This study will evaluate a range of infrastructure and service improvements to determine their potential to significantly enhance the attraction of the Danbury Branch as an alternative to driving in the Route 7 corridor or commuting on the Harlem Line. The study will result in a recommended list and a costs and benefits evaluation of potential infrastructure and service improvements. Phase I of this study is underway, and a final report on this phase is expected in spring 2005. A Phase II will follow. Estimated study cost: $2.5 million.

c) NEW HAVEN LINE BRANCH STUDY NEEDS ASSESSMENT (PROJECT NO. NOT ASSIGNED)

Special Act 04-2 (SB 803), May Special Session, authorizes the Transportation Strategy Board to identify facility improvements on the New Haven Line branches to New Canaan, Danbury, and Waterbury.

It is anticipated that a study will be conducted to review existing rail and transit services, identify needs and deficiencies, evaluate transit infrastructure and operational improvement options, and identify potential action(s) that would enhance transit service and increase transit ridership along the New Haven Line Branch Line Corridors. This study is expected to begin in mid-2005 and take approximately 18–24 months to complete.

d) WEST HAVEN/ORANGE PROPOSED RAILROAD STATION STUDY (PROJECT NO. 0106-0116)

The South Central Connecticut Council of Governments has recommended West Haven as the preferred site for a new station on the New Haven Line. ConnDOT has hired a consultant to conduct an environmental review of the proposed site for a new rail station to meet the *National Environmental Policy Act* and the *Connecticut Environmental Policy Act*. A new station would include parking for at least 1,000 cars. An alternative site for the station in Orange will also be investigated in the event that the West Haven site is found to be unsuitable. A schematic of the station design will also be developed in order to focus the areas for environmental review. The study is scheduled for completion in January 2005. Estimated study and concept design cost: $0.8 million. Final design cost additional. TSB bonded money allocated: $2.0 million

e) NEW HAVEN–HARTFORD–SPRINGFIELD COMMUTER RAIL SERVICE IMPLEMENTATION PROGRAM (PROJECT NO. 0170-2296)

In the spring of 2002, ConnDOT initiated a study to identify actions that need to be taken to adequately and viably implement commuter rail service. Development of a New Haven–Hartford–Springfield Commuter Rail Implementation Plan will include evaluation of existing facilities and track capacity to determine what level of commuter rail service can be accommodated with the existing infrastructure. Additional levels of commuter rail service will also be evaluated, along with the ridership, costs, and infrastructure improvements associated with each scenario. The evaluation will consider the type and procurement of rolling stock, rolling stock maintenance, shop and storage yard requirements, the type of passenger boarding platforms (high vs. low level), and the need for grade-separated pedestrian and roadway track crossings. Site-specific station locations and parking requirements will be identified, including the station's potential to attract economic and transit-oriented development. All rail alternatives will include consideration of a transit link to Bradley International Airport.

The current and future needs of all users (shippers, freight railroads, Amtrak and ConnDOT) will be assessed. Environmental constraints and considerations will be identified. An implementation plan will be developed for the recommended operating scenario and capital improvement plan. This could include staged or phased implementation.

Products from the study may include the following: a capital development plan (for track, stations, rolling stock, and related facilities), an operational plan (for freight, Amtrak and commuter service), an implementation plan (for scheduling all project elements), and performance measures.

Recommended study actions and assumptions that were discussed at public meetings held in the fall of 2004 include:

- Start-up service
- Based on Bi-State Service–New Haven–Hartford–Springfield
- Bi-directional weekday 30-minute, peak hour service
- 18 miles of additional track are required
- New stations in North Haven, Newington and Enfield
- High-level platforms for operations and grade-separated pedestrian crossings for safety
- Estimated 2,400 weekday trips (not including Amtrak)
- 18 miles of new track
- Capital Costs = $263 million
- Operating Costs = $10 million per year
- Revenue = $1.2 million per year
- Operating Deficit = $8.8 million per year
- 11.8 percent farebox recovery rate
- Subsidy of $14.40 per passenger

The study is scheduled for completion in early 2005. Estimated study cost: $940,000 in TSB bonded money.

f) NEW HAVEN LINE EMU FLEET REPLACEMENT STRATEGY (PROJECT NO. 0300-0066)

The New Haven Line (NHL) electric multiple unit (EMU) rolling stock fleet consists of 341 rail cars, many of which are now approaching the end of their projected 30-year useful life. ConnDOT is working to extend car life through a Critical System Replacement (CSR) program now underway. However, the combination of age and the CSR program are causing shortages in meeting the daily 271 EMU car service requirement; a major new car order is needed to avoid escalating service difficulties. The importance of providing adequate, reliable service to our customers along this line is vital to the state's economy.

In 2004 ConnDOT completed an EMU fleet replacement study to determine the most cost-effective and state-of-the-art solution for replacing the MU cars on the NHL. The study report identified a significant capital need to keep pace with passenger growth, fleet aging and maintenance cycles, amounting to a staged program of replacement and fleet expansion for another 400 railcars beginning in 2010. The study further identified the need for additional equipment maintenance shop facilities, progressing with site selection, feasibility, and preliminary design for a New Haven facility. One of the major recommendations was the immediate purchase of at least 100 rail cars by 2006. Cost of study: $1.0 million.

In response to growing concern about the NHL fleet availability, in February 2004 the Governor and General Assembly announced special funding for the immediate purchase of rail rolling stock to bolster equipment availability on the NHL. From Transportation Strategy Board funds, $60 million was made available to purchase rail cars. Of this funding, $17.2 was for 38 surplus Mafersa rail cars from the Virginia Railway Express. This action will facilitate deployment of 2000 additional seats on the NHL as early as the winter of 2004-2005. The accelerated addition of 2000 seats for the NHL was a key priority of ConnDOT, the regions, and the TSB.

For the long term and at the direction of the Governor, in spring of 2004 ConnDOT and the Office of Policy and Management presented the comprehensive "Rail Car Fleet Replacement Strategy" for review of the Governor and the General Assembly. The plan represents a strategy for replacing the oldest cars in the New Haven Line fleet, and incorporates the work of the R*ail Car Fleet Replacement Plan-New Haven Line* to present the configuration, cost, schedule, and financing needs for the fleet replacement and the facilities essential to support its operation. This plan, produced in concert with Metro-North Commuter Railroad, calls for immediate action to enable the order to be placed for 342 new rail cars and to begin work to develop the necessary maintenance facilities. Under this plan, new rail cars could begin to be received by the end of 2009, and all of the rail cars could be received by 2013 or earlier. Equipment configuration alternatives are receiving further scrutiny by ConnDOT and Metro-North. This plan, which is under review by the Governor and the General Assembly, is contingent upon New York and Connecticut legislative approval for financing early in the 2005 session.

The total cost of the new rail cars is approximately $1.03 billion. Under the terms of the operating agreement between the State of Connecticut, the Metropolitan Transportation Authority (MTA) and Metro-North, 65 percent of the cost of those cars would be borne by the State of Connecticut with the balance of the funding provided by the MTA. The cost of the rail maintenance facility is estimated at $350 million. Since this facility will be located in Connecticut, the entire cost of the facility will have to be borne by the State of Connecticut. The total estimated cost of the two projects to Connecticut would be approximately $1.02 billion. Existing funding sources, such as the Special Transportation Fund, are not sufficient to meet additional funding need. Substantial additional revenue will be required in order to carry out this plan. A funding plan has been prepared and will be submitted to the 2005 Connecticut General Assembly.

g) CONNECTICUT RAIL STATION GOVERNANCE STUDY (PROJECT NO. 0300-0067)

The purpose of this study is to evaluate the Connecticut New Haven Line stations and parking facilities to determine if a change should or can be made in how they are governed to improve serviceability, financial effectiveness and service quality. The study will include an inventory and documentation of existing facilities, a survey of the physical condition of the facilities, a review of current governance practices, a review of governance practices at other commuter rail operations and a review of operating revenue and expenses.

The following were identified in the study's "Phase One Report" as items that will need to be addressed in the development of a future governance policy:

- Defined responsibilities
- Consistency in lease terms
- Consistency in financial information
- Consistency in customer service and maintenance quality standards
- Institution of operating model and procedures
- Creation of a standard management program
- Local needs and concerns

Phase II of the study will entail using the above list, along with more detailed findings contained in the task reports, to explore the range of options available for developing an improved rail governance methodology. In addition to considering the concerns raised from the review of the ConnDOT program, the study team will conduct a national review of rail properties to determine how other programs are governed, and to what extent some of the policies and practices used across the country are applicable to the New Haven Line.

The consultant will develop a limited set of alternative methods of governance, suited to Connecticut's station and parking program, which contain activities to strengthen station and parking operations and governance. Generally speaking, the strategies could include any or all of the following: actions related to the consistency of contracts across all municipalities, operating standards and guidelines, improved agreements with third-parties, consistent management standards, improved revenue or access control, or improved performance-based management programs.

The study will culminate with the development of two or three alternative governance policies, which will be circulated for review and discussion to the stakeholders in this process at municipal, regional, and state level. It is scheduled for completion in the spring of 2005. Estimated study cost: $1.5 million.

h) NORTHEAST RAIL OPERATIONS STUDY (PROJECT NO. NOT ASSIGNED)

It has been brought to ConnDOT's attention that there may be certain constraints on the ability of local railroads to provide service to businesses and industries along their lines. These constraints could preclude potential customers from using rail to receive their materials or to ship their products. Instead, they must rely on trucks to furnish their inbound and outbound services. ConnDOT will be participating in the I-95 Corridor Coalition initiative to identify these constraints, their nature, their causes, and their effects on operations. The Northeast Rail Operations Study (NEROP) will propose methods by which these constraints could be alleviated, or their effects mitigated.

Railroad operators in the state will be interviewed to identify choke points in the rail freight system. Shippers, receivers and others in the rail freight carriage business will be interviewed to obtain their perceptions of what can be done to improve operations of the rail freight system in Connecticut. Data will be obtained to document and quantify the extent of the impediments, such as vertical clearances, track speed, track capacity, bridge capacity; projects and actions that have the potential to improve the impediment, such as track upgrades or clearance improvements; and, the extent to which a proposed project and action would improve service. The study was initiated in July 2004 and is scheduled for completion in June 2005. Estimated cost: $150,000.

2. CONNDOT MAJOR INTERMODAL & HIGHWAY PLANNING STUDIES

Major intermodal and highway planning studies currently planned, underway or completed by ConnDOT in 2003 or more recently are listed in Table II-9. Completed studies that have resulted in additional actions, and studies that are underway or planned are discussed in this section.

Table II-9. ConnDOT's Major Intermodal and Highway Planning Studies

Project Number (s)	Study	Status
0174-0316	Environmental Impact Statement (EIS) – Interstate 84, New York State Line to Interchange 23 in Waterbury	Underway
0151-0301	Interstate 84/Route 8 Interchange Needs and Deficiencies Study	Underway
None Assigned	Interstate 95 Auxiliary Lane Study, Interchanges 8–18	Underway
0170-2295	Interstate 95 Branford–Rhode Island Feasibility Study	Completed in 2004
0120-0081	Route 11 Corridor EIS–Salem to Waterford	Underway
0172-0281	Route 2/2A/32 Corridor Study	Completed in 2004
0056-0245	Interstate 95 Commuter Shoulders Operational Screening Analysis	Completed in 2004
None Assigned	Intermodal Freight System Inventory	Completed in 2003
None Assigned	Hartford Area Architecture Study	Completed in 2004
None Assigned	Rest Area and Service Plaza Statewide Study	To Begin in Feb. 2005
Source: ConnDOT Bureau of Policy and Planning. Graphic revised as of November 2004.		

a) ENVIRONMENTAL IMPACT STATEMENT (EIS)–INTERSTATE 84 (I-84), NEW YORK STATE LINE TO INTERCHANGE 23 IN WATERBURY (PROJECT NO. 0174-0316)

ConnDOT and FHWA, in conjunction with the Housatonic Valley Council of Elected Officials and the Council of Governments of Central Naugatuck Valley, completed two studies to determine the need for and to identify improvements to existing I-84 between Interchanges 1 and 23, a length of 34 miles. These planning studies focused on an assessment of the deficiencies/needs in the corridor, an evaluation of practical alternative improvements and recommendations that would be reasonably implemented. The cost for consultant services for these studies was $1,236,000.

The studies present a number of recommended low-cost highway improvements for implementation in the short term (within five years). Recommended improvements include re-striping, signing revisions, extending exit and entrance ramps, and adding turn lanes at selected intersections. The cost of the short-term improvements is estimated at $18.1 million. Interchange modifications that may be implemented in the mid-term (five to ten years) are also identified at an estimated cost of $18 million.

The studies also identify I-84 improvements to address long-term (after ten years) needs in this corridor. These include interchange modifications and widening I-84 in each direction. The total cost of the long-term improvements, including engineering and rights-of-way acquisition, is estimated at approximately $710 million.

ConnDOT is pursuing study recommendations that can be implemented in the short-term. Preparation of an Environmental Impact Statement is planned to begin in 2005. An implementation and financial commitment plan for the long-term recommendations will be developed following completion of the environmental studies.

b) INTERSTATE 84 (I-84)/ROUTE 8 NEEDS AND DEFICIENCIES STUDY (PROJECT NO. 0151-0301)

ConnDOT, in cooperation with FHWA and the Council of Governments of the Central Naugatuck Valley, has undertaken a study of the I-84 /Route 8 interchange area located in Waterbury Connecticut. This study was recommended in the previously completed (2001) *I-84 West of Waterbury Needs and Deficiencies Study* report. The current study limits include the main line and Interchanges 18 – 23 on I-84 and the main line and Interchanges 30 – 35 on Route 8. The study will address safety, capacity, and operational needs for the existing and future (2030) conditions within the study area.

The initial phase of this study will identify the existing and future needs and deficiencies associated with this interchange area. The second phase of the study will involve developing a set of up to five alternative strategies designed to address the previously identified needs and deficiencies. The third phase of the study will entail screening the existing strategies down to three. The remaining strategies will include (1) various transit operational recommendations; (2) a set of low-cost, low-impact, short-term safety and operational improvements; and, (3) a long-term safety, capacity, and operations alternative designed to accommodate future traffic conditions. The study commenced in the fall of 2004 and will be completed in 2006. Estimated cost: $1,000,000.

c) INTERSTATE 95 (I-95) AUXILIARY LANE STUDY, INTERCHANGES 8–18 (PROJECT NO. NOT ASSIGNED)

ConnDOT's Office of Intermodal Project Planning in the Bureau of Policy and Planning is conducting this study to identify potential locations to add an auxiliary lane within the subject area. This project was recommended in the recently published *I-95 Operational Screening Analysis.* Anticipated activities are as follows:

- Development of a preliminary list, consisting of a two-phased implementation plan to construct auxiliary lanes at selected locations. Phase 1 will consist of speed change lanes; phase two will consist of auxiliary lanes between interchanges.
- Analysis of existing (2004) and future (2030) levels of service, including weave analysis, where appropriate.
- Estimation of construction costs and potential environmental impacts associated with construction activities.

It is anticipated that this study will be completed in the spring of 2005. Estimated cost: $50,000 in TSB bonded money.

d) INTERSTATE 95 (I-95) BRANFORD-RHODE ISLAND FEASIBILITY STUDY (PROJECT NO. 0170-2295)

As required by Public Act 97-214, the Connecticut Department of Transportation, in coordination with the TSB, conducted the Southeastern Connecticut Corridor Study. This study examined the transportation demands and needs of the southeastern corridor of the state. This in-house technical study identified geometric and operational deficiencies along the 58-mile I-95 roadway from Interchange 54 in Branford to the Rhode Island State Line, and made specific recommendations to manage or reduce congestion and improve safety. Most notable was the recommendation to provide a third, general-purpose lane where two currently exist. It also found that in a transportation environment such as I-95 in southeastern Connecticut, where a large percentage of traffic is comprised of recreational travelers, traditional transportation demand management strategies such as ridesharing or carpooling are not the most effective means to manage increased demand and inherent congestion.

The I-95 Branford to Rhode Island Feasibility Study was initiated in the summer of 2002 in response to the recommendations made in the *Southeastern Connecticut Corridor Study* report and the Transportation Strategy Board's designation of this section of I-95 as a high priority. This two-year study, as part of its initial tasks, carried out a detailed assessment of the geometric, operational and environmental characteristics of the interstate corridor. Subsequent study phases have identified corridor-wide, long-term and near-term improvement recommendations, now being presented for public viewing and comment. The next and final task, subsequent to the current round of public outreach, will be completion of the final report, which will include a plan of implementation. Estimated study cost: $1.3 million in TSB bonded money.

e) ROUTE 11 CORRIDOR–SALEM TO WATERFORD (PROJECT NO. 0120-0081)

A Final Environmental Impact/Section 4(f) Statement is being completed for a proposed project to extend Route 11. It is proposed to construct an extension of Route 11 as a four-lane arterial roadway from Route 82 in Salem to I-95 in the vicinity of the Waterford/East Lyme town line, a distance of approximately 8.5 miles. Construction of the Route 11 arterial would complete the freeway connection between the Greater Hartford area and the Greater New London area. Route 11 would separate through and local traffic on Routes 82 and 85 and would also improve safety and reduce congestion on these routes. As highlighted by local legislators and first officials, this improvement could support enhanced economic development in southeastern Connecticut. This project has been placed on the priority project list under the President's Executive Order 13274, *Environmental Stewardship and Transportation Infrastructure*, as a means of expediting reviews and moving the project forward in a timely manner. The estimated cost of the Route 11 arterial would be $450 million. The cost of the consultant contract to conduct this study is $3.97 million.

f) ROUTE 2/2A/32 CORRIDOR STUDY (PROJECT NO. 0172-0281)

To ease congestion and improve traffic operations on Routes 2A and 2 in the towns of Norwich, Preston, Ledyard and North Stonington, a package of recommended actions for roadway improvements has been proposed in the Final Environmental Impact Statement. It has been recommended that the Mohegan-Pequot Bridge be widened to four lanes by adding a second two-lane bridge to the south of the existing bridge, that a Route 2A bypass be constructed from Route 12 to Route 2, that Route 2 be widened to four lanes from the bypass to Route 164, and that Route 2 be upgraded between Route 214 and Interstate 95. These improvements will ease congestion in the corridor and will improve safety and traffic operations. The estimated cost of these improvements to the anticipated midpoint of construction, including design, right-of-way, construction and mitigation is $113 million. The *Final Environmental Impact Statement/Provisional Section 4(f) Evaluation Rte. 2/2A/32 Environmental Impact Statement* was completed and was signed by the Federal Highway Administration and ConnDOT on August 18, 2004. The consultant engineering cost for the study was $2.135 million.

g) INTERMODAL FREIGHT SYSTEM INVENTORY

In 2003, ConnDOT's Bureau of Policy and Planning, Goods Movement Planning Unit completed an inventory of freight transport services in Connecticut. As part of this initiative, transportation carriers for all modes were interviewed in an effort to identify the infrastructure of Connecticut's freight transportation system. Transportation service providers were asked what actions they have taken to avoid congestion. A *Marine & Pipeline Transportation* report was published June 2002, a *Railroad Freight Transportation Inventory* was published in January 2003, the *Connecticut Aviation Report* was published in October 2003, and *A Synopsis of Trucking and Warehousing* was published in April 2003.

The infrastructure inventory and related performance data will enable analyses of current modal and intermodal performance. The objective will be to document the logistics of Connecticut's freight transportation system and to identify opportunities for the state to improve the overall transportation system for people and goods.

h) REST AREA AND SERVICE PLAZA STATEWIDE STUDY (PROJECT NO. NOT ASSIGNED)

A *Truck Stop and Rest Area Parking Study* was completed in 2001. This study identified truck rest area parking needs and deficiencies and identified options to address these needs and deficiencies. It estimated that there is a current shortage of 1,200 truck parking spaces in Connecticut. This shortfall is projected to increase to 1,600 spaces by 2020. The study investigated the potential to create additional parking spaces through expansions and reconfigurations at 10 state rest areas along Interstates 84, 91, 95 and 395. ConnDOT will consider reconfiguration of parking areas at the commercial rest stops when the contracts for the rest area concessions are renegotiated.

Based on the findings of the *Truck Stop and Rest Area Parking Study* and anticipated needs for all travelers within and through Connecticut, ConnDOT plans to commence a Rest Area and Service Plaza Statewide Study in February 2005.

3. REGIONAL PLANNING AGENCIES' & TRANSIT DISTRICTS' STUDIES

Major studies being undertaken by regional planning agencies or transit districts and studies these organizations completed in 2003 or later, are listed below.

a) SOUTH WESTERN REGIONAL PLANNING AGENCY (SWRPA)

- *ITS Study*. SWRPA will conduct a study of ITS in Southwestern Connecticut. The project is to be administered by SWRPA, with oversight by ConnDOT's Office of Highway Operations. This study will commence in the fall of 2004.
- *CMS 2020 Implementation Plan (Project Nos. 0173-T003 and 0173-0329)*. In February 2003 SWRPA completed a project was to develop a multimodal, 20-year congestion mitigation system (CMS) plan for the I-95 and Merritt Parkway corridors in southwestern Connecticut covering the period of 2000 to 2020. The CMS project objectives were to identify areas where congestion occurs or may occur in the future along I-95 and the Merritt Parkway, identify the causes of congestion, evaluate strategies for managing congestion and enhancing mobility, and develop a plan for implementation of the most effective strategies. Elements of the CMS will be integrated into the region's long-range transportation plan and transportation improvement program. To ensure that the transportation needs and opportunities are fully addressed, there will be an extensive public outreach and involvement process. Project cost: $600,429.
- *Stamford Transportation Center Multimodal Services Study (Project No. 0135-0275)*. This study will investigate how current transit, bicycle, and pedestrian services can be expanded at the Stamford Transportation Center. The study is scheduled for completion in December 2004.
- *Railroad Station Parking Stud–Norwalk and Darien (Project No. 0301-0058)*. This study will assess the demand for additional rail parking in Darien and Norwalk and will develop a plan to respond to identified needs. This project is being administered by SWRPA, with a consultant and with oversight by ConnDOT's Bureau of Public Transportation. It is anticipated that the study will be completed in June 2005.

b) GREATER BRIDGEPORT REGIONAL PLANNING AGENCY

- *Regional ITS Study and Engineering Design Concept Plan.* The regional planning agency administered a consultant study to develop an ITS Deployment concept in the Bridgeport region, with particular emphasis on the Bridgeport Intermodal Center. It is anticipated that the study will be completed in January 2005. Estimated study cost: $100,000.
- *Rail Commuter Parking Evaluation and Expansion Study (Project No. 0015-0298)*. In January 2003, the regional planning agency completed a study to inventory rail parking along the New Haven Rail Line from Milford to Southport and to determine the need for expanding the parking supply for rail commuters. Estimated study cost: $100,000.

c) HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS (HVCEO)

- *Signal System Coordination Plan (Project No. 0034-0306).* A study to examine signal coordination in various towns and to develop an implementation plan was completed in January 2004. It was conducted by a consultant.
- *Regional Route 35 Corridor Study (Project No. 0117-0152).* HVCEO has contracted with a consultant to conduct a corridor study for the Route 35 corridor in Ridgefield. The study was initiated in 2003 and was scheduled for completion by December 2004.

d) SOUTH CENTRAL CONNECTICUT REGIONAL COUNCIL OF GOVERNMENTS

Regional Transit Development Strategies Study. This project is to evaluate options and alternatives for transit development in the region, as part of the *Unified Planning Work Program.* The study will address potential mobility improvements, travel options, community livability and quality of life issues, and economic development. The study is scheduled for completion by the spring of 2005.

e) CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY (CCRPA)

CCRPA Busway West. This study is a component of the New Britain–Hartford Busway Station Area Planning and Accessibility Study (Project No. 0170-2367) described under the Capitol Region. The purpose of this study is to plan for a transportation system that will provide as much transportation choice, service and efficiency as possible, ensuring the best possible utilization of the Busway corridor. Plans will be developed for one or more small transit hubs in the Plainville–Bristol area to serve as satellite stations for the New Britain–Hartford Busway. The study will also examine ways to provide better pedestrian linkages to the downtown New Britain station and any new satellite stations in Bristol and Plainville.

f) GREATER HARTFORD TRANSIT DISTRICT

Hartford Downtown Circulation Project. The Greater Hartford Transit District's Hartford Downtown Circulation Project reviewed methods to improve transit and pedestrian movement in the City of Hartford's Central Business District and to reduce the number of single-occupant vehicles arriving in the city. The project focused on producing reliable, efficient and innovative transit services between work locations, area parking, and points of interest downtown. A plan was developed for circulator shuttle routes, coordinated with the route developed for the New Britain–Hartford Bus Rapid Transit (BRT) system, that enables better access by BRT customers to downtown destinations, review of potential pedestrian amenities, traffic modeling and the development of traffic flow improvements. Federal discretionary capital funds have been set aside for buses and streetscape improvements. Funding is now being sought for the operations plan.

g) CAPITOL REGION COUNCIL OF GOVERNMENTS (CRCOG)

- *Route 190 Corridor Study–Enfield and Somers* (completed in the summer of 2003).
- *CRCOG Griffin Corridor Reassessment (Project No. 0063-0576).* In the spring of 2004, CRCOG, with financial support from FTA and ConnDOT, completed a feasibility study to re-evaluate a busway option in the Griffin Corridor. An updated alternatives analysis was prepared for several busway scenarios in light of recently re-established rail freight service in that corridor. The study, which was initiated in July 2001, also examined how the busway operations would be integrated with transit operations in downtown Hartford. Study cost: $550,000. The recommendation was to make short-term transit improvements and to delay consideration of any capital-intensive strategies at this time.

- *New Britain–Hartford Busway Station Area Planning and Accessibility Study (Project No. 0170-2367).* The New Britain–Hartford Busway Station Area Planning and Accessibility Study is a Transportation Strategy Board-funded project designed to encourage transit-oriented development at New Britain-Hartford Busway station locations and develop a model for land use at other existing or planned facilities. It will identify ways communities can leverage investments in transit facilities to encourage desired land uses and generate economic development. The resulting report will serve as a "best practice" model for transit-oriented development (TOD) throughout the state. This project is being undertaken by CRCOG, the Central Connecticut Regional Planning Agency (CCRPA), ConnDOT and Central Connecticut State University (CCSU). The estimated total project cost is $800,000. Final reports were due in late 2004. The key tasks include:
  - TOD Study. Complete the basic transit-oriented development planning for stations along the New Britain–Hartford Busway. (CRCOG is the lead agency for this task.)
  - CCSU Station Study. Conduct the additional station area planning work requested by CCSU and additional activities referenced in a white paper to the TSB. This includes a special investigation of ways to promote appropriate development near the Cedar Street and East Street stations, which have unique development potential due to the presence of CCSU. It will include a special analysis of traffic problems near the stations, and an analysis of the development potential of CCSU's east campus site located directly on the busway. (CRCOG is the lead agency for this task.)
  - Busway Accessibility Enhancement Plan (also known as the Busway West Plan). Develop plans for one or more small transit hubs in the Plainville–Bristol area to serve as satellite stations for the New Britain–Hartford Busway. Also, examine ways to provide better pedestrian linkages to the downtown New Britain station and any new satellite stations in Bristol and Plainville. (CCRPA is the lead agency for this task.)
- *Buckland Area Transportation Study (Project No. Not Assigned).* The Connecticut Department of Transportation (ConnDOT) and the Capitol Region Council of Governments (CRCOG) have initiated a multimodal study to identify the transportation needs and prepare a near and long-term improvement implementation plan for the area within and around the Buckland area in the towns of Manchester and South Windsor. The study will assess the ability of the existing transportation system to meet current and future transportation demands. It will focus on arterial and connecting roadways, key intersections, site access drives, and transit services including High Occupancy Vehicle (HOV) operations. Improvement recommendations will be made with particular emphasis on potential modifications that eliminate or improve weaving areas, and merge and diverge points where restrictions to flow currently exist. The study will also focus on concepts that promote connectivity and inter-use of existing or programmed transit services. It will be carried out over an 18–24 month period by a project team consisting of members of ConnDOT, the Federal Highway Administration (FHWA), CRCOG, and a consultant team. It is anticipated that it will be completed by the fall of 2006. Estimated cost: To be determined.

h) SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

- *Strategic Plan for ITS Deployment.* In October 2000 ConnDOT initiated a project to implement an incident management system on I-95 and I-395 in southeastern Connecticut, as well as a portion of I-95 and Route 9 in the Connecticut River Estuary Planning Region. The project includes installation of 10 variable message signs (VMS), including the replacement of 5 existing VMS sites, Highway Advisory Radio (HAR), approximately 25 video cameras, traffic flow monitors, and a link to the ConnDOT Highway Operations Center. This project is scheduled to begin construction in mid-2005. ConnDOT anticipates having the signs operational by mid-2006.

- *Transit Tourism/Intermodal Connection Study (Project No. 0103-0253).* The objective of this project is to complete an operational and fiscal plan that will study the viability of creating a public-private partnership to address transit from the perspective of the growing tourism market in southeastern Connecticut in order to better serve visitors, employees and residents. The study will provide a plan to direct the development of a high-quality, dependable, seamless transportation system linking the region's three major non-auto-related modes of public transportation–rail, ferry and bus–and the existing and potential private transit services to the region's major tourist destinations. The public transit system will also serve the major employment centers in the region and be available to the inhabitants of the region. The plan will address the following components: governance; routes and schedules; marketing; customer amenities and mobility design; and implementation strategy. This study was scheduled for completion in late 2004. Estimated study cost: $500,000 in TSB bonded money.

i) WINDHAM REGIONAL COUNCIL OF GOVERNMENTS (WINCOG)

Transit Garage Feasibility Study. In March 2004, the WINCOG initiated for the Windham Transit District (WRTD) a Transit Garage Feasibility Study. This study involves assessing the potential for developing the following: a) a centralized vehicle storage/maintenance facility for WRTD's transit and paratransit vehicles, b) a coordinated vehicle maintenance program where cost efficiencies could be realized, c) opportunities for additional modes of transportation at the facility including rail and private bus and taxi services, and d) improved office space for transit program administration. WRTD would like to establish a consolidated base for operations, maintenance, and administration. The study is to be completed by December 2004.

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III. TRANSPORTATION FINANCING

This chapter explains where the money to pay for Connecticut's transportation services, projects and programs comes from. It gives an overview of the sources of funding for transportation programs in Connecticut, discusses the federal funding process, identifies the amounts of federal funding available to the State of Connecticut for transportation projects and services and discusses the revenue sources and expenditures of the state's Special Transportation Fund.

A. FUNDING SOURCES: OVERVIEW

Transportation programs in Connecticut are financed from state, federal and local sources. Federal and state funds are the primary sources of funding.

Federal surface transportation funds are normally provided through a congressional procedure that culminates in the passage of a comprehensive, multi-year surface transportation act. This act authorizes the maximum funding limits, establishes programs, and determines fund eligibility and distribution. Federal highway acts are generally passed every four to six years. Actual spending limits (ceilings) are set through the passage of annual appropriations acts. The previous federal transportation act, the *Transportation Equity Act for the 21st Century* (TEA-21), covering FFY1998 through FFY2003, expired on September 30, 2003, without enactment of reauthorization legislation. Since that time, federal transportation programs have been funded by a series of continuing resolutions that maintain the funding and program structure in place during the last year of TEA-21.

State transportation programs are funded from the Special Transportation Fund (STF), which receives revenues from transportation-related taxes, fees, and revenues as well as from the proceeds of Special Tax Obligation Bonds. The STF pays the debt service cost for state bonds issued as a means of providing funds for the state's share of transportation projects; supports a small program of Pay-As-You-Go activities; and finances the capital projects, operations and services of ConnDOT, excluding support of Bradley International Airport (BDL).[1] In addition, the STF finances most of the operations and services of the Connecticut Department of Motor Vehicles.

The federal and state governments are the primary sources of funds for local transportation programs. Local funding shares are provided by the towns for local transportation programs, with a limited amount coming from private sources.

In recent state fiscal years (SFY), Connecticut's total transportation capital program was between $520 million and $645 million per year, with approximately $170 million coming from state bonds; $9 million coming directly from STF appropriations; and the remainder coming from federal program funds. The cost of the Capital Program for SFY1985 through SFY2005 is currently estimated at $15.6 billion. The state's share of this cost is estimated at $5.2 billion.

[1] Operating and capital program costs for Bradley International Airport (BDL) are financed via the Bradley Enterprise Fund which is funded with revenues generated at the airport.

B. FEDERAL FUNDING

The State of Connecticut is heavily dependent on federal transportation funding programs to maintain a safe and effective transportation system as a means of ensuring economic stability and growth in Connecticut. Various federal transportation programs will pay for more than half of the cost of Connecticut's Capital Program. This section presents information on the process for financing the Federal-Aid Highway Program (FAHP), other federal surface transportation programs and the federal Airport Improvement Program (AIP). It also discusses the federal *Transportation Equity Act for the 21st Century* (TEA-21) and *Vision 100–The Century of Aviation Act*, and identifies the amounts of funding provided to Connecticut by such acts.

1. THE PROCESS

The financing of federal transportation programs is dependent upon two types of legislative acts: an authorization act and an appropriations act. An authorization act is basic substantive legislation that establishes or continues a federal agency, activity, or program for a fixed or indefinite period of time and establishes an upper limit on the amount of funds for the program(s). An appropriations act is legislation that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits previously authorized money to be obligated and payments to be made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Surface transportation authorization acts, such as TEA-21, amend Title 23 and Title 49, as well as various other transportation-related titles of the United States Code (USC). Title 23, USC, is titled, “Highways,” and includes most of the laws that govern the FAHP arranged systematically, or codified. Generally, Title 23, USC, embodies those substantive provisions of highway law that Congress considers to be continuing and which need not be reenacted each time the FAHP is reauthorized. Title 49 includes laws that pertain to Federal Transit Administration programs. Each new surface transportation act specifies which sections of Title 23, Title 49 and other transportation-related titles of the USC are to be repealed, added, or amended. Some provisions of surface transportation law are not incorporated into these titles of the USC. One such example is the actual authorization amounts, which are not usually codified. For the most part, appropriations that are enacted for the highway program and other surface transportation programs are contained in an annual appropriations act, although they have been placed in other legislative acts such as a supplemental or omnibus appropriations acts.

2. TEA-21

TEA-21 reauthorized the federal highway, transit, safety, research, and motor carrier programs for the six-year period, FFY1998 through FFY2003, and provided a national total of $218 billion in budget authority for the six-year period. Of the $218 billion in budget authority, $175 billion was provided for highways, $2.2 billion for highway safety programs, $650 million for motor carriers, and $41 billion for transit programs.

TEA-21 ensured that on an annual basis, tax revenues deposited into the Highway Trust Fund were spent on transportation improvements. Under TEA-21, highway programs (including most highway safety programs) and transit programs were guaranteed a minimum level of funding. Highway guaranteed amounts were keyed to actual federal Highway Trust Fund (HTF) Highway Account receipts and could only be used to support projects eligible under federal highway and highway safety programs. Transit funding was guaranteed at a selected fixed amount over the TEA-21 period and could be used only to support projects under transit programs. The amount guaranteed for surface transportation was estimated to be $198 billion during its six-year authorization period. Of this amount, TEA-21 guaranteed that $165 billion for highways and $35 billion for transit could be obligated.

TEA-21 mandated the use of states' federal gasoline tax contributions as a major factor in determining the distribution of federal dollars to each state. TEA-21 contained a "Minimum Guarantee" provision that ensured that each state would have had a guaranteed 90.5 percent rate of return of its gasoline tax contributions to the Highway Account of the Highway Trust Fund. This meant that after Federal-aid highway funds for individual programs were apportioned by factors relevant to the particular programs, additional funds would have been distributed to ensure that each state received an amount based on equity considerations. Each state was guaranteed at least $1 million per year of Minimum Guarantee funds.

With respect to programs, TEA-21 reauthorized and attempted to streamline the core highway programs: Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge Program, and the Congestion Mitigation and Air Quality Program. It also added two new categories: Minimum Guarantee and High-Priority Projects, providing $9 billion nationally to fund High-Priority Projects and increasing funding for Congestion Mitigation and Air Quality. TEA-21 also maintained the limited degree of funding flexibility among funding modes that was available under the previous reauthorization act, the *Intermodal Surface Transportation Efficiency Act* (ISTEA) *of 1991*. Descriptions of federal funding categories and project eligibility are included as Appendix B.

The transit program structure under TEA-21 included programs for New Starts, Fixed Guideway Modernization and Buses and Bus Facilities, as well as the basic Urban and Rural Formula Aid Programs. Though the basic program structure remained unchanged, numerous TEA-21 modifications significantly affected funding strategies for the operation of transit systems in Connecticut. For example, TEA-21 eliminated operating assistance for urbanized areas with populations over 200,000. Urbanized areas with populations under 200,000 remain eligible for operating assistance with no limitation at a 50-50 ratio. To mitigate the impact of the elimination of operating assistance to large urbanized areas, TEA-21 added preventive maintenance for facilities and equipment to the list of capital expenditures allowable under the formula program. TEA-21 also allowed federal funds to be allotted to support ADA paratransit services in a region. There was no cap on the amount of funds used for preventive maintenance, but a limit of 10 percent of regional funds committed to ADA was imposed. The use of preventive maintenance or ADA funds was treated as a dollar-for-dollar drawdown on capital funds.

In addition, one percent of transit formula funds distributed to urbanized areas with 200,000 or more people was to have been spent on transit enhancements. Such enhancements included historic preservation, rehabilitation, and related activities, bus/rail shelters, landscaping, pedestrian access and walkways, bicycle access and storage, signing, and enhanced access to transit for persons with disabilities.

3. TEA-21 FUNDING FOR CONNECTICUT

TEA-21, for the most part, met the safety and maintenance needs of Connecticut but provided only minimum support for added highway capacity or increased transit (rail and bus) service. TEA-21 (FFY1998 through FFY2003) provided to Connecticut an average of $433.7 million per year for highway improvements. In addition to the authorized apportionment levels, TEA-21 also included a provision for "Revenue Aligned Budget Authority" (RABA). This was intended to adjust funding levels according to a formula based on actual and projected HTF contributions. As a result of this provision, Connecticut's actual average was significantly higher than the projected $406.5 million; however, there were serious problems with the final two years of TEA-21 when projections of future HTF contributions proved to be unrealistically high.

With respect to federal funding for transit in Connecticut, TEA-21 transit provisions provided a more significant amount of capital improvement funds, but contained minimal operating assistance to some transit providers. TEA-21 provided an average of $103.6 million per year to Connecticut for transit capital improvement. Additionally, TEA-21 had a significant number of transit-related earmarks for Connecticut

4. FEDERAL TRANSPORTATION PROGRAM REAUTHORIZATION

TEA-21 expired on September 30, 2003. Efforts have been underway since late 2001 to prepare for the legislative process to reauthorize the federal transportation program for FFY2004 and beyond. While it is anticipated that this will produce a similar six-year program with a minimum of changes from its predecessor, the various legislative proposals contain some significant changes. The fundamental question for Connecticut is the stability of the apportionment levels attributable to the state. Connecticut's share of the total program has been slowly declining, primarily due to the mature nature of the state's system compared to the significant growth experienced in the systems of other states. This was aggravated, somewhat, by the changes to some funding apportionment formulas implemented when TEA-21 was developed. The rapid growth in the total program resulted in a relatively stable level of funding, despite the gradually declining share.

In addition to this, Connecticut has faced, and may continue to face, other revenue questions with national implications. In 2004, when Connecticut became one of the first states to ban the use of the gasoline additive methyl tertiary butyl ether (MTBE), and replace it with gasohol, the federal tax on gasohol was lower, and portions of it were dedicated to uses other than the HTF. Prior to October 2004, as a result of the difference in the amount of tax charged on these fuels, the per-gallon HTF contribution was reduced by nearly half for a substantial proportion of total motor fuel usage. In late October 2004, in response to the ban of MTBE by Connecticut and certain other states, and growing support for a ban on MTBE at the federal level, Congress passed legislation that created parity between the federal taxes on gasoline and gasohol. Although Congress passed legislation addressing the issues of parity between taxes charged on gasoline and gasohol, continuing improvements in vehicle fuel economy, the growth in the use of other alternative fuels, changes in vehicle technology, and changes in state fuel-related laws may result in a lower growth of motor fuel tax collections. These trends and changes are increasing the need and the demand for the approach to federal motor fuel taxes and sources of HTF revenue to become broader in scope.

The current status of federal funding is uncertain. In the absence of legislation reauthorizing the federal transportation programs, a series of continuing resolutions has been passed which maintain the formula structure and funding levels in place during the last year of TEA-21. Although this enables the program to continue to operate, it aggravates the constraints of funding levels, which are barely adequate, as discussed above. In addition, it imposes a further complication of an unstable funds flow, the future direction of which is unknown beyond a month or two at any given time.

As debate continues in Congress for the reauthorization of TEA-21, the long-term picture offers no great cause for optimism. The core of the problem is the question of the threshold of the Minimum Guarantee formula. This program provides funding to states based on equity considerations. There was an effort to establish the rate of return at 95 percent when this formula was originally proposed for TEA-21. Ultimately, a compromise of 90.5 percent was enacted. The proponents of the 95 percent level have returned with much stronger support. To support this 95 percent level, it would be necessary to grow the total federal program to an extreme degree in order for states such as Connecticut, whose share of the total program would be greatly diminished, to maintain a reasonable growth in their actual funding levels. Such a level of growth is proving to be a continuous challenge within existing resources. A series of less ambitious compromises, proposed in the wake of this impasse, have fared no better. As it now stands, the current proposals with respect to Connecticut’s funding levels, would provide for approximately a 10 percent growth in Federal-aid highway funding over the six-year TEA-21 levels. This increase in funding is barely expected to equal the level of inflation. The most recent proposal for transit funding was only marginally better. A conservative estimate for the next federal transportation bill would provide Connecticut with $2.75 billion for highway and $670 million for transit over a six-year period.

5. FEDERAL FUNDING FOR AIRPORTS: VISION 100

The Federal Aviation Administration (FAA) administers the Airport Improvement Program (AIP). The AIP provides funding for projects to improve airport infrastructure such as runways, taxiways and aircraft parking aprons, terminal improvements, land acquisition and noise control (Table III-1). This program is presently funded through *Vision 100–The Century of Aviation Act*, which was signed into law in December 2003. This four-year reauthorization act covers FFY2004 through FFY2007, enabling the FAA to provide funds for the AIP, airport facilities and equipment, airport operations, and research. The AIP funding levels authorized under Vision 100 are $3.4 billion (authorized and appropriated) for FFY2004, $3.5 billion (authorized) for FFY2005, $3.6 billion (authorized) for FFY2006, and $3.7 billion (authorized) for FFY2007.

Table III-1. Projects Tentatively Scheduled to Receive Airport Improvement Program (AIP) Funds (FFY2006–FFY2007)

Airport/Project	FFY 2006	FFY 2007
Bradley International Airport		
Rehab T/W L,T, & M	$3,000,000	---
T/W to Cargo Center	---	$1,875,000
Vegetation Management Program	---	$500,000
Relocate VOR - Design	112,000	---
Parallel T/W to R/W 15 (N) - Design	---	---
Mitigation Site Study (#1 Birds)	35,000	---
Relocate VOR - Construct	375,000	---
Purchase Mitigation Site (#1 Birds)	---	1,125,000
Harford-Brainard Airport		
Rehab Ramp and Construct Helipad	675,000	---
Vegetation Management	495,000	---
Windham Airport		
Obstruction Lights	1,620,000	---
Security Fencing	270,000	---
Danielson Airport		
Construct Transient Ramp	540,000	---
Vegetation Management	495,000	---
Total AIP Funds Tentatively Scheduled	**$7,617,000**	**$3,500,000**

Source: ConnDOT Bureau of Aviation & Ports. Based on Federal Fiscal Year. Graphic revised as of November 2004.
Special Notes: AIP funds can be used over a 3-year period with carryover balances being used in the next fiscal year. Groton-New London Airport, however, has 4 years to utilize its AIP allocation. Tweed-NewHaven Airport receives its allotment of AIP funds directly from the FAA. These monies are used to fund capital improvements at the airport, which meet federal/AIP regulations. After exhausting all AIP funds for any given fiscal year, Discretionary AIP funds become available based upon a national priority system for eligible projects.

Vision 100 implemented a number of changes to the AIP that are important to Connecticut's airports. For example, the local matching share for projects funded under the AIP has been reduced from 10 percent to 5 percent for the State's general aviation, reliever and small primary airports. For larger airports such as Bradley International, the local share remains at 25 percent except for noise-related projects, in which case it is 20 percent. Vision 100 also permits general aviation airports to use their AIP entitlement funds for fuel farms and hangars where these projects previously were not eligible. In addition, Vision 100 allows airports to waive their entitlement funds if the FAA agrees to make the waived amount available to another airport in the state.

Connecticut's allotment of AIP funds for FFY2005 is separated into two categories: Apportionment and Entitlement funding. Apportionment funding for the state totaled $2,155,116 for FFY2005. Entitlement Funding, earmarked for both primary and non-primary airports, was allocated as indicated in Table III-2.

Table III-2. Federal Fiscal Year 2005 Entitlement

Primary Airports	
Groton–New London	$1,000,000
Tweed–New Haven	$1,000,000
Bradley International	$1,562,771
Non - Primary Airports	
Igor I Sikorsky Memorial	$150,000
Danbury Municipal	$150,000
Danielson	$150,000
Hartford Brainard	$150,000
Meriden–Markham Municipal	$150,000
Waterbury–Oxford	$150,000
Windham	$150,000
Total Entitlement Funds	**$4,612,771**
Source: ConnDOT Bureau of Aviation & Ports. Graphic revised as of November 2004.	

6. FEDERAL FUNDING FOR WATER TRANSPORTATION

Federal funding is provided directly to the U.S. Coast Guard (USCG) to maintain navigation aids and to the U.S. Army Corps of Engineers (ACOE) to maintain navigable waterways. TEA-21 makes limited federal funding available to Connecticut for water transportation-related studies, services, and projects. The Bridgeport Port Authority was awarded $750,000 from the FY2004 Federal Ferryboat Discretionary Program for a High-Speed Ferry Terminal; Stamford is expected to be awarded $500,000 for a High-Speed Ferry Service.

C. STATE FUNDING: SPECIAL TRANSPORTATION FUND

The Special Transportation Fund (STF) was fully established by the Connecticut General Assembly (General Assembly) on July 1, 1984, to provide a dedicated fund for financing investments in the State's transportation system as well as to cover the costs of ConnDOT's operations and services, excluding support of Bradley International Airport (BDL).[1]

1. SPECIAL TRANSPORTATION FUND REVENUES

The revenue sources pledged to the STF are listed in Table III-3.

Table III-3. Special Transportation Fund Sources of Revenues

♦ Motor Fuels Tax ♦ Motor Vehicle Receipts ♦ License, Permit, and Fee (LPF) ♦ FTA Operating Assistance Grants ♦ Interest Income ♦ Oil Company Tax (Beginning SFY1999) ♦ CT DMV-Collected Vehicle Sales Tax (Beginning SFY2000) ♦ General Fund (GF) Transfers
Source: Bureau of Finance & Administration. Graphic revised as of November 2004.

a) MOTOR FUELS TAX

The Motor Fuels Tax is the primary source of income for the STF. When the program commenced in 1984, the gasoline tax was $0.13 per gallon. The gasoline tax reached a high of $0.39 per gallon on January 1, 1997. Effective July 1, 1997, the General Assembly reduced the tax by $0.03 per gallon and, effective July 1, 1998, reduced it by an additional $0.04 per gallon. On July 1, 2000, the General Assembly further reduced the gasoline tax by $0.07 per gallon. In comparison, the tax on diesel fuel held constant at $0.18 per gallon from September 1991 until August of 2002 when, at that time, it was raised to $0.26 per gallon. As of November 2004, motor fuel taxes in Connecticut were as follows: the gasoline tax was $0.25 per gallon; the gasohol tax was $0.25 per gallon; and the diesel fuel tax remained at $0.26 per gallon. It is estimated that the Motor Fuels Tax will generate over $457 million in SFY2005.

b) MOTOR VEHICLE RECEIPTS

Most of the fees collected by the Connecticut Department of Motor Vehicles (CT DMV) are pledged to the STF. The fee collected for the Emission Inspection Program is committed to financing the costs of the program. However, revenues generated from the Emission Inspection Program Late Fees are pledged to the STF. A $10 Clean Air Act fee is collected with each motor vehicle registration. Of this fee, $4.25 is assigned to the Federal Clean Air Act Account, which is administered by the Connecticut Department of Environmental Protection (CT DEP). The Federal Clean Air Act Account is used to pay costs associated with state agency activities required under the *Federal Clean Air Act Amendments of 1990*. The remaining $5.75 is pledged to the STF. The six-year fee for an operator's license and the remaining portion of the two-year vehicle registration fee are the major sources of Motor Vehicle Receipts revenue that is deposited in the STF. In addition, temporary registration and late fees paid to the CT DMV are included in the Motor Vehicle Receipts revenues.

[1] Operating and capital program costs for Bradley International Airport (BDL) are financed via the Bradley Enterprise Fund, which is funded with revenues generated at the airport.

c) LICENSE, PERMIT AND FEE (LPF) INCOME

The license, permit, and fee (LPF) income is generated from a variety of sources including fines imposed for motor vehicle infractions, permits and fees imposed by ConnDOT, other fees collected by the CT DMV, late fees imposed under the Emissions Inspection Program, and a portion of the Clean Air Act fee. Additional existing DMV revenues pledged to the STF during the 1997 Legislative Session include DMV information sales, safety plate fees, and the issuance of non-driver ID cards. Consumer Protection revenues pledged to the STF include gasoline sales license fees, gasoline station location fees, and fees for gasoline quality and quantity measures. Also, the "New Vehicle" $40 Emission Fee that became effective on July 1, 2002, is pledged to the STF.

d) FTA OPERATING ASSISTANCE GRANTS

Federal Transit Administration (FTA) grants are deposited in the STF for transit operating assistance. These grants are provided to the State as aid for financing required subsidies that help maintain bus and rail passenger services throughout the state. For SFY2005, it is estimated that FTA grants will reimburse $0.5 million of the $172.5 million in State transit service expenditures. This amount will be further reduced in future years as funds are no longer available for the New Britain urbanized area which is now merged into the large urbanized area of Hartford.

e) INTEREST INCOME

Interest income comes from interest earned on the deposits made to the STF and, primarily, from interest earned on the Debt Service Reserve Account. Every time a Special Tax Obligation Bond is sold, an amount equal to the funds required to meet the principal and interest payments for the highest maturity year of the bond issue is deposited in the Debt Service Reserve Account as a means of providing added security for the bondholders.

f) GENERAL FUND TRANSFERS

In the early years of the program, the General Assembly desired to implement more projects than could be supported by STF revenues; therefore, legislation was enacted to transfer General Fund Revenues to the STF. These transfers only occurred in SFY1986 and SFY1987, when $25 million and $10 million, respectively, were transferred. Each transfer included a listing of specific projects to be financed with the transferred resources. Also, $18.3 million was transferred from the Parkway Toll Fund to the STF in SFY1986 to finance the removal of tolls and associated highway work. In SFY1995, a one-time credit of $14.3 million was posted to the STF as the result of bond defeasance for bonds that were issued in 1984. In SFY1998 and SFY2000, respectively, $3.0 million and $16.8 million were transferred from the Debt Service Refund to the STF due to bond refunding activities. For SFY2005, $2 million was transferred from the STF to the Conservation Fund and $6.5 million was transferred to the Environmental Fund. An additional $31.0 million will be transferred to the Transportation Strategy Board in SFY2005.

g) OIL COMPANY TAX

Receipts from the oil company tax are a major source of pledged revenue that has been incorporated into the STF revenue streams more recently. A portion of the receipts from the oil company tax was pledged during the 1997 legislative session. This contributed $20 million in SFY1999 and $36 million in SFY2000. During the 2000 legislative session, the provision was modified; so that, effective July 1, 2000, $46.0 million annually from the Oil Company tax would be deposited into the STF. During the 2002 legislative session, the transfer of monies from the Oil Company tax was decreased to zero for SFY2003, $10.5 million for SFY2004 and $13 million for SFY2005. This was offset by the $30 million estimated additional revenue generated as a result of the increased diesel fuel tax.

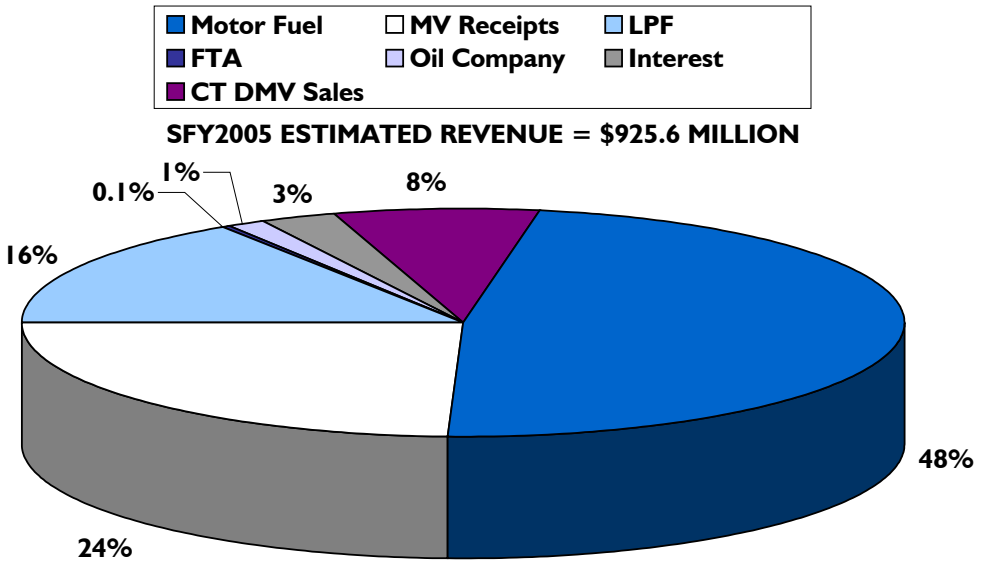
h) CT DEPARTMENT OF MOTOR VEHICLES (DMV)-COLLECTED VEHICLE SALES TAX

Another major pledge of revenues, the CT DMV-collected vehicle sales tax, is also a relatively new source of revenue. In 1998, legislation was passed to pledge a portion of the CT DMV collected sales tax on vehicle sales. This contributed $10.0 million in SFY2000. During the 2000 legislative session, this provision was also modified so that, effective July 1, 2000, all CT DMV-collected sales tax on vehicle sales would be deposited into the STF. For SFY2005, the contribution is projected at $72.6 million.

i) ESTIMATED AND PROJECTED REVENUE

A unique feature of the STF was that when it was established, not only were existing revenues from certain taxes and fees dedicated to the STF, but rate increases scheduled throughout a ten-year future period were also enacted. This ensured that the pledged revenues would be sufficient to sustain the substantial transportation investments that were planned, as well as meet the operational needs of ConnDOT and cover the costs associated with the various services provided by ConnDOT. This multi-year philosophy has been continued in all the revenue changes that have been enacted.

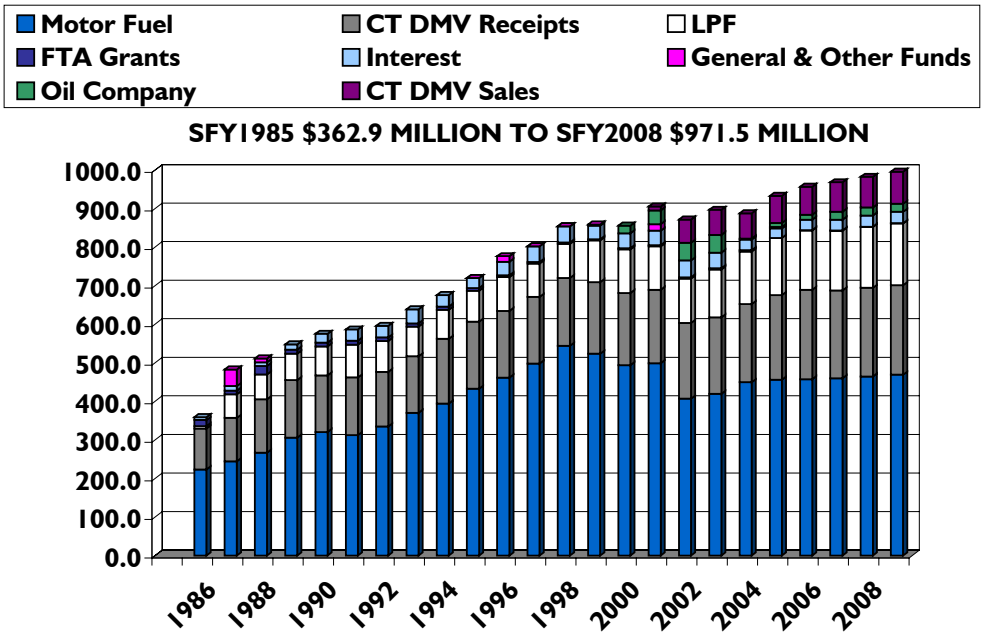
Figure III-1. Special Transportation Fund Estimated Revenues (SFY2005)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2004.

Revenues have grown from $362.9 million in SFY1985, the first year of the STF, to an estimated $925.6 million for SFY2005 (Figure III-1); this is an increase of $562.7 million, or 155 percent over the period. Revenues are anticipated to reach $971.5 million in SFY2008 (Figure III-2). These revenues have been necessary to finance the expenses assigned to the STF.

Figure III-2. Special Transportation Fund Revenues (SFY1985-SFY2008)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Values for years following 2004 are projected. Graphic revised as of December 2004.

Special Note: Transfers of revenues to the Transportation Strategy Board were made and are anticipated to be made as follow: 2003 - $60.5M; 2004 - $22.9M; 2005 - $31.0M; 2006 - $29.3M; 2007 - $24.3M; and 2008 - $24.3M.

2. SPECIAL TRANSPORTATION FUND EXPENDITURES

Just as the revenue picture has changed with time, so has the expense side of the equation; the major expense categories that are assigned to the STF are listed in Table III-4.

Table III-4. Special Transportation Fund Expenditures

♦ Bond Debt Service
– STO Bonds
– GO Bonds
♦ ConnDOT Operations
♦ Pension and Fringe (SFY1989)
♦ CT DMV Operations (SFY1992)
♦ CT DPS Highway Patrol (SFY1994–Out SFY1999)
♦ Town-Aid (Out SFY2001, In for SFY2005)
Source: Bureau of Finance & Administration. Graphic revised as of November 2004.

a) BOND DEBT SERVICE

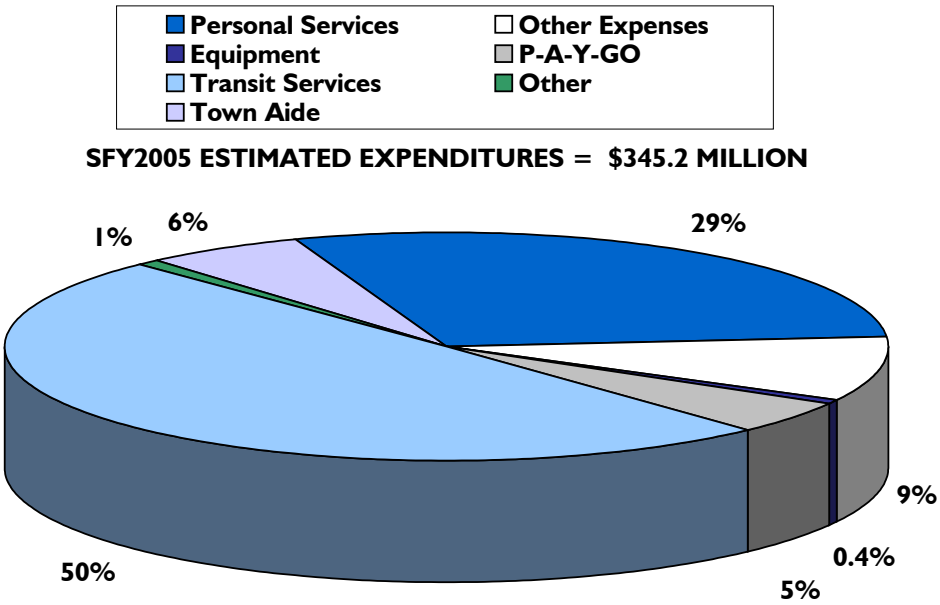
The first call on all resources of the STF is Debt Service, i.e., principal and interest payments, on Special Tax Obligation Bonds (STO) issued for transportation infrastructure purposes. To date, over $5.3 billion in bond authority has been enacted by the General Assembly. Of this amount, almost $4.8 billion has been issued. STO Debt Service has grown from $12.6 million in SFY1985 to over $418.4 million in SFY2005. Even if no new authorizations were provided, STO Debt Service would continue to grow until all of the authorized bonds are issued.

When the STF was established on July 1, 1984, all debt service on outstanding and still to be issued General Obligation (GO) transportation-related bond authorizations were assigned as an expense against the STF. In SFY1985, the transportation-related GO Debt Service was $105.3 million. For SFY2005, it is estimated to be $4.5 million. The SFY2005 estimated total cost of debt service equals over $422.9 million, or 54 percent, of the STF appropriations for the year.

b) CONNDOT OPERATIONS

Of the estimated $929.3 million of STF total expenditures for SFY2005, $345.2 million will be used to support the operations of ConnDOT and services provided by ConnDOT (Figure III-3). Of the $345.2 million, about $172.5 million will be used to operate the New Haven Line rail passenger service, the Shore Line East rail service, the 15 urban bus services, and the 5 rural bus services as well as to support Dial-A-Ride services and provide the required financial support for *Americans with Disabilities Act* (ADA) services. This represents approximately 47 percent of ConnDOT's STF appropriation.

Figure III-3. Special Transportation Fund ConnDOT Operations (SFY2005)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2004.

The Personal Services cost for ConnDOT in SFY2005 is estimated at $100.4 million. This covers the salaries of the 3,262 positions authorized for ConnDOT, all overtime including overtime for snow and ice removal, paid vacation, holidays, and sick leave for all employees. This represents 29 percent of ConnDOT's appropriations.

The category "Other Expenses" includes the following costs:

- utility and operations costs for ConnDOT's 106 occupied buildings and additional 210 structures;
- cost of salt and sand for snow and ice removal;
- cost of contracting for 257 private contractor trucks and drivers to augment ConnDOT's fleet of 632 trucks for snow and ice removal;
- cost of repair parts for ConnDOT's 2,260 pieces of highway maintenance equipment;
- cost of vehicles used by ConnDOT personnel to perform their assigned duties and responsibilities, and,
- cost of software licenses and general office operating costs.

For SFY2005, these costs are estimated at $32.4 million.

The Highway and Bridge Renewal funding provides for the financing, on a pay-as-you-go basis, of safety projects, highway liquid surface treatment projects, bridge painting, and highway maintenance activities such as mowing, line painting, road sweeping, pothole patching, guiderail replacement, crack sealing, tree trimming and other activities.

c) PENSION AND FRINGE

In SFY1989, the General Assembly transferred the cost of ConnDOT's employee pension and fringe benefits from the GF to the STF. In SFY1989, pension costs were $29.7 million, and fringe benefits, including health insurance, social security tax, and group life insurance, cost a total of $17.5 million. In SFY1992, when the CT DMV was added, its employee pension and fringe benefit costs of over $12.4 million were also assigned to the STF. In addition, in SFY1994, the pension and fringe benefit costs for the Highway Patrol function were also assigned to the STF. However, when the General Assembly enacted the gasoline tax reduction in 1997, they also passed legislation to remove the direct costs for Highway Patrol as an expense of the STF effective SFY1999 and deleted the associated pension and fringe benefit costs effective SFY2000.

d) CT DMV OPERATIONS

The operating cost of the CT DMV was not originally assigned to the STF. However, for SFY1992, the General Assembly passed legislation transferring the financing of the CT DMV from the GF to the STF. In SFY1992, the cost was $35.7 million, and in SFY2005, it is estimated to reach $51.1 million.

e) CT DEPARTMENT OF PUBLIC SAFETY (CT DPS) HIGHWAY PATROL

The operating cost for the CT DPS's Highway Patrol function was not originally assigned to the STF. However, for SFY1994, the General Assembly passed legislation transferring the financing of the operations for the CT DPS Highway Patrol function from the GF to the STF. In SFY1994, the cost was $37.5 million, and in SFY1998, the cost was $46.0 million. As noted previously, when the General Assembly enacted the gasoline tax reduction in 1997, they also passed legislation to remove the direct costs for Highway Patrol as an expense of the STF effective SFY1999.

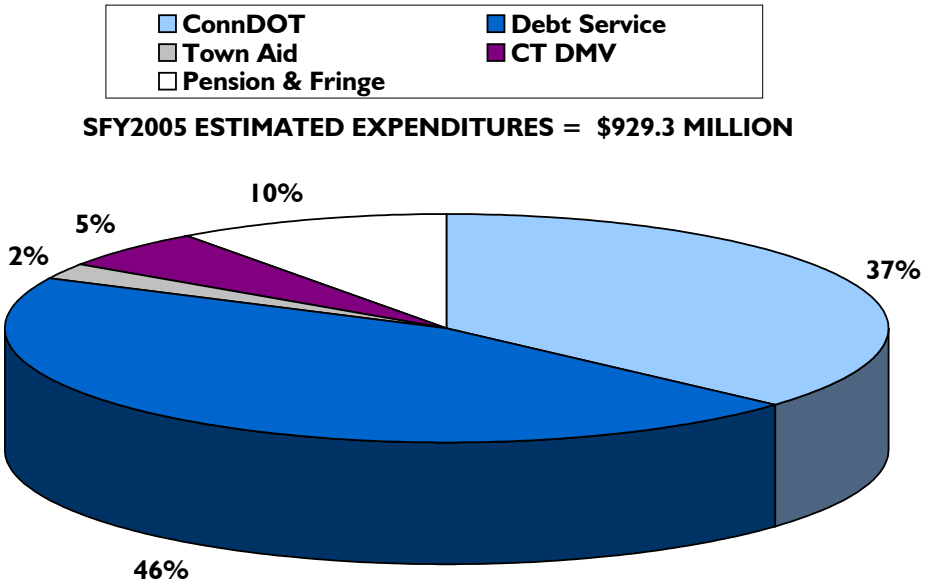
f) TOWN AID

Town Aid provides grants to towns and unconsolidated cities and boroughs for unimproved roads, improved roads, and maintaining public transit services. The grants are distributed based upon a formula that has evolved since the 1940s through the legislative process. Town-Aid was financed from the STF since the STF was established. Beginning with SFY2001, Town-Aid became a GF appropriation to ConnDOT. Town-Aid was transferred back to the STF in SFY2003. For SFY2005 in July and January, $20.0 million will be distributed in two equal payments.

g) ACTUAL AND PROJECTED EXPENDITURES

In SFY1985, total expenditures were $360.4 million; for SFY2005 (Figure III-4), they are estimated at $929.3 million. This is an increase of $568.9 million. Total debt service has grown from $118 million at the beginning of the program to $422.9 million in SFY2005, an increase of $305 million or 258 percent. Subsidy requirements for the State's bus and rail passenger operations have increased by $107.3 million, from $65.2 million to $172.5 million, equivalent to a 165 percent increase. With Town-Aid and transit costs removed, the balance of ConnDOT's annual operating budget has only increased by $29 million in the 21-year period from SFY1985 through SFY2005. With the exception of the increase in transit funding, ConnDOT's budget has had very little growth over the 21-year period. Furthermore, the Pay-As-You-Go program has been reduced from $33.5 million to $15.9 million, a 53 percent reduction ($17.6 million).

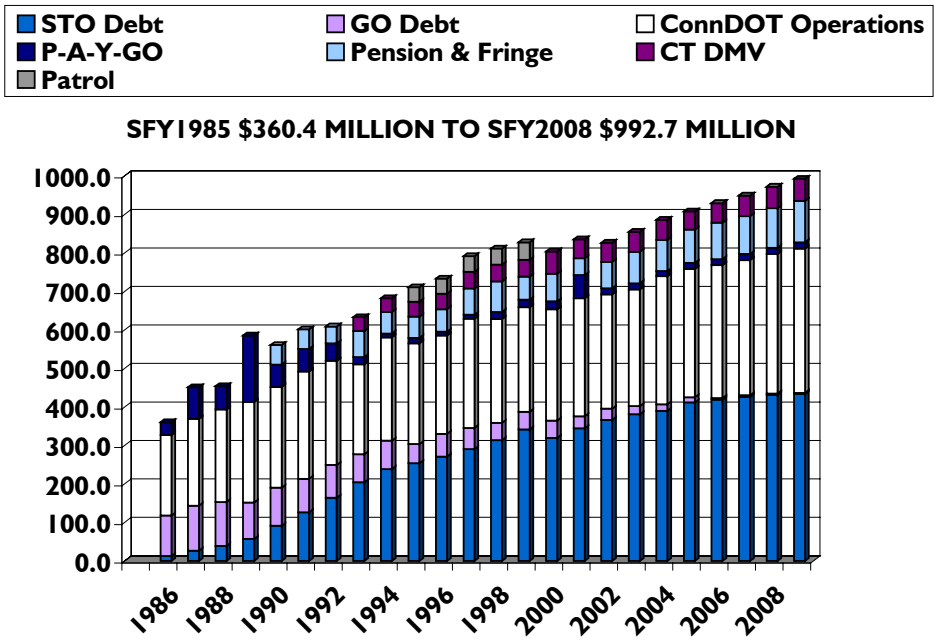
Figure III-4. Special Transportation Fund Total Estimated Expenditures (SFY2005)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2004.

Figure III-5 provides a profile of actual and anticipated STF expenditures for the 23-year period from SFY1985 through SFY2008.

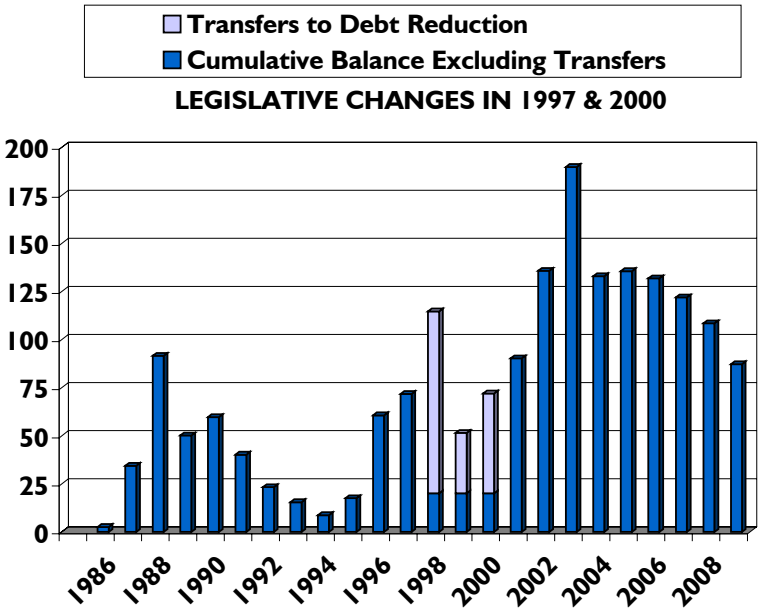
Figure III-5. Special Transportation Fund Expenditures (SFY1985 - SFY2008)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Values for years following 2004 are projected. Graphic revised as of December 2004.

Although revenues and expenses have changed over time, the STF has always been managed to ensure that it stays in a positive cash position. When the STF had the capacity to do more, the program was expanded or took on expenses that previously were in the GF. Any time that revenues began to decline, expenses were trimmed. For SFY1997 through SFY1999, the cumulative balance in excess of $20.0 million was transferred to the Treasurer for STF debt service reductions (Figure III-6).

Figure III-6. Special Transportation Fund Annual Cumulative Balance (SFY1985–SFY2008)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Values for years following 2004 are projected. Graphic revised as of November 2004.

3. AUTHORIZED CAPITAL PROGRAM FUNDS

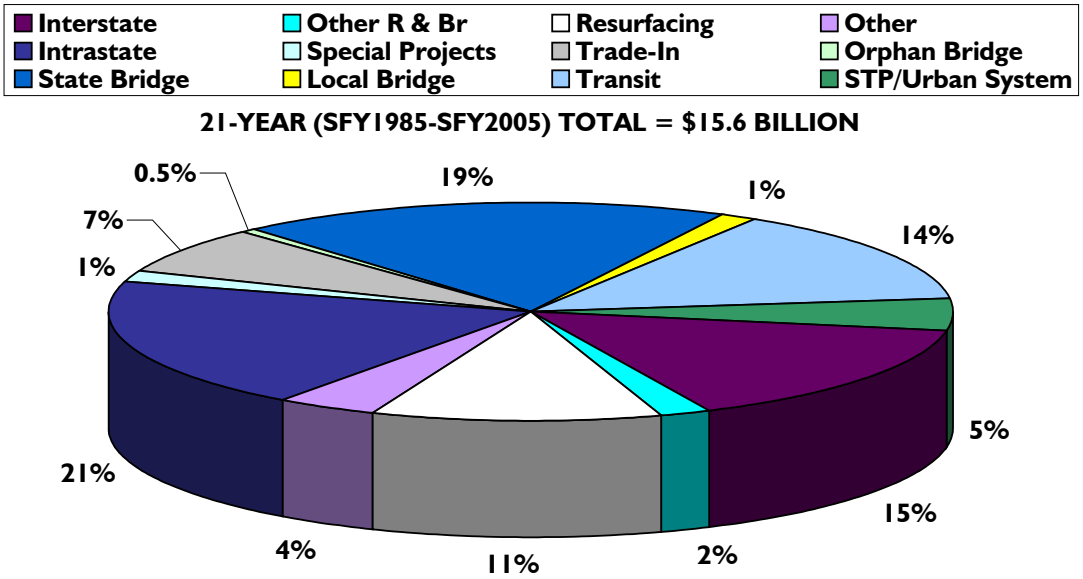
As shown previously, STO Debt Service has experienced the greatest growth since the establishment of the STF. This growth has allowed the State to make a $13.7 billion investment in restoring and improving all elements of the transportation infrastructure. The capital program is composed of 17 program elements (Table III-5).

Table III-5. Capital Program Categories

♦ Interstate	♦ Noise Barriers*	♦ STP/Urban Systems
♦ Intrastate	♦ Transit	♦ Other Road & Bridge
♦ Interstate Trade-In	♦ Aviation	♦ Hazardous Waste*
♦ State Bridge	♦ Resurfacing	♦ Special Projects*
♦ Local Bridge	♦ ConnDOT Facilities	♦ Waterways*
♦ Orphan Bridge*	♦ Safety	
Source: Bureau of Finance & Administration. Graphic revised as of November 2004. Special Notes: Asterisks (*) denote newer program category.		

Figure III-7 identifies the distribution of funding to each of the program categories. At more than $2.9 billion, the State Bridge Program has received the highest level of funding. These resources have been used to rehabilitate, restore, replace, or repair the majority of the 3,742 (State bridges, adopted bridges, and a tunnel) maintained by the State. ConnDOT regularly evaluates the condition of and prioritizes necessary repairs to all of these structures.

Figure III-7. Capital Program Funds Authorized (SFY1985–SFY2008)



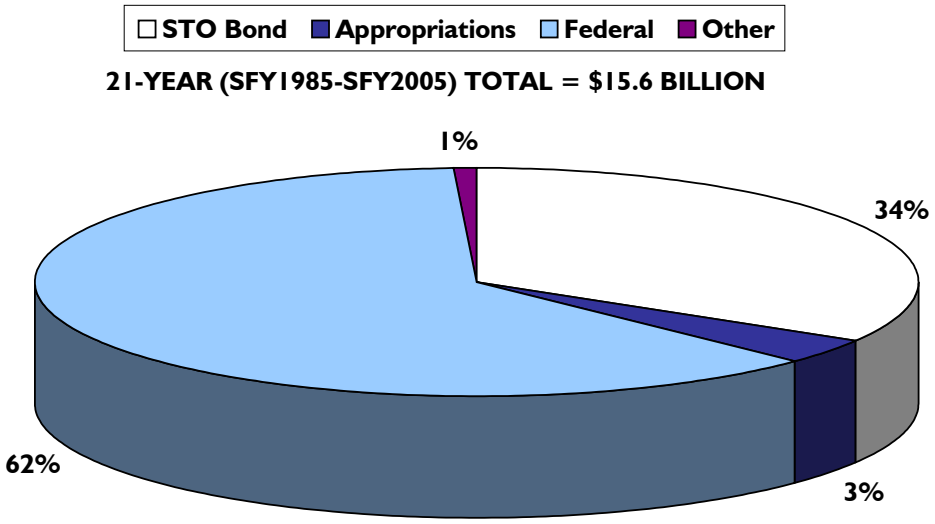
Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2004.

Transit investments have totaled $1.9 billion. They have facilitated the following:

- the purchase of 124 rail passenger cars and 24 locomotives;
- the first overhaul of 122 M-2 rail passenger cars;
- the construction of 3,195 parking spaces on the New Haven Line and 488 on the Shore Line East;
- the rehabilitation of 38 high-level rail passenger platforms;
- the initiation of the Shore Line East Service;
- the installation of New Haven Line radio communications upgrade;
- the initiation of the replacement of five New Haven Line substations;
- the conversion of the New Haven Line's electrical power supply;
- the replacement of the New Canaan Branch catenary system;
- the rehabilitation of railroad bridges;
- the replacement of the Peck Moveable Rail Bridge in Bridgeport;
- the restoration of track and signal systems;
- the construction of rail maintenance facilities in New Haven, Bridgeport and Stamford;
- various ADA rail station improvements;
- the purchase of Connecticut's portion of the New Haven rail line rights-of-way; the construction of bus storage and maintenance facilities in Bridgeport, Danbury, Hartford, New Haven, Milford, Norwalk and Stamford;
- the construction of bus storage and maintenance facilities in Bridgeport, Danbury, Hartford, New Haven, Milford, Norwalk, Stamford and Norwich;
- the construction of center island passenger boarding platforms at Stamford station;
- the reconfiguration of the New Haven interlocking;
- the initiation of the New Haven main line catenary replacement program;
- the initiation of a second comprehensive M-2 rail passenger car overhaul program;
- the construction of a new Shore Line East/Metro-North rail station at State Street in New Haven;
- the rail car storage expansion at the New Haven yard, including construction of a transportation building and a pump station at Water Street;
- the construction of the Stamford parking garage expansion;

- the initiation of Walk and Saga moveable bridge rehabilitation study, interim repairs and preliminary engineering;
- the initiation of the Danbury Branch re-electrification study;
- the initiation of the New Britain to Hartford busway design; and,
- the replacement of the state's inventory of over 900 transit buses.

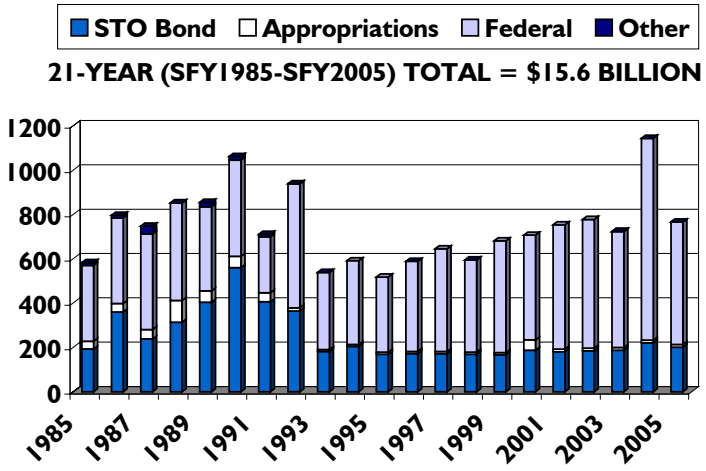
Figure III-8. Capital Program Source of Funds (SFY1985-SFY2005)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2004.

The $1.5 billion resurfacing program has allowed ConnDOT to resurface an average of 432 two-lane miles of the state highway system each year of the program.

Figure III-9. Capital Program Sources of Funds, Annual Breakdown (SFY1985-SFY2005)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Values for years following 2004 are projected. Graphic revised as of November 2004.

The total investment for the 21-year (SFY1985 through SFY2005) equals $15.6 billion. This was financed from four sources (Figure III-8). Federal funds provided $9.7 billion, STO bonding equaled $5.2 billion, appropriations were $542.8 million, and other matching funds equaled $109.9 million. Figure III-9 shows the annual funding level breakdown for each year of the Capital Program.

APPENDIX A

LIST OF ACRONYMS

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APPENDIX A. LIST OF ACRONYMS

A

AASHTO	American Association of State Highway and Transportation Officials
ACOE	United States Army Corps of Engineers
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Airport Improvement Program
ALP	Airport Layout Plan
AMP	Airport Management Plan
ARAN	Automatic Road Analyzer
ASNA	Aviation Safety and Noise Abatement Act of 1979
ATIS	Advanced Traveler Information Systems
AVL	Automated Vehicle Location System

B

BAC	blood alcohol concentration
BDL	Bradley International Airport
BMS	Bridge Management System
BPA	Bridgeport Port Authority
BPAC	Bicycle and Pedestrian Advisory Committee
BRT	Bus Rapid Transit

C

CAAA	Clean Air Act Amendments
CCRPA	Central Connecticut Regional Planning Agency
CCSU	Central Connecticut State University
CD	compact disc
CDF's	near-shore containment facilities
CFR	Code of Federal Regulations
CHAMP	Connecticut Highway Assistance Motorist Patrol
CLIS	Long Island Sound disposal facility
CMAQ	Congestion Mitigation and Air Quality
CMS	Congestion Management System
CO2	carbon dioxide
COG	Council of Governments
ConnDOT	Connecticut Department of Transportation
CRCOG	Capitol Region Council of Governments
CSR	Critical System Replacement

CSS	Context-Sensitive Solutions
CT	Connecticut
CTC	Centralized Traffic Control
CVISN	Commercial Vehicle Information Systems and Networks
CVRR	Central Vermont Railroad
CVO	commercial vehicle operations

D

DAMOS	Army Corps of Engineers Disposal Monitoring System
DEP	Connecticut Department of Environmental Protection
DMV	Connecticut Department of Motor Vehicles
DPS	Connecticut Department of Public Safety
DSS	Connecticut Department of Social Services

E

EIS	Environmental Impact Statement
EMU	electric multiple unit
EPA	United States Environmental Protection Agency

F

FAA	Federal Aviation Administration
FAHP	Federal-aid Highway Program
FAR	Federal Aviation Regulations
FARS	Fatality Analysis Reporting System
FCC	Federal Communications Commission
FSD	Federal Security Director
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FIS	Federal Inspection Station
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year

G

GBTA	Greater Bridgeport Transit Authority
GF	General Fund
GHG	greenhouse gas
GIS	Geographic Information Systems
GO	General Obligation
GPS	Global Positioning System

H

HAR	Highway Advisory Radio
HART	Housatonic Area Regional Transit
HMA	Hot-Mix Asphalt
HOV	Highway Occupancy Vehicle
HTF	Highway Trust Fund
HVCEO	Housatonic Valley Council of Elected Officials

I

IAB	International Arrivals Building (at Bradley International Airport)
IPCC	Intergovernmental Panel on Climate Change
IRI	International Roughness Index
IRVN	Interagency Remote Video Network
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems

J-L

LED	light-emitting diode
LPF	License, Permit and Fee
LRP	Long-Range Transportation Plan

M

MARSEC	Maritime Security
MOU	Memorandum of Understanding
MP	mileage point
MPO	Metropolitan Planning Organizations
MTA	Metropolitan Transportation Authority
MTBE	methyl tertiary butyl ether
MTP	Master Transportation Plan
MUFIDS	multiple-use flight information display system

N

NCP	National Corridor Planning
NEG-ECP	New England Governors and Eastern Canadian Premiers
NEPA	National Environmental Policy Act
NEROP	Northeast Rail Operations Study
NETI	New England Transportation Initiative
NHL	New Haven Line
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NOx	nitrogen oxides

O

ODA	Ocean Dumping Act
OXC	Waterbury-Oxford Airport

P

PAT	Pavement Advisory Team
P-A-Y-GO	pay-as-you-go
PE	Preliminary Engineering
PMS	Pavement Management System

Q-R

RABA	Revenue Aligned Budget Authority
RFP	request for proposal
ROW	right-of-way
RPO	Regional Planning Organization
RTS	Regional Transit Strategy

S

SEAT	Southeast Area Transit District
SFY	State Fiscal Year
SHRP	Strategic Highway Research Program
SIMTF	Statewide Incident Management Task Force
SIP	State Implementation Plan
SLE	Shore Line East
SOV	single-occupant vehicle
SR	state route
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STO	Special Tax Obligation Bonds
STP	Surface Transportation Program
Superpave	Superior Performing Asphalt Pavements
SWRPA	Southwestern Regional Planning Agency

T

TCM	Transportation Control Measure
TEA-21	Transportation Equity Act for the Twenty First Century
TIA	Transportation Investment Area
TIPs	Transportation Improvement Programs
TOD	transit-oriented development
TPs	Transportation Plans
TRANSCOM	Transportation Operations Coordinating Committee
TSA	Transportation Security Agency
TSB	Transportation Strategy Board

U

U.S. or US	United States
U.S.C.	United States Code
USCG	United States Coast Guard
USDOT	United States Department of Transportation
UZA	Urbanized Area

V

VIP	very important person
VMS	variable message signs
VMT	vehicle miles of travel
VOC	Volatile Organic Compounds

W-Z

WIM	weigh-in-motion
WINCOG	Windham Regional Council of Governments
WRTD	Windham Transit District

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APPENDIX B

PROJECT SUMMARY

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APPENDIX B. PROJECT SUMMARY

A. OVERVIEW OF THE PROJECT SUMMARY

The "Project Summary" is based on a Federal Fiscal Year (FFY) and presents ConnDOT's projected ten-year (FFY2006-FFY2015) transportation program. The program identifies projects that are expected to be in some stage of development during the next ten years.* A breakdown is also provided of the funds assigned, or required, to complete the various stages of project development. Data contained within this "Project Summary" is up-to-date as of October 1, 2004, unless otherwise noted.

The amount and use of funds is projected annually based on the federal funding categories and funding levels designated by TEA-21. The current TEA-21 legislation expired on September 30, 2003, (FFY2003); however, it remained necessary, for purposes of this plan, to estimate annual funds through FFY2015. This was done by assuming that the TEA-21 federal program categories would be continued and funding would remain at or slightly above FFY2005 levels for each year thereafter through FFY2015. ConnDOT's program also identifies those projects using funds remaining from prior authorizations as well as those projects that are 100 percent state funded.

Please note that the dollar amounts and years in which projects are shown in the "Project Summary" may differ from the published *2005 Statewide Transportation Improvement Program* (STIP), which is an on-going process developed jointly by the Metropolitan Planning Organizations (MPOs) and ConnDOT pursuant to the requirements of TEA-21.

Project data in this appendix is shown in relation to ConnDOT's projected Capital Program, which is based on a State Fiscal Year (SFY). The projected Capital Program estimates were prepared in September 2004 for approval by the legislature to issue special tax obligation bonds for financing the state's share of the transportation infrastructure program in SFY2006 and SFY2007. Projects that are listed in both the MTP and the projected Capital Program are provided special note in the "Project Summary." In the series of tables entitled PROJECTS BY MODE AND SUGGESTED PROGRAM, the corresponding State Fiscal Year under which these projects can be found in the projected Capital Program (e.g. CAP SFY2004) is listed under the project number. Also, a table entitled SUMMARY OF PROJECTED CAPITAL PROGRAM is included in this "Project Summary"; this table shows the projected Capital Program as of September 2004. Future year funding (SFY2008–SFY2015), shown in the last column of this table, is projected based on the state funding categories of SFY2007.

Although the projects included in the Capital Program may also be included in the MTP and STIP, there are several differences between these documents; these are noted as follows:

* To a limited extent for purposes of cross-referencing, projects that are discussed in the "The Plan" chapter of the *2005 Master Transportation Plan* and noted as "completed" are also listed in the "Project Summary." Typically, funding for these projects in FFY2005 or later is not necessary as project costs were covered in previous years.

- the MTP lists more projects than the Capital Program because, as previously stated, the MTP also has elements of the STIP that are based on federal program funding categories;
- the actual level of federal funding is lower than the authorized level due to federal obligation limits (ceiling), and the Capital Program is based on the actual funding level expected from the bond request;
- also, there are some differences in project and phase scheduling because the MTP and STIP are based on the FFY and the Capital Program is based on the SFY;
- schedules and phases also differ because the Capital Program is based on state program categories and the MTP and STIP are based on federal program categories;
- the MTP, STIP, and Capital Program were all developed at different times of the year; and
- projects continually change as they move through various development stages, which, in turn, continually change the overall transportation program.

There are also many factors that influence ConnDOT's program, including the following:

- the large number of projects involved;
- the level of federal funding; and,
- the various difficulties and unique issues that are often encountered relating to development of specific projects.

Hence, a considerable amount of project-specific information, such as funding sources, schedules, estimated costs, etc. may be revised in a short period of time. Therefore, the "Project Summary" should not be used as a source of precise project detail information. It is more useful as an indicator of the size and scope of ConnDOT's program and statewide transportation needs. The MTP identifies the majority of projects that are in some stage of development.

To comply with the changes mandated by state legislation (Sec. 13b-15 of the Connecticut General Statutes), the "Project Summary" is divided into the following five sections: aviation, waterways, public transportation, highways and a summary of the entire transportation program. The appendix is further organized by federal funding program. The total cost of the individual projects, including their federal and state shares, is also listed.

B. INTERPRETATION OF TABLES

1. GENERAL INFORMATION AND GUIDELINES

- Total costs represent the sum of federal, state and other (local) funds unless otherwise noted.
- The years (2006, 2007, etc.) at the top of each table represent Federal Fiscal Years (FFY).
- "Available Funds" are federal funds that have been obligated for specific project activities (preliminary engineering, right-of-way, and construction) prior to and including FFY2005.
- "Additional Funds Required" is the funding needed for all project activities for which funds were not obligated in or prior to FFY2005.
- Some of the federal programs have names that are the same as or similar to those of state programs listed in the Capital Program. This does not imply that the projects contained in those programs are the same.

2. VARIOUS INDICES

A series of indices (printed on blue paper) are provided for locating information contained within the "Project Summary," specifically the table entitled PROJECTS BY MODE AND SUGGESTED PROGRAM; these are as follows and organized as indicated by the titles:

- INDEX OF PROGRAM CODES
- INDEX OF PROJECT PHASE CODES
- INDEX OF PROJECTS BY PROJECT NUMBER
- INDEX OF PROJECTS BY PROJECT NUMBER - Multi-Funded Only
- INDEX OF PROJECTS BY IMPROVEMENT TYPE
- INDEX OF PROJECTS BY GEOGRAPHIC AREA - Municipalities
- INDEX OF PROJECTS BY GEOGRAPHIC AREA - Other Categories
- INDEX OF PROJECTS BY ROUTE / LOCATION - CT Routes, U.S. Routes, and Interstates
- INDEX OF PROJECTS BY ROUTE / LOCATION – Roads/Bridges by Name and Other Categories
- INDEX OF PROJECTS LISTED IN 2004 PROJECTED CAPITAL PROGRAM

3. PROJECTS BY MODE AND SUGGESTED PROGRAM

This table presents costs for specific projects and is organized by mode (i.e., aviation, waterways, public transportation, and highway operations) and federal funding program. Program fund summaries are included at the end of each program. Non TEA-21 federal projects and non-federal projects are also separated by mode.

In the fund summaries at the end of each funding program, a breakdown of only the federal and state funds is provided. As such, the federal and state funds may not always add up to the total dollars, which often include other (local) funds.

The designation of "CAP SFY2006" or "CAP SFY2007" below a state project number indicates that the project is programmed in the projected Capital Program of October 2004 under SFY2006 or SFY2007, respectively (whereby "SFY" signifies State Fiscal Year). An abbreviated listing of projects with this designation is provided as the table entitled INDEX OF PROJECTS LISTED IN 2004 PROJECTED CAPITAL PROGRAM.

The word "Multi-Funded" under a project number signifies that the same project number is listed under two or more programs. An index of these projects is provided and entitled INDEX OF PROJECTS BY PROJECT NUMBER - Multi-Funded Only. The funds listed for the project represent the funds required from the specific federal program in which the project is listed plus the state matching funds associated with that program. Please be aware that several other projects are also multi-funded, however, these projects are split into different project numbers and are therefore not specifically identified as "Multi-Funded."

The letter codes (A, B, C, X, Y, Z) next to some of the costs are used to identify the phases (project activities), for which the funds are to be expended. The codes and activities they represent are indicated in the INDEX OF PROJECT PHASE CODES.

4. SUMMARY TABLES

A series of tables are provided as a summary of financial data contained within the PROJECTS BY MODE AND SUGGESTED PROGRAM table. These summary tables are located at the end of the "Project Summary" and are printed on yellow paper.

a) SUMMARY OF TEA-21 SUGGESTED FEDERAL PROGRAM SOURCES

This summary table contains funding information organized by TEA-21 federal programs. The table is further organized by transportation mode (i.e., aviation, waterways, public transportation, and highway operations). Non TEA-21 federal program funding and non-federal program funding sources are excluded from the calculations.

b) SUMMARY OF NON TEA-21 SUGGESTED FEDERAL PROGRAM SOURCES

This summary table contains funding information for non TEA-21 federal programs. The table is further organized by transportation mode (i.e., aviation, waterways, public transportation, and highway operations). TEA-21 federal program and non-federal program funding sources are excluded from the calculations.

c) SUMMARY OF NON-FEDERAL SUGGESTED PROGRAM SOURCES

This summary table contains funding information for non-federal program sources. The table is further organized by mode (i.e., aviation, waterways, public transportation, and highway operations). Federal TEA-21 and federal non TEA-21 program funding sources are excluded from the calculations.

d) SUMMARY OF MASS TRANSIT OPERATING SUBSIDIES

This summary table contains funding information for the operating portion of mass transit subsidies. The table is further organized by public transportation option - bus versus rail. Please note that information in this table is presented according to SFY. Please be aware that for this table, "Available Funds" only includes SFY2005. Also, with respect to bus subsidies, the following special issues are noted:

- The federal matching share for the rural transportation services as well as federal operating assistance received by ConnDOT and the transit districts are included in the table.
- Although some local communities contribute to the operation of bus transit service, estimates of such assistance are not included in this table.

e) SUMMARY OF 2004 PROJECTED CAPITAL PROGRAM

This summary table presents ConnDOT's 2004 Projected Capital Program as of September 2004. Please note that this data is organized by SFY. Please also note that there are several differences between the MTP and the projected Capital Program; these were discussed in the "Overview of the Project Summary."

C. CURRENT FUNDING PROGRAMS

The following section provides an overview of the various federal funding programs currently active. For reference, the program code used in the MTP "Project Summary" is provided for each program description. The federal/state funding ratios are shown in the parentheses. Please be aware that individual projects may reflect actual federal/state funding ratios other than those listed here as a result of non-participating project work, special funding sources, and improvement types.

1. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

The State of Connecticut is annually assessed a penalty on its National Highway System (NHS), Surface Transportation Program (STP), and Interstate Maintenance Program because it does not meet the open container requirements of the federal *Surface Transportation Equity Act for the 21st Century* (TEA-21). The Department programs these funds towards hazard elimination eligible projects. MTP "Project Summary" Program Code(s): NHTS.

2. FEDERAL HIGHWAY ADMINISTRATION (FHWA) PROGRAMS

a) HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

This program provides funds to assist the states in their programs to replace or rehabilitate deficient highway bridges and to retrofit bridges on public roads. This program has two subcategories.

BRIDGE PROGRAM: ON-SYSTEM (80/20)

The primary federal bridge program is the "On-System" Bridge Program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road classified as a collector or higher. That is, it must be "on" the Federal-aid road system. ConnDOT has a program of regularly inspecting and rating the condition of bridges. Candidate projects are selected from the list of bridges with poor or fair condition ratings. Available funds are currently programmed for Bridges on the State Highway system. The funding ratio for the "On-System" Bridge Program is 80 percent federal funds to be matched by 20 percent state funds. Typically, only state-maintained and owned bridges are considered for inclusion in the program since the needs of these structures exceed available funding. MTP "Project Summary" Program Code(s): BRX.

BRIDGE PROGRAM: OFF-SYSTEM (80/20)

Another, smaller federal bridge program is the "Off-System" Bridge Program. It provides funds to replace or rehabilitate bridges that are not on the Federal-aid road system. ConnDOT has a program of regularly inspecting and rating the condition of local, as well as State bridges. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-aid road system, they are not qualified for this program. Many of the funded projects are municipal bridges. The funding ratio for the "Off-System" Bridge Program is 80 percent federal funds to be matched by 20 percent state funds. MTP "Project Summary" Program Code(s): BRZ.

b) HIGH PRIORITY PROJECTS

This was a program created under TEA-21. It made available to Connecticut, approximately $128 million in federal funding over the six-year life of TEA-21. The funds are for specific projects identified by Congress. These projects are commonly referred to as demonstration projects. It is unknown part this program will maintain in the new legislation. MTP "Project Summary" Program Code(s): HPP.

c) CONGESTION MITIGATION AND AIR QUALITY PROGRAM (80/20)

Congestion Mitigation and Air Quality (CMAQ) is a program that addresses congestion and air quality problems. Funds must be used for projects that reduce congestion and/or vehicular emissions. The funds are intended to help achieve the goal of the Clean Air Act Amendments (CAAA). In determining project eligibility under these criteria, priority should be given to implementing those projects and

programs that are included in an approved State Implementation Plan (SIP) as a Transportation Control Measure (TCM) and will have air quality benefits. All CMAQ-funded projects and programs require an assessment and documentation of air quality benefits by the State.

Some examples of CMAQ-eligible projects are:

- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOV)
- Employer-based transportation management plans, including incentives
- Traffic flow improvement programs that achieve emission reductions
- Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
- Programs for the provision of all forms of high-occupancy, shared-ride services
- Sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of cyclists, in both public and private areas
- Employer-sponsored programs to permit flexible work schedules

The CMAQ Program provides approximately $1 billion nationwide, annually for six years. Each state is guaranteed at least 0.5 percent of the annual CMAQ apportionment. The remainder of CMAQ funds is apportioned to states for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), based on a legislative formula specified in TEA-21. This formula takes into account the severity of the air pollution problems in each state, as well as the population in areas that do not meet air quality standards for ozone. Many CMAQ projects can qualify for 100 percent federal funding. MTP "Project Summary" Program Code(s): CMAQ.

d) INTERSTATE MAINTENANCE (90/10)

The Interstate Maintenance Program provides federal funds to rehabilitate, restore, and resurface the Interstate Highway System. This program will not fund reconstruction projects that add new travel lanes to the freeways unless the new lanes are High Occupancy Vehicle (HOV) lanes or auxiliary lanes. However, reconstruction of bridges, interchanges, and overpasses along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program. These funds can only be used on Interstate highways. Federal funds can be used to pay for up to 90 percent of a project's cost. A State match of 10 percent is required. MTP "Project Summary" Program Code(s): I-M.

e) INTERSTATE TRADE-IN EASTERN CONNECTICUT (85/15)

The Interstate Trade-In Program is a unique program that terminated at the end of federal fiscal year 1996. However, funds that have been authorized for it will remain available until utilized. The program provides funds to States and regions that previously chose not to build sections of the Interstate Highway System. Regions that "traded in" sections of Interstate are allowed to use the funds for other projects.

The only Trade-In funds still available to Connecticut are from the withdrawal of the original I-84 expressway through eastern Connecticut. The State proposes to use these funds to make roadway improvements in the towns in eastern Connecticut.

The funding ratio for the Interstate Trade-In Program is 85 percent federal funds to be matched by 15 percent state funds. MTP "Project Summary" Program Code(s): IXE.

f) NATIONAL HIGHWAY SYSTEM (80/20)

National Highway System (NHS) funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other freeways and specially designated "principal arterials." Qualified major roadways include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Routes 5 & 15, Route 5, U.S. 44, etc.

The eligibility guidelines for NHS funds are more flexible than the Interstate programs. Funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road, as long as the project improves travel in the corridor. Funds can even be transferred to some of the Surface Transportation Programs (STP) as well. The funding ratio for the NHS program is 80 percent federal funds to be matched by 20 percent state funds. MTP "Project Summary" Program Code(s): NHS.

g) NATIONAL CORRIDOR PLANNING AND DEVELOPMENT

This program provides funding for the planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. Eligible corridors are listed in ISTEA, the *National Highway System Designation Act* of *1995* and TEA-21. The funding ratio is 80 percent federal and 20 percent state. MTP "Project Summary" Program Code(s): NCPD.

h) SURFACE TRANSPORTATION PROGRAM (STP)

The Surface Transportation Program funds may be used by states and municipalities for roadway improvements on roads that are functionally classified as rural minor collector or above. Functional classification of local road is not eligible. This program has a variety of subcategories.

STP - URBAN (80/20)

Fifty (50) percent of all STP funds are reserved for the STP-Urban Program. It is the largest of all the STP programs. Funds are allocated to states and regions according to a formula that is based on the population of the urban area. The funding ratio for the STP-Urban Program is 80 percent federal funds to be matched by 20 percent state and/or local funds. Subcategories of the STP Urban Program include the STP- Hartford, STP-Bridgeport/Stamford, STP-New Haven, STP-other urban and the STP-urban clusters.

The STP-Urban Program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban funds are flexible. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects. MTP "Project Summary" Program Code(s): STPB, STPH, STPN, STPO and STPW.

STP - RURAL (80/20)

The STP Rural Program is a sub-category of the STP Urban Program. A certain proportion of the STP Urban Funds must be spent in rural areas (population less than 5,000). The STP Rural Program funding level is based on the provision that the program receives 110 percent of the old "Rural Secondary" funding level. STP Rural Funds can be used for any type of transportation project. TEA-21 provides that 15 percent of STP-Rural Funds may be spent on roads classified as "Rural Minor Collector." The funding ratio for the STP Rural Program is 80 percent federal funds with a 20 percent match in state/local funds. MTP "Project Summary" Program Code(s): STPR.

STP - ANYWHERE (80/20)

Thirty (30) percent of all STP funds are reserved for the STP-Anywhere Program. These funds can be used anywhere in the state, regardless of rural or urban designation. Since they are not allocated to specific urban areas or regions, ConnDOT usually determines where the funds will be spent. The funding ratio for the STP-Anywhere Program is 80 percent federal funds to be matched by 20 percent state funds or 20 percent local funds for the rural minor collector roadways. MTP "Project Summary" Program Code(s): STPA.

STP - SAFETY (90/10)

Ten (10) percent of all STP funds must be spent on safety improvement projects. ConnDOT uses a list of high accident rate locations to select and develop candidate projects for this program. Projects are also selected from ConnDOT's program to improve railroad grade crossings. The funding ratio for the STP-Safety Program is 80 percent federal funds to be matched by 20 percent state funds. MTP "Project Summary" Program Code(s): STPE.

STP - TRANSPORTATION ENHANCEMENT (80/20)

Ten (10) percent of all STP funds must be spent on enhancement projects. This program is for projects that go above and beyond what is customarily considered part of a transportation activity. The enhancement project must relate to the intermodal transportation system by reason of function or impact and must be encompassed in one of the 12 eligible enhancement areas. ConnDOT selects the STP-Enhancement projects in consultation with all of the RPOs in the State. Each RPO submits its highest priority projects and ConnDOT selects from among the submittals. The funding ratio for the STP-Enhancement Program is 80 percent federal funds to be matched by 20 percent local funds. Typically, the State does not provide the matching funds for this program. MTP "Project Summary" Program Code(s): STPT.

i) VARIOUS OTHER PROGRAMS

There are a number of other programs under which projects are listed in the MTP. These programs include:

- Bridge On-System Discretionary;
- High Priority Demonstration Projects;
- Interstate Discretionary;
- Innovative Bridge;
- Interstate-4R Discretionary; and
- Project Specific Fund – FHWA.

Projects listed under these programs are generally funds earmarked by federal legislation. MTP "Project Summary" Program Code(s): BRXD, HPD, I D, IBR, IR D and PSF, respectively.

Another program referred to as Rural Secondary in the MTP "Project Summary" has been discontinued; no additional projects are proposed to use these monies. However, funding for one project was previously initiated with these funds. As such, these funds will be fully spent prior to being removed from the Department's program. MTP "Project Summary" Program Code(s): RS.

In addition, one project in the MTP "Project Summary" is suggested to use Section 1102 Safety Redistribution funds. This program is a relatively small program that annually amounts to $1.5 million. MTP "Project Summary" Program Code(s): SRD.

3. FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

a) SECTION 3037 JOB ACCESS AND REVERSE COMMUTE PROGRAM (50/50)

This was a new program under TEA-21. Its goal is to provide funds for transportation services designed to transport welfare recipients to and from jobs and activities related to their employment. MTP "Project Summary" Program Code(s): 3037.

b) SECTION 5307 CAPITAL AND OPERATING PROGRAM (80/20)

The FTA Section 5307 funds are primarily for capital assistance projects, such as the purchase of new buses. However, a small portion of these funds is reserved to help defray transit operating expenses.

The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the state, because sufficient federal and state funding has been made available in a timely manner to acquire replacement buses, when and where needed. In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs. When the priority bus needs had been satisfied, the uncommitted funds were programmed for New Haven Line capital projects. The programming of funds in the TIPs and the STIP continues to reflect this philosophy.

ConnDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit.

All specific provisions of FTA Circular 9030.1A, Chapter III, Paragraph III-4, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to.

The capital program requires a 20 percent non-federal match. Federal regulations restrict the amount that can be used for operating assistance. MTP "Project Summary" Program Code(s): 5307.

c) SECTION 5309 CAPITAL FUNDING PROGRAM (80/20)

The Federal Transit Administration (FTA) administers several transit funding programs. The Section 5309 Program provides capital funding for the establishment of new rail projects ("New Start" - 40%), the improvement and maintenance of existing rail and other fixed guideway systems ("Rail Modernization"- 40%), and the rehabilitation of bus systems ("Bus and Other"- 20%).

The "New Start" funds are all awarded on a discretionary basis. Proposed new rail services must compete against proposals from other areas of the country. The FTA will pay 80 percent of the total project costs for projects funded through Section 5309. State and local governments are required to fund 20 percent of project costs, although they are permitted and expected to provide a larger local share. MTP "Project Summary" Program Code(s): 5309.

d) SECTION 5310 CAPITAL PROGRAM (80/20)

The FTA Section 5310 Program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. In 1992, the program was expanded to make grants available to public agencies approved by the State to coordinate services for the elderly and disabled. The basic matching ratio for capital grant projects is 80 percent federal and 20 percent local. MTP "Project Summary" Program Code(s): 5310.

e) SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)

The FTA Section 5311 Program provides funds to assist in the development, improvement and use of public transportation systems in non-urbanized and small urban areas. The funds are used in the following ways:

- To reimburse the five rural transits districts for operating administrative deficits on a 50/33/17 (federal/state/local) matching ratio.
- For Section 5311 transit operators to purchase wheelchair accessible vans and small buses on an 80/20 (federal/state) ratio.
- For transit research, technical assistance, training and related support services, including eligible Section 5310 recipients, using 100 percent federal funds.

MTP "Project Summary" Program Code(s): 5311.

4. NON TEA-21 FEDERAL PROGRAMS

There are several federal programs for which projects are suggested to be funded that are denoted as Non TEA-21 Federal Programs. As implied by the title, these programs are federal programs that were not included in TEA-21. Since these programs have been discontinued, no additional projects are proposed to use these monies. However, funding for several projects was previously initiated with these funds. As such, these funds will be fully spent prior to being removed from the Department's program.

5. STATE, LOCAL AND OTHER FUNDING

The federal share payable on a transportation project is generally 80 or 90 percent of the total project cost depending on the scope of improvement. The remainder of the project cost is funded by state, local or other sources.

State resources are sufficiently available to match federal dollars, as shown by Connecticut's record of financing its Transportation Renewal Program. Connecticut's Special Transportation Fund (STF) was established by the State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. The major sources of STF funds are the motor fuel tax and the motor vehicle receipts, which, combined, make up approximately 80 percent of the total fund revenue. MTP "Project Summary" Program Code(s): STE.

Additionally, a limited number of projects in the MTP "Project Summary" include a local match to federal funds or include private sources for financing.

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Program Code	Program
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5307	SECTION 5307 CAPITAL AND OPERATING PROGRAM
5309	SECTION 5309 CAPITAL FUNDING PROGRAM
5310	SECTION 5310 CAPITAL PROGRAM
5311	SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)
BRX	BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)
BRXD	BRIDGE ON-SYSTEM DISCRETIONARY (HIGHWAY BR REPLACEMENT AND REHAB)
BRZ	BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)
CMAQ	CONGESTION MITIGATION AND AIR QUALITY PROGRAM
HPD	HIGH PRIORITY DEMONSTRATION PROJECTS
HPP	HIGH PRIORITY PROJECTS
I D	INTERSTATE DISCRETIONARY
I-M	INTERSTATE MAINTENANCE
IBR	INNOVATIVE BRIDGE
IR D	INTERSTATE-4R DISCRETIONARY
ISTE	NON TEA 21-FEDERAL PROGRAMS
IXE	INTERSTATE TRADE-IN EASTERN CONNECTICUT
NCPD	NATIONAL CORRIDOR PLANNING AND DEVELOPMENT
NHS	NATIONAL HIGHWAY SYSTEM
NHTS	NATIONAL HIGHWAY TRANSPORTATION SYSTEM
PSF	PROJ SPECIFIC FUND - FHWA
RS	RURAL SECONDARY
SRD	SECTION 1102 SAFETY REDISTRIBUTION
STE	NON FEDERAL PROGRAMS
STPA	SURFACE TRANSPORTATION PROGRAM - ANYWHERE
STPB	SURFACE TRANSPORTATION PROGRAM - BRIDGEPORT
STPE	SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY
STPH	SURFACE TRANSPORTATION PROGRAM - HARTFORD
STPN	SURFACE TRANSPORTATION PROGRAM - NEW HAVEN
STPO	SURFACE TRANSPORTATION PROGRAM - OTHER URBAN
STPR	SURFACE TRANSPORTATION PROGRAM - RURAL
STPT	SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION ENHANCEMENT
STPW	SURFACE TRANSPORTATION PROGRAM - WORCESTER

INDEX OF PROJECT PHASE CODES

Phase Code	Phase
A	PRELIMINARY ENGINEERING (PE)
B	RIGHT OF WAY (ROW)
C	CONSTRUCTION
X	PRELIMINARY ENGINEERING AND RIGHT-OF-WAY
Y	RIGHT-OF-WAY AND CONSTRUCTION
Z	PRELIMINARY ENGINEERING, RIGHT-OF-WAY, AND CONSTRUCTION (MAY ALSO SIGNIFY OTHER, ACQUISITION, OR PROGRAMMED ACTIVITY)

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0017-0143	STPE	Z	B-150
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0051-0257	BRX	C	B-100
0056-0271	STPA	Y	B-132
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AVIATION — NON FEDERAL PROGRAMS

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					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004						
0015-0252	SIKORSKY ARPT	---	GRANT-IN-AID TO THE CITY OF BRIDGEPORT FOR SNOW REMOVAL EQUIPMENT SIKORSKY MEM AIRPORT	**TOTAL**	26	26	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	26	26		0	0	0	0
0015-0273	SIKORSKY ARPT	---	GRANT-IN-AID TO THE CITY OF BRIDGEPORT: EIS FOR R/W 6-24 SAFETY IMPRVMNT PROJ	**TOTAL**	109	109	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	109	109		0	0	0	0
0015-0290	SIKORSKY ARPT	---	GRANT-IN-AID TO THE CITY OF BRIDGEPORT: IMPRVMNTS TO R/W 6-24 SIKORSKY AIRPORT	**TOTAL**	8	8	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	8	8		0	0	0	0
0034-0269	DANBURY ARPT	---	RECONST R/W "17-35", INSTALL SIGNS & CONSTRUCT, MARK T/W E RELOCATE FAA PARKING LOT	**TOTAL**	239	239	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	239	239		0	0	0	0
0034-0293	DANBURY ARPT	---	GRANT-IN-AID TO THE CITY OF DANBURY, EXPAND & REHABILITATE GA RAMP DANBURY MUNIC AIRPORT	**TOTAL**	124	124	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	124	124		0	0	0	0
0034-0301	DANBURY ARPT	---	GRANT-IN-AID - WILDLIFE FENCE, R/W 8-26 OBSTRUCTION ANALYSIS DANBURY MUNICIPAL AIRPORT	**TOTAL**	22	22	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	22	22		0	0	0	0
0034-0314	DANBURY ARPT	---	RECONSTRUCT, MARK & LIGHT T/W A AT DANBURY MUNICIPAL AIRPORT	**TOTAL**	201	201	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	201	201		0	0	0	0
0034-0316	DANBURY ARPT	---	PART 150 NOISE STUDY	**TOTAL**	7	7	Z	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	7	7		0	0	0	0
0058-0274	GRTN-NL ARPT	---	PURCHASE R/W SNOW SWEEPER FOR GROTON/NEW LONDON AIRPORT	**TOTAL**	255	255	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	255	255		0	0	0	0
0058-0284	GRTN-NL ARPT	---	REMOVAL OF FUEL STORAGE TANK AT GROTON/NEW LONDON AIRPORT	**TOTAL**	100	100	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	100	100		0	0	0	0
0058-0299	GRTN-NL ARPT	---	REALIGN & RECONSTRUCT T/W B & C AT GROTON/ NEW LONDON AIRPORT	**TOTAL**	386	386	Z	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	386	386		0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0058-0334	GROTON	---	CONSTRUCTION OF A WASTEWATER PUMP STATION AT GROTON - NEW LONDON AIRPORT	**TOTAL**	331	331 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	331	331	0	0	0	0
0058-A027	GRTN-NL ARPT	---	AUTO PARKING LOT	**TOTAL**	500	0	500	0	0	500 Z
				FEDERAL	0	0	0	0	0	0
				STATE	500	0	500	0	0	500
0058-A028	GRTN-NL ARPT	---	REHAB GA RAMP	**TOTAL**	200	0	200	0	0	200 Z
				FEDERAL	0	0	0	0	0	0
				STATE	200	0	200	0	0	200
0058-A045	GRTN-NL ARPT	---	EXTEND UTILITIES	**TOTAL**	550	150 C	400	0	0	400 C
				FEDERAL	0	0	0	0	0	0
				STATE	550	150	400	0	0	400
0058-A051	GRTN-NL ARPT	---	EXTEND SECURITY SYSTEM	**TOTAL**	120	120 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	120	120	0	0	0	0
0058-AXX1	GRTN-NL ARPT	---	PARKING IMPRVMNTS	**TOTAL**	200	0	200	200 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	200	0	200	200	0	0
0058-AXX2	GRTN-NL ARPT	---	DRAINAGE IMPROVE STUDY	**TOTAL**	80	0	80	80 Z	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	80	0	80	80	0	0
0058-AXX5	GRTN-NL ARPT	---	PAVEMENT MGMT PLAN	**TOTAL**	50	0	50	0	0	50 Z
				FEDERAL	0	0	0	0	0	0
				STATE	50	0	50	0	0	50
0058-AXX6	GRTN-NL ARPT	---	DEMOLISH FORMER MILITARY BUILDING	**TOTAL**	350	0	350	0	0	350 C
				FEDERAL	0	0	0	0	0	0
				STATE	350	0	350	0	0	350
0063-0471	HTFD-BRAINARD ARPT	---	REPLACE ROOF & HVAC SYSTEM AT BRAINARD AIRPORT IN HARTFORD [BUILDING NO.0085-0006]	**TOTAL**	132	132 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	132	132	0	0	0	0
0063-0538	HTFD-BRAINARD ARPT	---	EXPAND AIRPORT RESCUE FIRE FIGHTING BUILDING AT HARTFORD/ BRAINARD AIRPORT	**TOTAL**	40	40 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	40	40	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0063-0545	HTFD-BRAINARD ARPT	---	RECONSTRUCT A PORTION OF THE DRAINAGE SYSTEM AT HARTFORD/ BRAINARD AIRPORT	**TOTAL**	1	1 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1	1	0	0	0	0
0063-0588	HTFD-BRAINARD ARPT	---	REVISE WILDLIFE MGMT PLAN FOR HARTFORD/BRAINARD AIRPORT	**TOTAL**	14	14 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	14	14	0	0	0	0
0063-A018	HTFD-BRAINARD ARPT	---	SECURITY SYSTEM	**TOTAL**	260	0	260	260 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	260	0	260	260	0	0
0063-AXX8	HTFD-BRAINARD ARPT	---	CONVERT PUMP STATION	**TOTAL**	45	11 Z	34	0	0	34 Z
				FEDERAL	0	0	0	0	0	0
				STATE	45	11	34	0	0	34
0068-A015	DANIELSON ARPT	---	OBSTRUCTION LIGHTS	**TOTAL**	100	0	100	0	0	100 C
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	0	0	100
0068-A016	DANIELSON ARPT	---	REPAIRS TO FBO BUILDING	**TOTAL**	100	100 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	100	100	0	0	0	0
0068-A052	DANIELSON ARPT	---	SECURITY SYSTEM	**TOTAL**	200	200 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	200	200	0	0	0	0
0068-AXX5	DANIELSON ARPT	---	CONSTRUCT PERIMETER RD	**TOTAL**	315	0	315	315 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	315	0	315	315	0	0
0079-0204	MRDN-MARKHAM ARPT	---	AIRPORT LAYOUT PLAN UPDATE MERIDEN-MARKHAM AIRPORT BY THE CITY OF MERIDEN	**TOTAL**	24	24 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	24	24	0	0	0	0
0079-AXX5	MRDN-MARKHAM ARPT	---	CONSTRUCT HANGERS	**TOTAL**	300	0	300	0	0	300 C
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0079-AXX6	MRDN-MARKHAM ARPT	---	CONSTRUCT NEW PARKING LOT	**TOTAL**	50	0	50	0	0	50 C
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0092-0457	TWEED-NEW HVN ARPT	---	EIS & STUDY OF T\W "B" & R\W "2" SAFETY AREA INCLUDING DESIGN	TOTAL	38	38 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	38	38	0	0	0	0
0092-0458	TWEED-NEW HVN ARPT	---	TWEED/NEW HAVEN AIRPORT GRANT- GRANT-IN-AID: PURCHASE R/W SNOW BROOM	TOTAL	14	14 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	14	14	0	0	0	0
0092-0484	TWEED-NEW HVN ARPT	---	GRANT-IN-AID TO CITY OF NEW HAVEN FOR EIS EVALUATION OF T/W B & R/W 2 AT TWEED-NEW HVN ARPT	TOTAL	67	67 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	67	67	0	0	0	0
0092-0485	NEW HAVEN	---	GRANT-IN-AID TO THE CITY OF NEW HAVEN FOR THE DESIGN OF VARIOUS IMPRVMNTS - TWEED	TOTAL	9	9 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	9	9	0	0	0	0
0092-0492	TWEED-NEW HVN ARPT	---	GRANT-IN-AID TO THE CITY OF NEW HAVEN: PURCHASE AIRPORT RESCUE FIREFIGHTING VEHICLE	TOTAL	25	25 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	25	25	0	0	0	0
0092-0503	TWEED-NEW HVN ARPT	---	GRANT-IN-AID TO THE CITY OF NEW HAVEN: CONSTRUCTION OF ARFF BUILDING TWEED/NEW HAVEN	TOTAL	86	86 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	86	86	0	0	0	0
0092-0536	TWEED-NEW HVN ARPT	---	GRANT-IN-AID FOR AIRPORT MASTER PLAN UPDATE TWEED-NEW HAVEN AIRPORT	TOTAL	33	33 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	33	33	0	0	0	0
0092-0537	TWEED-NEW HVN ARPT	---	GRANT-IN-AID FOR ENVIRO DESIGN & PERMITTING R/W 2-20 & T/W EXT AT TWEED-NEW HVN ARPT	TOTAL	26	26 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	26	26	0	0	0	0
0092-0555	TWEED-NEW HVN ARPT	---	GRANT-IN-AID TO THE NEW HAVEN AIRPORT AUTHORITY TO RECONSTRUCT R/W 14-32	TOTAL	53	53 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	53	53	0	0	0	0
0092-0556	TWEED-NEW HVN ARPT	---	GRANT-IN-AID TO THE NEW HAVEN AIRPORT AUTHORITY TO PURCHASE SNOW REMOVAL EQUIPMENT	TOTAL	23	23 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	23	23	0	0	0	0
0092-0584	TWEED-NEW HVN ARPT	---	TO PROVIDE FUNDING TO TWEED NEW HAVEN AIPORT FOR OPERATING SUBSIDY FY 04	TOTAL	600	600 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	600	600	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0107-0153	WTBY-OXFORD ARPT	---	EXTEND T/W B AT WATERBURY/OXFORD AIRPORT	**TOTAL**	147	147 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	147	147	0	0	0	0
0107-A026	WTBY-OXFORD ARPT	---	POWERLINE RELOCATION AT WATERBURY/OXFORD AIRPORT	**TOTAL**	4,275	275 Z	4,000	0	0	4,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	4,275	275	4,000	0	0	4,000
0107-A034	WTBY-OXFORD ARPT	---	APPROACH LIGHT SYSTEM	**TOTAL**	175	0	175	0	0	175 A
				FEDERAL	0	0	0	0	0	0
				STATE	175	0	175	0	0	175
0107-A052	WTBY-OXFORD ARPT	---	CONSTRUCT VEHICLE BUILDING	**TOTAL**	450	0	450	450 Z	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	450	0	450	450	0	0
0107-A053	WTBY-OXFORD ARPT	---	EXTEND SECURITY SYSTEM	**TOTAL**	245	245 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	245	245	0	0	0	0
0107-AXX3	WTBY-OXFORD ARPT	---	PAVEMENT MGMT PLAN	**TOTAL**	50	0	50	0	0	50 Z
				FEDERAL	0	0	0	0	0	0
				STATE	50	0	50	0	0	50
0163-A027	WINDHAM ARPT	---	SECURITY SYSTEM	**TOTAL**	350	350 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	350	350	0	0	0	0
0163-A052	WINDHAM ARPT	---	DEMOLISH BUILDINGS	**TOTAL**	100	0	100	100 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	100	0	0
0163-AXX1	WINDHAM ARPT	---	EXTEND UTILITIES TO NORTH SIDE	**TOTAL**	620	0	620	0	620 C	0
				FEDERAL	0	0	0	0	0	0
				STATE	620	0	620	0	620	0
0163-AXX3	WINDHAM ARPT	---	PAVEMENT MGMT PLAM	**TOTAL**	50	0	50	0	0	50 A
				FEDERAL	0	0	0	0	0	0
				STATE	50	0	50	0	0	50
0163-AXX4	WINDHAM ARPT	---	SECURITY IMPRVMNTS	**TOTAL**	100	0	100	0	0	100 C
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	0	0	100

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0163-AXX5	WINDHAM ARPT	---	UPDATE STORM WATER PLAN	**TOTAL**	30	0	30	30 Z	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	30	0	30	30	0	0
0165-0313	BRADLEY ARPT	---	NEW TERMINAL STUDY & DESIGN BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	22,242	22,242 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	22,242	22,242	0	0	0	0
0165-0358	BRADLEY ARPT	---	HORIZONTAL REMEDIATION WELL SYSTEM - NEW TERMINAL PROJ BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	1,603	1,603 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,603	1,603	0	0	0	0
0165-0359	BRADLEY ARPT	---	NEW TERMINAL DEVELOPMENT PROJ CONTRACT ADMIN. & INSPECTION BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	12,374	12,374 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	12,374	12,374	0	0	0	0
0165-0363	BRADLEY ARPT	---	IMPRVMNTS TO WATER SUPPLY SYSTEM [FY 2000-04] AT BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	576	576 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	576	576	0	0	0	0
0165-0365	BRADLEY ARPT	---	SOIL REMEDIATION, NEW TERMINAL & CONCOURSE, TERMINAL A & CONC C BRADLEY INTERNATIONAL AIPORT	**TOTAL**	828	828 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	828	828	0	0	0	0
0165-0368	BRADLEY ARPT	---	COMMUNICATIONS IMPRVMNTS NEW TERMINAL DEVELOPMENT PROJ BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	2,490	2,490 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,490	2,490	0	0	0	0
0165-AX10	BRADLEY ARPT	---	PERMITER RD EAST SIDE [RR CROSSING]	**TOTAL**	700	0	700	700 Z	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	700	0	700	700	0	0
0165-AX11	BRADLEY ARPT	---	PERMITER RD 9SR 401 TO MAINTENANCE BLDG	**TOTAL**	100	0	100	0	100 Z	0
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	0	100	0
0165-AX12	BRADLEY ARPT	---	VARIOUS AIRPORT IMPRVMNTS	**TOTAL**	11,000	0	11,000	0	0	11,000 C
				FEDERAL	0	0	0	0	0	0
				STATE	11,000	0	11,000	0	0	11,000
0170-1105	STATEWIDE	---	PHOTOS & PHOTOGRAMMETRY, CONTOUR MAPS OF TREE TOP CANOPY-GENERAL AVIATION ARPTS	**TOTAL**	506	506 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	506	506	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0170-1397	STATEWIDE	---	MAP WETLANDS	**TOTAL**	122	110 Z	12	0	0	12 Z
				FEDERAL	0	0	0	0	0	0
				STATE	122	110	12	0	0	12
0170-1490	STATEWIDE	---	STATEWIDE OBSTRUCTION ANALYSIS & REMOVAL AT FIVE [5] STATE OWNED GENERAL AVIATION AIRPORT	**TOTAL**	639	639 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	639	639	0	0	0	0
0170-1596	STATEWIDE	---	PURCHASE TWO[2] 36,000 LB GVW DUMP TRUCKS FOR WATERBURY/ OXFORD & BRAINARD AIRPORTS	**TOTAL**	142	142 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	142	142	0	0	0	0
0170-2426	STATEWIDE	---	PURCHASE OF RADIO EQUIPMENT FOR VARIOUS GENERAL AVIATION AIRPORTS.	**TOTAL**	19	19 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	19	19	0	0	0	0
0170-2499	GEN AV AIRPORTS	---	STORM WATER POLLUTION PREVENTION PLAN GEN.AVIAT. AIRPORTS	**TOTAL**	60	60 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	60	60	0	0	0	0
0170-AXX1	STATEWIDE	---	INTERGRATED AIRPORT SECURITY	**TOTAL**	600	0	600	0	600 Z	0
				FEDERAL	0	0	0	0	0	0
				STATE	600	0	600	0	600	0
0170-TBD1	VARIOUS	---	CONNECTICUT STATEWIDE SYSTEM PLAN UPDATE	**TOTAL**	100	0	100	0	0	100 Z
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	0	0	100
0172-0340	WINDHAM ARPT	---	DEMOLISH BUILDINGS AT WINDHAM AIRPORT & KILLINGLY/ DANIELSON AIRPORT	**TOTAL**	100	100 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	100	100	0	0	0	0
				TOTAL	67,206	46,280	20,926	2,135	1,320	17,471
				FEDERAL	0	0	0	0	0	0
				STATE	66,856	46,280	20,576	2,135	1,320	17,121

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0015-0306	SIKORSKY ARPT	---	RECONSTRUCT T/W D & CORRECT SIGNAGE ON & ADJACENT TO R/W 11-29 AT BRIDGEPORT AIRPRT	**TOTAL**	1,000	1,000 C	0	0	0	0
				FEDERAL	900	900	0	0	0	0
				STATE	75	75	0	0	0	0
0015-AXX1	SIKORSKY ARPT	---	CONTRUCT RAMP	**TOTAL**	1,000	0	1,000	1,000 C	0	0
				FEDERAL	900	0	900	900	0	0
				STATE	75	0	75	75	0	0
0015-AXX2	SIKORSKY ARPT	---	CONSTRUCT RAMP [SOUTH]	**TOTAL**	1,000	0	1,000	0	1,000 C	0
				FEDERAL	900	0	900	0	900	0
				STATE	75	0	75	0	75	0
0015-AXX3	SIKORSKY ARPT	---	CONSTRUCT ARFF BUILDING	**TOTAL**	400	0	400	0	0	400 Z
				FEDERAL	360	0	360	0	0	360
				STATE	30	0	30	0	0	30
0015-AXX4	SIKORSKY ARPT	---	T/W Y TO R/W 24	**TOTAL**	3,000	0	3,000	0	0	3,000 Z
				FEDERAL	2,700	0	2,700	0	0	2,700
				STATE	200	0	200	0	0	200
0015-AXX5	SIKORSKY ARPT	---	R/W 11-29 SAFETY AREA	**TOTAL**	4,000	0	4,000	0	0	4,000 Z
				FEDERAL	3,600	0	3,600	0	0	3,600
				STATE	200	0	200	0	0	200
0034-0228	DANBURY ARPT	---	CONSTRUCT GENERAL AVIATION APRON & INNER T/W 'A' AT DANBURY MUNICIPAL AIRPORT	**TOTAL**	2,687	2,687 C	0	0	0	0
				FEDERAL	2,419	2,419	0	0	0	0
				STATE	201	201	0	0	0	0
0034-AXX1	DANBURY ARPT	---	OBSTRUCTION REMOVAL	**TOTAL**	500	0	500	500 C	0	0
				FEDERAL	450	0	450	450	0	0
				STATE	38	0	38	38	0	0
0034-AXX2	DANBURY ARPT	---	LAND ACQUISTIONS	**TOTAL**	500	0	500	500 Z	0	0
				FEDERAL	450	0	450	450	0	0
				STATE	38	0	38	38	0	0
0034-AXX3	DANBURY ARPT	---	OBSTRUCT REMOVAL	**TOTAL**	500	0	500	0	500 C	0
				FEDERAL	450	0	450	0	450	0
				STATE	38	0	38	0	38	0
0034-AXX4	DANBURY ARPT	---	LAND ACQUISTIONS	**TOTAL**	500	0	500	0	500 Z	0
				FEDERAL	450	0	450	0	450	0
				STATE	38	0	38	0	38	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0034-AXX5	DANBURY ARPT	---	PART 150 NOISE STUDY	**TOTAL**	200	0	200	0	0	200 Z
				FEDERAL	180	0	180	0	0	180
				STATE	15	0	15	0	0	15
0034-AXX6	DANBURY ARPT	---	NEW GA RAMP	**TOTAL**	500	0	500	0	0	500 C
				FEDERAL	450	0	450	0	0	450
				STATE	38	0	38	0	0	38
0034-AXX7	DANBURY ARPT	---	REHAB T/W B	**TOTAL**	500	0	500	0	0	500 C
				FEDERAL	450	0	450	0	0	450
				STATE	38	0	38	0	0	38
0034-AXX8	DANBURY ARPT	---	LIGHTING R/W 8-26	**TOTAL**	1,000	0	1,000	0	0	1,000 C
				FEDERAL	900	0	900	0	0	900
				STATE	75	0	75	0	0	75
0034-AXX9	DANBURY ARPT	---	REHAB T/W C	**TOTAL**	1,000	0	1,000	0	0	1,000 C
				FEDERAL	900	0	900	0	0	900
				STATE	75	0	75	0	0	75
0058-0280	GRTN-NL ARPT	---	ENVIRONMENTAL IMPACT STATEMENT FOR R/W 5-23 SAFETY AREA	**TOTAL**	499	499 Z	0	0	0	0
				FEDERAL	360	360	0	0	0	0
				STATE	139	139	0	0	0	0
0058-A023	GRTN-NL ARPT	---	REHAB T/W C NORTH	**TOTAL**	2,674	174 A	2,500	0	2,500 C	0
				FEDERAL	2,250	0	2,250	0	2,250	0
				STATE	424	174	250	0	250	0
0058-A026	GRTN-NL ARPT	---	REHABILITATE TERMINAL RAMP AT GROTON/NEW LONDON AIRPORT	**TOTAL**	1,340	0	1,340	0	0	1,340 Z
				FEDERAL	900	0	900	0	0	900
				STATE	440	0	440	0	0	440
0058-A032	GRTN-NL ARPT	---	CONSTRUCT R/W 5-23 SAFETY AREAS AT GROTON/NEW LONDON AIRPORT	**TOTAL**	4,100	100 A	4,000	0	0	4,000 Z
				FEDERAL	3,600	0	3,600	0	0	3,600
				STATE	500	100	400	0	0	400
0058-A037	GRTN-NL ARPT	---	VEGETATION MGMT PLAN II	**TOTAL**	150	0	150	0	0	150 Z
				FEDERAL	135	0	135	0	0	135
				STATE	15	0	15	0	0	15
0058-A038	GRTN-NL ARPT	---	VEGETATION MGMT PLAN III	**TOTAL**	500	0	500	0	0	500 Z
				FEDERAL	450	0	450	0	0	450
				STATE	50	0	50	0	0	50

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0058-AXX3	GRTN-NL ARPT	---	REHAB TERM RAMP	**TOTAL**	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	900	0	900	0	0	900
				STATE	100	0	100	0	0	100
0058-AXX4	GRTN-NL ARPT	---	DRAINAGE IMPRVMNTS	**TOTAL**	750	0	750	0	0	750 Z
				FEDERAL	675	0	675	0	0	675
				STATE	75	0	75	0	0	75
0058-AXX7	GRTN-NL ARPT	---	FAR PART 150 NOISE STUDY AT GROTON-NEW LONDON AIRPORT	**TOTAL**	200	0	200	0	0	200 Z
				FEDERAL	180	0	180	0	0	180
				STATE	20	0	20	0	0	20
0063-0559	HTFD-BRAINARD ARPT	---	RECONSTRUCT RAMP	**TOTAL**	1,171	1,171 Z	0	0	0	0
				FEDERAL	930	930	0	0	0	0
				STATE	241	241	0	0	0	0
0063-A019	HTFD-BRAINARD ARPT	---	R/W SAFETY AREA	**TOTAL**	700	0	700	100 B	0	600 Z
				FEDERAL	540	0	540	0	0	540
				STATE	160	0	160	100	0	60
0063-AX10	HTFD-BRAINARD ARPT	---	REHAB R/W 20	**TOTAL**	2,000	0	2,000	0	0	2,000 Z
				FEDERAL	1,800	0	1,800	0	0	1,800
				STATE	200	0	200	0	0	200
0063-AX11	HTFD-BRAINARD ARPT	---	VEGETATION MGMT PROGRAM IV	**TOTAL**	500	0	500	0	0	500 Z
				FEDERAL	450	0	450	0	0	450
				STATE	50	0	50	0	0	50
0063-AX12	HTFD-BRAINARD ARPT	---	VEGETATION MGMT PROGRAM V	**TOTAL**	500	0	500	0	0	500 Z
				FEDERAL	450	0	450	0	0	450
				STATE	50	0	50	0	0	50
0063-AX13	HTFD-BRAINARD ARPT	---	FAR PART 150 NOISE STUDY AT HARTFORD BRAINARD AIRPORT	**TOTAL**	200	0	200	0	0	200 Z
				FEDERAL	180	0	180	0	0	180
				STATE	20	0	20	0	0	20
0063-AXX1	HTFD-BRAINARD ARPT	---	R/W SAFETY AREA [MDC]	**TOTAL**	100	0	100	0	100 Z	0
				FEDERAL	90	0	90	0	90	0
				STATE	10	0	10	0	10	0
0063-AXX3	HTFD-BRAINARD ARPT	---	VEGETATION MGMT PROGRAM II	**TOTAL**	125	125 Z	0	0	0	0
				FEDERAL	119	119	0	0	0	0
				STATE	6	6	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0063-AXX4	HTFD-BRAINARD ARPT	---	VEGETATION MGMT PROGRAM III	**TOTAL**	262	0	262	0	262 Z	0
				FEDERAL	237	0	237	0	237	0
				STATE	25	0	25	0	25	0
0063-AXX5	HTFD-BRAINARD ARPT	---	REHAB MAINTENANCE FACILITY	**TOTAL**	1,500	0	1,500	0	1,500 Z	0
				FEDERAL	1,350	0	1,350	0	1,350	0
				STATE	150	0	150	0	150	0
0063-AXX6	HTFD-BRAINARD ARPT	---	DRAINAGE IMPROVE	**TOTAL**	600	0	600	0	0	600 Z
				FEDERAL	540	0	540	0	0	540
				STATE	60	0	60	0	0	60
0063-AXX7	HTFD-BRAINARD ARPT	---	MASTER PLAN UPDATE	**TOTAL**	250	0	250	0	0	250 Z
				FEDERAL	220	0	220	0	0	220
				STATE	30	0	30	0	0	30
0063-AXX9	HTFD-BRAINARD ARPT	---	REHAB RAMP & CONSTRUCT HELIPAD	**TOTAL**	850	100 A	750	750 C	0	0
				FEDERAL	712	0	712	712	0	0
				STATE	138	100	38	38	0	0
0068-0192	DANIELSON ARPT	---	EXPAND GA RAMP	**TOTAL**	600	50 A	550	0	0	550 C
				FEDERAL	495	0	495	0	0	495
				STATE	105	50	55	0	0	55
0068-A014	DANIELSON ARPT	---	VEGETATION MGMT PROGRAM II	**TOTAL**	400	400 Z	0	0	0	0
				FEDERAL	360	360	0	0	0	0
				STATE	40	40	0	0	0	0
0068-A017	DANIELSON ARPT	---	VEGETATION MGMT PROGRAM III	**TOTAL**	550	0	550	550 Z	0	0
				FEDERAL	523	0	523	523	0	0
				STATE	27	0	27	27	0	0
0068-AXX1	DANIELSON ARPT	---	VEGETATION MGMT PROGRAM V	**TOTAL**	500	0	500	0	0	500 Z
				FEDERAL	450	0	450	0	0	450
				STATE	50	0	50	0	0	50
0068-AXX2	DANIELSON ARPT	---	RECON TIE DOWN AREA	**TOTAL**	800	0	800	0	0	800 Z
				FEDERAL	720	0	720	0	0	720
				STATE	80	0	80	0	0	80
0068-AXX3	DANIELSON ARPT	---	CONSTRUCT TRANSIENT RAMP	**TOTAL**	660	60 A	600	600 Z	0	0
				FEDERAL	570	0	570	570	0	0
				STATE	90	60	30	30	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0068-AXX4	DANIELSON ARPT	---	EXPAND MIDFIELD RAMP	**TOTAL**	700	0	700	0	0	700 Z
				FEDERAL	630	0	630	0	0	630
				STATE	70	0	70	0	0	70
0068-AXX6	DANIELSON ARPT	---	MASTER PLAN	**TOTAL**	200	200 Z	0	0	0	0
				FEDERAL	180	180	0	0	0	0
				STATE	20	20	0	0	0	0
0079-AXX1	MRDN-MARKHAM ARPT	---	APRON/TAXIWAY [T/W]	**TOTAL**	1,016	1,016 C	0	0	0	0
				FEDERAL	915	915	0	0	0	0
				STATE	76	76	0	0	0	0
0079-AXX2	MRDN-MARKHAM ARPT	---	REHAB R/W 18-36	**TOTAL**	1,000	1,000 Z	0	0	0	0
				FEDERAL	900	900	0	0	0	0
				STATE	75	75	0	0	0	0
0079-AXX3	MRDN-MARKHAM ARPT	---	REH PARA T/W LIGHTS	**TOTAL**	750	0	750	0	750 C	0
				FEDERAL	675	0	675	0	675	0
				STATE	56	0	56	0	56	0
0079-AXX4	MRDN-MARKHAM ARPT	---	EXPAND PARKING RAMP	**TOTAL**	500	0	500	0	0	500 C
				FEDERAL	450	0	450	0	0	450
				STATE	38	0	38	0	0	38
0092-AXX1	TWEED-NEW HVN ARPT	---	EASEMENTS	**TOTAL**	880	0	880	880 Z	0	0
				FEDERAL	800	0	800	800	0	0
				STATE	60	0	60	60	0	0
0092-AXX2	TWEED-NEW HVN ARPT	---	OBSTRUCT REMOVAL	**TOTAL**	800	0	800	0	800 C	0
				FEDERAL	720	0	720	0	720	0
				STATE	60	0	60	0	60	0
0092-AXX3	TWEED-NEW HVN ARPT	---	EXTEND T/W B	**TOTAL**	500	0	500	0	0	500 C
				FEDERAL	450	0	450	0	0	450
				STATE	38	0	38	0	0	38
0092-AXX4	TWEED-NEW HVN ARPT	---	OBSTRUCT REMOVAL	**TOTAL**	800	0	800	0	0	800 C
				FEDERAL	720	0	720	0	0	720
				STATE	60	0	60	0	0	60
0092-AXX5	TWEED-NEW HVN ARPT	---	RELOCATE DODGE AVE	**TOTAL**	1,500	0	1,500	0	0	1,500 C
				FEDERAL	1,350	0	1,350	0	0	1,350
				STATE	113	0	113	0	0	113

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0092-AXX6	TWEED-NEW HVN ARPT	---	ENVIRO ASSESSMENT	**TOTAL**	100	0	100	0	0	100 Z
				FEDERAL	90	0	90	0	0	90
				STATE	8	0	8	0	0	8
0092-AXX7	TWEED-NEW HVN ARPT	---	PART 150 NOISE STUDY	**TOTAL**	150	0	150	0	0	150 Z
				FEDERAL	135	0	135	0	0	135
				STATE	11	0	11	0	0	11
0092-AXX8	TWEED-NEW HVN ARPT	---	INSTALL R/W LIGHTS	**TOTAL**	792	0	792	0	0	792 C
				FEDERAL	720	0	720	0	0	720
				STATE	60	0	60	0	0	60
0107-0154	WTBY-OXFORD ARPT	---	MASTER PLAN UPDATE	**TOTAL**	421	421 Z	0	0	0	0
				FEDERAL	404	404	0	0	0	0
				STATE	17	17	0	0	0	0
0107-0155	WTBY-OXFORD ARPT	---	EXTENSION OF T/W B NORTH	**TOTAL**	1,200	1,200 Z	0	0	0	0
				FEDERAL	1,140	1,140	0	0	0	0
				STATE	60	60	0	0	0	0
0107-0156	WTBY-OXFORD ARPT	---	FAR PART 150 NOISE STUDY	**TOTAL**	401	401 Z	0	0	0	0
				FEDERAL	363	363	0	0	0	0
				STATE	38	38	0	0	0	0
0107-A038	WTBY-OXFORD ARPT	---	CONSTRUCT T/W B TO 36 END	**TOTAL**	3,000	0	3,000	0	0	3,000 Z
				FEDERAL	2,700	0	2,700	0	0	2,700
				STATE	300	0	300	0	0	300
0107-A039	WTBY-OXFORD ARPT	---	VEGETATION MGMT PROGRAM IV	**TOTAL**	500	0	500	0	0	500 Z
				FEDERAL	450	0	450	0	0	450
				STATE	50	0	50	0	0	50
0107-AXX1	WTBY-OXFORD ARPT	---	VEGETATION MGMT PROGRAM II	**TOTAL**	820	120 Z	700	0	700 Z	0
				FEDERAL	630	0	630	0	630	0
				STATE	190	120	70	0	70	0
0107-AXX2	WTBY-OXFORD ARPT	---	VEGETATION MGMT PROGRAM III	**TOTAL**	300	0	300	300 Z	0	0
				FEDERAL	285	0	285	285	0	0
				STATE	15	0	15	15	0	0
0107-AXX4	GRTN-NL ARPT	---	REHAB R/W 18-36	**TOTAL**	2,000	0	2,000	0	0	2,000 Z
				FEDERAL	1,800	0	1,800	0	0	1,800
				STATE	200	0	200	0	0	200

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0163-0175	WINDHAM ARPT	---	REPL HAZ BEACON	**TOTAL**	1,875	75 A	1,800	1,800 Z	0	0
				FEDERAL	1,710	0	1,710	1,710	0	0
				STATE	165	75	90	90	0	0
0163-0185	WINDHAM ARPT	---	PERFORM A PE/PD OBSTRUCTION STUDY AT WINDHAM AIRPORT	**TOTAL**	60	60 A	0	0	0	0
				FEDERAL	54	54	0	0	0	0
				STATE	6	6	0	0	0	0
0163-0189	WINDHAM ARPT	---	CONSTRUCT ACCESS ROAD TO AIRCRAFT PARKING FROM US6	**TOTAL**	2,078	2,078 Z	0	0	0	0
				FEDERAL	1,863	1,863	0	0	0	0
				STATE	215	215	0	0	0	0
0163-A000	WINDHAM ARPT	---	EASEMENT	**TOTAL**	800	80 Z	720	0	0	720 Z
				FEDERAL	720	0	720	0	0	720
				STATE	80	80	0	0	0	0
0163-A023	WINDHAM ARPT	---	CONSTRUCT GA RAMP	**TOTAL**	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	900	0	900	0	0	900
				STATE	100	0	100	0	0	100
0163-A024	WINDHAM ARPT	---	EXPAND GA RAMP	**TOTAL**	500	0	500	0	0	500 Z
				FEDERAL	450	0	450	0	0	450
				STATE	50	0	50	0	0	50
0163-A026	WINDHAM ARPT	---	VEGETATION MGMT PROGRAM II	**TOTAL**	500	500 Z	0	0	0	0
				FEDERAL	450	450	0	0	0	0
				STATE	50	50	0	0	0	0
0163-A028	WINDHAM ARPT	---	GA RAMP	**TOTAL**	1,200	1,200 Z	0	0	0	0
				FEDERAL	1,080	1,080	0	0	0	0
				STATE	120	120	0	0	0	0
0163-A029	WINDHAM ARPT	---	OBSTRUCTION LIGHTS	**TOTAL**	2,000	2,000 Z	0	0	0	0
				FEDERAL	1,800	1,800	0	0	0	0
				STATE	200	200	0	0	0	0
0163-AXX2	WINDHAM ARPT	---	T/W B TO 36 END	**TOTAL**	1,875	0	1,875	0	75 A	1,800 Z
				FEDERAL	1,620	0	1,620	0	0	1,620
				STATE	255	0	255	0	75	180
0163-AXX6	WINDHAM ARPT	---	REHAB R/W 9-27	**TOTAL**	2,000	0	2,000	0	0	2,000 Z
				FEDERAL	1,800	0	1,800	0	0	1,800
				STATE	200	0	200	0	0	200

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0163-AXX7	WINDHAM ARPT	---	SECURITY FENCING	**TOTAL**	300	0	300	300 C	0	0
				FEDERAL	285	0	285	285	0	0
				STATE	15	0	15	15	0	0
0163-AXX8	WINDHAM ARPT	---	R/W SAFETY AREA	**TOTAL**	750	0	750	0	0	750 Z
				FEDERAL	675	0	675	0	0	675
				STATE	75	0	75	0	0	75
0165-0344	BRADLEY ARPT	---	BAGGAGE HANDLING SYSTEM - OUTBOUND & CURBSIDE AT BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	6,008	6,008 C	0	0	0	0
				FEDERAL	5,000	5,000	0	0	0	0
				STATE	1,008	1,008	0	0	0	0
0165-0348	BRADLEY ARPT	---	TERMINAL A RENOVATIONS NEW TERM DEVELOPMENT PROJ BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	19,865	18,865 C	1,000	1,000 C	0	0
				FEDERAL	1,000	0	1,000	1,000	0	0
				STATE	9,865	9,865	0	0	0	0
0165-0355	BRADLEY ARPT	---	MASTER PLAN PHASE 2	**TOTAL**	500	500 Z	0	0	0	0
				FEDERAL	375	375	0	0	0	0
				STATE	125	125	0	0	0	0
0165-0372	BRADLEY ARPT	---	VEGETATION MGMT & EASEMENTS BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	500	0	500	500 Z	0	0
				FEDERAL	375	0	375	375	0	0
				STATE	125	0	125	125	0	0
0165-0373	BRADLEY ARPT	---	R/W 1-19 THRESHOLD RELOCATION, RECONSTRUCT T/W L,T&M BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	4,466	4,466 Z	0	0	0	0
				FEDERAL	3,218	3,218	0	0	0	0
				STATE	1,248	1,248	0	0	0	0
0165-0374	BRADLEY ARPT	---	CONSTRUCT T/W TO CARGO CENTER - BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	3,000	100 A	2,900	2,900 C	0	0
				FEDERAL	2,250	0	2,250	2,250	0	0
				STATE	750	100	650	650	0	0
0165-A137	BRADLEY ARPT	---	RECONSTRUCT T/W'S L, T & M AT BRADLEY INTERNATIONAL AIRPORT	**TOTAL**	2,500	0	2,500	0	2,500 Z	0
				FEDERAL	1,875	0	1,875	0	1,875	0
				STATE	625	0	625	0	625	0
0165-AXX1	BRADLEY ARPT	---	RELOCATE VOR	**TOTAL**	1,500	0	1,500	1,500 Z	0	0
				FEDERAL	1,125	0	1,125	1,125	0	0
				STATE	375	0	375	375	0	0
0165-AXX2	BRADLEY ARPT	---	PURCHASE MITIGATION SITE [BIRDS]	**TOTAL**	1,500	0	1,500	0	1,500 Z	0
				FEDERAL	1,125	0	1,125	0	1,125	0
				STATE	375	0	375	0	375	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0165-AXX3	BRADLEY ARPT	---	AIRFIELD ELECTRICAL VAULT	**TOTAL**	7,500	0	7,500	0	7,500 Z	0
				FEDERAL	5,625	0	5,625	0	5,625	0
				STATE	1,875	0	1,875	0	1,875	0
0165-AXX4	BRADLEY ARPT	---	RECONTRUCT R/W 6-24	**TOTAL**	18,000	0	18,000	0	0	18,000 Z
				FEDERAL	13,500	0	13,500	0	0	13,500
				STATE	4,500	0	4,500	0	0	4,500
0165-AXX5	BRADLEY ARPT	---	RELOCATE T/W C	**TOTAL**	4,000	0	4,000	0	0	4,000 Z
				FEDERAL	3,000	0	3,000	0	0	3,000
				STATE	1,000	0	1,000	0	0	1,000
0165-AXX6	BRADLEY ARPT	---	PURCHASE MITIGATION SITE [SOILS]	**TOTAL**	1,500	0	1,500	0	0	1,500 Z
				FEDERAL	1,125	0	1,125	0	0	1,125
				STATE	375	0	375	0	0	375
0165-AXX7	BRADLEY ARPT	---	EXTEND T/W J	**TOTAL**	3,500	0	3,500	0	0	3,500 Z
				FEDERAL	2,625	0	2,625	0	0	2,625
				STATE	875	0	875	0	0	875
0165-AXX8	BRADLEY ARPT	---	RECONSTRUCT R/W 15-33	**TOTAL**	18,000	0	18,000	0	0	18,000 Z
				FEDERAL	13,500	0	13,500	0	0	13,500
				STATE	4,500	0	4,500	0	0	4,500
0165-AXX9	BRADLEY ARPT	---	VARIOUS AIRPORT IMPRVMNTS	**TOTAL**	12,853	0	12,853	0	0	12,853 Z
				FEDERAL	9,640	0	9,640	0	0	9,640
				STATE	3,213	0	3,213	0	0	3,213
0165-TBD1	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY - PURCHASE NON-COMPLIANT LAND	**TOTAL**	3,000	0	3,000	0	0	3,000 Z
				FEDERAL	2,250	0	2,250	0	0	2,250
				STATE	750	0	750	0	0	750
0165-TBD2	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY - PURCHASE UNDEVELOPED LAND	**TOTAL**	3,000	0	3,000	0	0	3,000 Z
				FEDERAL	2,250	0	2,250	0	0	2,250
				STATE	750	0	750	0	0	750
0165-TBD3	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY	**TOTAL**	200	0	200	0	0	200 Z
				FEDERAL	150	0	150	0	0	150
				STATE	50	0	50	0	0	50
0165-TBD4	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY - SOUND INSULATION PROGRAM	**TOTAL**	2,000	0	2,000	0	0	2,000 Z
				FEDERAL	1,500	0	1,500	0	0	1,500
				STATE	500	0	500	0	0	500

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0165-TBD5	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY - AVIGATIONAL EASEMENTS R/W 33	**TOTAL**	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	750	0	750	0	0	750
				STATE	250	0	250	0	0	250
0165-TBD6	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY - PURCHASE DEVELOPMENT RIGHTS	**TOTAL**	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	750	0	750	0	0	750
				STATE	250	0	250	0	0	250
0165-TBD7	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY - AVIGATIONAL EASEMENTS R/W 24	**TOTAL**	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	750	0	750	0	0	750
				STATE	250	0	250	0	0	250
0165-TBD8	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY - AVIGATIONAL EASEMENTS	**TOTAL**	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	750	0	750	0	0	750
				STATE	250	0	250	0	0	250
0165-TBD9	BRADLEY ARPT	---	FAR PART 150 NOISE STUDY - PROPERTY PURCHASE ASSURANCE	**TOTAL**	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	750	0	750	0	0	750
				STATE	250	0	250	0	0	250
0170-A013	STATEWIDE	---	VEGETATION MGMT PROGRAM	**TOTAL**	1,150	0	1,150	0	0	1,150 Z
				FEDERAL	1,125	0	1,125	0	0	1,125
				STATE	25	0	25	0	0	25
				TOTAL	194,578	46,656	147,922	13,180	20,187	114,555
				FEDERAL	142,942	22,830	120,112	11,435	16,377	92,300
				STATE	41,849	14,684	27,165	1,676	3,722	21,767

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0094-0192	STATE PORT COMPLEX	---	ROADWAY RECONSTRUCTION AT THE STATE PIER/NEW LONDON - DESIGN	**TOTAL**	117	117 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	117	117	0	0	0	0
0094-0204	STATE PORT COMPLEX	---	DREDGING, WEST SIDE OF STATE PIER/NEW LONDON	**TOTAL**	2,260	2,260 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,260	2,260	0	0	0	0
0094-0216	STATE PORT COMPLEX	---	CVRR PIER - RECONSTRUCTION	**TOTAL**	1,950	1,950 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,950	1,950	0	0	0	0
0094-AXX1	STATE PORT COMPLEX	---	UNDER WATER STRUCTURAL INSPECTION	**TOTAL**	60	60 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	60	60	0	0	0	0
0094-AXX2	STATE PORT COMPLEX	---	PAVEMENT REPAIR	**TOTAL**	40	40 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	40	40	0	0	0	0
0094-AXX3	STATE PORT COMPLEX	---	ROADWAY IMPRVMNTS	**TOTAL**	200	0	200	200 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	200	0	200	200	0	0
0094-AXX4	STATE PORT COMPLEX	---	DOLPHIN MAINTENANCE	**TOTAL**	300	0	300	0	300 C	0
				FEDERAL	0	0	0	0	0	0
				STATE	300	0	300	0	300	0
0094-W028	STATE PORT COMPLEX	---	REHAB PIER & FACILITY	**TOTAL**	2,140	140 A	2,000	0	0	2,000 C
				FEDERAL	0	0	0	0	0	0
				STATE	2,140	140	2,000	0	0	2,000
0118-0155	FERRY-RHILL-GLAST	---	REHAB OF ROCKY HILL FERRY SLIP & SITE IMPRVMNTS.	**TOTAL**	386	386 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	386	386	0	0	0	0
0118-A051	FERRY-RHILL-GLAST	---	DREDGING	**TOTAL**	200	200 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	200	200	0	0	0	0
0118-AXX1	FERRY-RHILL-GLAST	---	IMPROVE VEHICLE LOADING AND NEW FACILITY FOR EMPLOYEES	**TOTAL**	200	0	200	0	0	200 Z
				FEDERAL	0	0	0	0	0	0
				STATE	200	0	200	0	0	200

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0170-W003	STATEWIDE	---	IMPR FERRY SLIPS	**TOTAL**	150	150 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	150	150	0	0	0	0
				TOTAL	8,003	5,303	2,700	200	300	2,200
				FEDERAL	0	0	0	0	0	0
				STATE	8,003	5,303	2,700	200	300	2,200

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS — NON TEA 21-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds		Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004						
0015-0312	BRGPT PORT AUTH	---	BRIDGEPORT HIGH SPEED FERRY	TOTAL	750	750	Z	0	0	0	0
				FEDERAL	750	750		0	0	0	0
MULTI-FUNDED				STATE	0	0		0	0	0	0
0094-0212	FERRY-NL	---	FISHERS ISLAND FERRY DISTRICT NEW LONDON TERMINAL EXPANSION	TOTAL	5,082	5,082	C	0	0	0	0
				FEDERAL	5,082	5,082		0	0	0	0
				STATE	0	0		0	0	0	0
0135-0290	FERRY-STAMFORD	---	NEW FERRY TERMINAL FACILITY IN VICINITY OF STAMFORD TRANSPORTATION CENTER	TOTAL	500	500	A	0	0	0	0
				FEDERAL	500	500		0	0	0	0
				STATE	0	0		0	0	0	0
0170-2460	PIERS/PORTS	---	PORT SECURITY STUDY NEW LONDON,NEW HAVEN BRIDGEPORT	TOTAL	420	420	A	0	0	0	0
				FEDERAL	200	200		0	0	0	0
				STATE	220	220		0	0	0	0
0170-W007	PIERS/PORTS	---	PORT SECURITY	TOTAL	90	90	A	0	0	0	0
				FEDERAL	75	75		0	0	0	0
				STATE	15	15		0	0	0	0
				TOTAL	6,842	6,842		0	0	0	0
				FEDERAL	6,607	6,607		0	0	0	0
				STATE	235	235		0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS

PROJ SPECIFIC FUND - FHWA

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0015-0312	BRGPT PORT AUTH	---	BRIDGEPORT HIGH SPEED FERRY	**TOTAL**	497	497 A	0	0	0	0
				FEDERAL	497	497	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
				TOTAL	497	497	0	0	0	0
				FEDERAL	497	497	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0015-0293	BRIDGEPORT	---	CONSTRUCT INTERMODAL TRANSPORTATION CENTER IN DOWNTOWN BRIDGEPORT	**TOTAL**	5,300	5,300 C	0	0	0	0
				FEDERAL	5,300	5,300	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0015-T036	BRIDGEPORT	---	CTDOT THRU ITS AGENT WILL OPERATE A TDM IN BPT 24 MO FAA SFY2005	**TOTAL**	852	232 Z	620	118 Z	121 Z	381 Z
				FEDERAL	852	232	620	118	121	381
				STATE	0	0	0	0	0	0
0034-T035	DANBURY	---	CTDOT THRU ITS AGENT WILL OPERATE A TDM OFFICE IN THE DANBURY AREA 24 MO FAA	**TOTAL**	852	232 Z	620	118 Z	121 Z	381 Z
				FEDERAL	852	232	620	118	121	381
				STATE	0	0	0	0	0	0
0063-T039	HARTFORD	---	CTDOT THRU ITS AGENT WILL IMPLEMENT IT'S TDM PROGRAM IN HARTFOD AREA & REMAINDER OF CT	**TOTAL**	6,412	992 Z	5,420	1,022 Z	1,052 Z	3,346 Z
				FEDERAL	6,412	992	5,420	1,022	1,052	3,346
				STATE	0	0	0	0	0	0
0092-T057	NEW HAVEN	---	CTDOT THRU ITS AGENT WILL OPERATE & ADMINISTER A CLEAN AIR PROGRAM IN N HAVEN 24 MO	**TOTAL**	320	105 Z	215	41 Z	42 Z	132 Z
				FEDERAL	320	105	215	41	42	132
				STATE	0	0	0	0	0	0
0092-T058	NEW HAVEN	---	CTDOT THRU ITS AGENT WILL IMPLEMENT A TDM PROGRAM IN THE N HAVEN AREA SFY05 24 MO FAA	**TOTAL**	4,644	719 Z	3,925	741 Z	762 Z	2,422 Z
				FEDERAL	4,644	719	3,925	741	762	2,422
				STATE	0	0	0	0	0	0
0094-T011	NEW LONDON	---	CTDOT THRU ITS AGENT WILL ADMINISTER A TDM OFFICE SERVICING N LONDON AREA 24 MO FAA	**TOTAL**	959	149 Z	810	154 Z	158 Z	498 Z
				FEDERAL	959	149	810	154	158	498
				STATE	0	0	0	0	0	0
0100-0168	NORTH HAVEN	---	SOUTH CENTRAL COG BARGE FEEDER SERVICE STUDY	**TOTAL**	45	45 A	0	0	0	0
				FEDERAL	45	45	0	0	0	0
				STATE	0	0	0	0	0	0
0100-0169	NORTH HAVEN	---	CMAQ FUNDED GPS COLLECTION PROGRAM FOR SOUTH CENTRAL COUNCIL OF GOVERNMENTS	**TOTAL**	30	30 A	0	0	0	0
				FEDERAL	30	30	0	0	0	0
				STATE	0	0	0	0	0	0
0135-T054	STAMFORD	---	CTDOT THRU ITS AGENT WILL IMPLEMENT A TDM PROGRAM IN THE SEVERE NONATT AREA 24 MO	**TOTAL**	7,978	2,159 Z	5,819	1,097 Z	1,130 Z	3,592 Z
				FEDERAL	7,978	2,159	5,819	1,097	1,130	3,592
				STATE	0	0	0	0	0	0
0138-0226	STRATFORD	---	PARKING EXPANSION	**TOTAL**	9,000	9,000 C	0	0	0	0
				FEDERAL	9,000	9,000	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0151-T013	WATERBURY	---	CTDOT THRU ITS AGENT WILL ADMINISTER A TDM OFFICE SERVICING WATERBURY 24 MO	**TOTAL**	959	149 Z	810	154 Z	158 Z	498 Z
				FEDERAL	959	149	810	154	158	498
				STATE	0	0	0	0	0	0
0161-0136 CAP SFY2006	WILTON	7	CONSTRUCT A PARKING STRUCTURE AT THE WILTON RR STATION LOCATED AT US7 & SR33	**TOTAL**	2,600	100 A	2,500	0	0	2,500 C
				FEDERAL	2,000	0	2,000	0	0	2,000
				STATE	600	100	500	0	0	500
0170-1890	STATEWIDE	---	GPS IMPLEMENTATION DEMONSTRATION PROJ	**TOTAL**	756	756 C	0	0	0	0
				FEDERAL	493	493	0	0	0	0
				STATE	263	263	0	0	0	0
0170-2321	STATEWIDE	---	PROVIDE FUNDS FOR THE VANPOOL REVOLVING FUND	**TOTAL**	7,500	7,500 C	0	0	0	0
				FEDERAL	7,500	7,500	0	0	0	0
				STATE	0	0	0	0	0	0
0170-T586	STATEWIDE	---	STATE STAFF PROJ TO MONITOR CT'S TRANS DEMAND MGMT PROGRAM SFY05/FFY04 24 MO FAA	**TOTAL**	3,595	974 A	2,621	494 A	509 A	1,618 A
				FEDERAL	3,595	974	2,621	494	509	1,618
				STATE	0	0	0	0	0	0
0170-T587	STATEWIDE	---	STATE STAFF PROJ TO MONITOR CT'S TRANS DEMAND MGMT PROGRAM SFY05/FFY04 24 MO FAA	**TOTAL**	1,532	418 A	1,114	212 A	218 A	684 A
				FEDERAL	1,532	418	1,114	212	218	684
				STATE	0	0	0	0	0	0
0170-T588	STATEWIDE	---	CTDOT THRU ITS AGENT WILL CONDUCT A STATEWIDE CUSTOMER MGMT SYSTEM SYF2005/FFY2004 24 MO FAA	**TOTAL**	2,234	790 Z	1,444	268 Z	276 Z	900 Z
				FEDERAL	2,234	790	1,444	268	276	900
				STATE	0	0	0	0	0	0
0170-T589	STATEWIDE	---	CTDOT THRU ITS AGENT WILL CONDUCT A STATEWIDE CUSTOMER MATCHING MGMT SYSTEM 24 MO FAA	**TOTAL**	1,947	529 Z	1,418	268 Z	276 Z	874 Z
				FEDERAL	1,947	529	1,418	268	276	874
				STATE	0	0	0	0	0	0
0170-T590	STATEWIDE	---	CTDOT WILL PURCHASE ADVANCED TECHNOLOGY BUSES	**TOTAL**	19,400	3,000 Z	16,400	3,090 Z	3,182 Z	10,128 Z
				FEDERAL	19,400	3,000	16,400	3,090	3,182	10,128
				STATE	0	0	0	0	0	0
0170-T591	STATEWIDE	---	CTDOT THRU ITS AGENT WILL PROVIDE FUNDS TO ADMINISTER THE DEDUCT-A-RIDE PGM 24 MTH FAA	**TOTAL**	1,595	505 Z	1,090	206 Z	212 Z	672 Z
				FEDERAL	1,595	505	1,090	206	212	672
				STATE	0	0	0	0	0	0
0170-T592	STATEWIDE	---	CTDOT THRU ITS AGENT WILL CONDUCT TDM RESEARCH, SUPPORT & EVAL 24 MO PROJ	**TOTAL**	2,066	570 Z	1,496	283 Z	291 Z	922 Z
				FEDERAL	2,066	570	1,496	283	291	922
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0170-T593	STATEWIDE	---	CTDOT THRU ITS AGENT WILL CONDUCT STATEWIDE TDM RESEARCH, SUPPORT, & EVAL 24 MO PROJ	**TOTAL**	244	244 C	0	0	0	0
				FEDERAL	244	244	0	0	0	0
				STATE	0	0	0	0	0	0
0170-T594	STATEWIDE	---	CTDOT WILL CONTINUE THE IMPLEMENTATION OF A GPS BASED AVL SYSTEM FOR TRANSIT SYSTEM 5	**TOTAL**	3,241	3,241 C	0	0	0	0
				FEDERAL	2,593	2,593	0	0	0	0
				STATE	648	648	0	0	0	0
0170-T595	STATEWIDE	---	CTDOT WILL FUND THE OPERATION OF THE SOUTHERN CT VANPOOL OFFICE FOR SFY05 24 MO FAA	**TOTAL**	513	513 C	0	0	0	0
				FEDERAL	513	513	0	0	0	0
				STATE	0	0	0	0	0	0
0170-T596	STATEWIDE	---	CTDOT THRU ITS AGENT WILL IMPLEMENT CTDOT'S STATEWIDE TELECOMMUTING PROJ 24 MOR FAA	**TOTAL**	783	261 Z	522	261 Z	261 Z	0
				FEDERAL	627	209	418	209	209	0
				STATE	156	52	104	52	52	0
0170-T597	STATEWIDE	---	CTDOT THRU ITS AGENT WILL IMPLEMENT CTDOT'S STATEWIDE TELECOMMUTING PROJ 24 MO FAA	**TOTAL**	783	261 Z	522	261 Z	261 Z	0
				FEDERAL	627	209	418	209	209	0
				STATE	156	52	104	52	52	0
0170-T598	STATEWIDE	---	CTDOT THRU ITS AGENT WILL PROVIDE INCENTIVES FOR COMMUTERS 24 MO FAA	**TOTAL**	1,450	225 Z	1,225	231 Z	238 Z	756 Z
				FEDERAL	1,450	225	1,225	231	238	756
				STATE	0	0	0	0	0	0
0170-T601	STATEWIDE	---	CT CLEAN FUELS PROGRAM & BUS FUEL DIFFERENTIAL COST- 5 YEAR FED AID AGRMNT [SEVERE NONATT]	**TOTAL**	2,508	836 Z	1,672	836 Z	836 Z	0
				FEDERAL	2,007	669	1,338	669	669	0
				STATE	501	167	334	167	167	0
0170-T602	STATEWIDE	---	CT CLEAN FUELS PROGRAM & BUS FUEL DIFFERENTIAL COST- 5 YEAR FED AID AGRMNT [SERIOUS NONATT]	**TOTAL**	2,508	836 Z	1,672	836 Z	836 Z	0
				FEDERAL	2,007	669	1,338	669	669	0
				STATE	501	167	334	167	167	0
0170-T603	STATEWIDE	---	CTDOT THRU ITS AGENT WILL CONDUCT A STATEWIDE CUSTOMER INFO SYSTEM SFY05 24 MO FAA	**TOTAL**	2,937	455 Z	2,482	469 Z	482 Z	1,531 Z
				FEDERAL	2,937	455	2,482	469	482	1,531
				STATE	0	0	0	0	0	0
0170-T604	STATEWIDE	---	CTDOT THRU ITS AGENT WILL CONDUCT A STATEWIDE CUSTOMER INFO SYSTEM 24 MO FAA	**TOTAL**	1,256	195 Z	1,061	201 Z	206 Z	654 Z
				FEDERAL	1,256	195	1,061	201	206	654
				STATE	0	0	0	0	0	0
0170-T663	STATEWIDE	---	CTDOT THRU ITS AGENT WILL PROVIDE INCENTIVES TO COMMUTERS SFY2005/FFY2004 24 MO FAA	**TOTAL**	1,450	225 Z	1,225	231 Z	238 Z	756 Z
				FEDERAL	1,450	225	1,225	231	238	756
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0301-0060	METRO/N-MAINLINE BRIDGEPORT DARIEN	---	JOINT DEVELOPMENT RR STATION IN FAIRFIELD-ACCESS RD & HIGH-LEVEL PLATFORMS	TOTAL	13,905	13,905 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	7,200	7,200	0	0	0	0
				STATE	6,705	6,705	0	0	0	0
0301-0076	METRO/N-MAINLINE FAIRFIELD	---	FAIRFIELD RR STATION JOINT DEVELOPMENT PROJ UTILITY BREAKOUT	TOTAL	1,000	1,000 C	0	0	0	0
				FEDERAL	800	800	0	0	0	0
				STATE	200	200	0	0	0	0
0310-0039	SHORELINE EAST GUILFORD	---	GUILFORD RR STATION - CONSTRUCTION OF PARKING LOT AT THE WOODRUFF FARMS SITE	TOTAL	500	500 C	0	0	0	0
				FEDERAL	400	400	0	0	0	0
				STATE	100	100	0	0	0	0
				TOTAL	113,654	56,951	56,703	11,592	11,866	33,245
				FEDERAL	103,824	48,497	55,327	11,154	11,428	32,745
				STATE	9,830	8,454	1,376	438	438	500

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0106-0116	ORANGE WEST HAVEN	---	STUDY, DESIGN, ENVIRONMENTAL ACTIVITIES FOR ORANGE/W HAVEN STATION WITH PARKING FOR 1000	**TOTAL**	2,000	2,000 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,000	2,000	0	0	0	0
0138-0226 MULTI-FUNDED	STRATFORD	---	PARKING EXPANSION	**TOTAL**	3,000	3,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,000	3,000	0	0	0	0
0170-2303	STATEWIDE	---	TRANS STRATEGY BOARD FUNDING FOR JOB ACCESS TRANSIT SERVICES	**TOTAL**	1,200	1,200 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,200	1,200	0	0	0	0
0170-2367	NB-HRTFD BUSWAY	---	CONTINUING THE EFFORTS OF THE CRCOG & CCRPA TO SUPPORT THE N BRITAIN-HARTFORD BUSWAY	**TOTAL**	800	800 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	800	800	0	0	0	0
0170-2377	STATEWIDE	---	TRANS STRATEGY BOARD FUNDING FOR JOB ACCESS TO SOUTHEAST CT	**TOTAL**	1,290	1,290 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,290	1,290	0	0	0	0
0170-2559	STATEWIDE	---	SFY 2005 FUNDING FOR THE CONTINUATION OF THE STATEWIDE INSURANCE CONSORTIUM	**TOTAL**	3,000	3,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,000	3,000	0	0	0	0
0170-2560	STATEWIDE	---	SFY 2005 FUNDING FOR THE CONTINUATION OF THE STATEWIDE DRUG & ALCOHOL TESTING PROGRAM	**TOTAL**	308	308 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	308	308	0	0	0	0
0170-ZZZZ	STATEWIDE	VARIOUS- FREIGHT RAIL	CONSTRUCT FREIGHT IMPRVMNTS	**TOTAL**	7,568	0	7,568	0	0	7,568 Z
				FEDERAL	0	0	0	0	0	0
				STATE	7,568	0	7,568	0	0	7,568
0300-0077 MULTI-FUNDED	METRO/N SYSTMWD	---	CONSTRUCT DEVON BRIDGE, MILFORD/STRATFORD	**TOTAL**	53,800	0	53,800	0	0	53,800 Z
				FEDERAL	43,040	0	43,040	0	0	43,040
				STATE	10,760	0	10,760	0	0	10,760
0300-0110	METRO/N SYSTMWD ANSONIA BETHEL	---	PURCHASE 38 MAFERSA RAILCARS FROM VIRGINIA RAILWAY EXPRESS 28 TRAILERS/10 CAB CARS	**TOTAL**	17,000	17,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	17,000	17,000	0	0	0	0
0300-0111	METRO/N SYSTMWD ANSONIA BETHEL	---	LOCOMOTIVE SPECIFICATION DEVELOPMENT - CONSULTANT AGRMNT - STV	**TOTAL**	2,800	2,800 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,800	2,800	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0300-T001	METRO/N SYSTMWD	---	BRIDGE/CULVERT REPLACEMENT PROGRAM	**TOTAL**	61,355	0	61,355	1,180 Z	535 Z	59,640 Z
CAP SFY2006				**FEDERAL**	0	0	0	0	0	0
				STATE	61,355	0	61,355	1,180	535	59,640
0300-T008	METRO/N SYSTMWD	---	BRIDGES REHAB PROGRAM [S-PROGRAM]	**TOTAL**	12,200	0	12,200	1,500 Z	750 Z	9,950 Z
CAP SFY2007				**FEDERAL**	0	0	0	0	0	0
				STATE	12,200	0	12,200	1,500	750	9,950
0300-T069	METRO/N SYSTMWD	---	PE BRIDGES/CULVERTS	**TOTAL**	13,112	0	13,112	1,958 Z	1,500 Z	9,654 Z
CAP SFY2006				**FEDERAL**	0	0	0	0	0	0
				STATE	13,112	0	13,112	1,958	1,500	9,654
0301-0038	METRO/N-MAINLINE BRIDGEPORT DARIEN	---	UNITED ILLUMINATING CO FOR NEW ELECTRICAL SUPPLY STATION - NHL	**TOTAL**	69	69 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	69	69	0	0	0	0
0301-0075	METRO/N-MAINLINE FAIRFIELD	---	REHABILITATION OF RR BRIDGE MP 48.65 O/ WESTWAY RD IN FAIRFIELD	**TOTAL**	5,150	150 A	5,000	0	5,000 C	0
CAP SFY2007				**FEDERAL**	0	0	0	0	0	0
				STATE	5,150	150	5,000	0	5,000	0
0301-0201	METRO/N-MAINLINE	---	REPLACE 342 CAR M2 FLEET [CT SHARE]	**TOTAL**	675,000	0	675,000	0	0	675,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	675,000	0	675,000	0	0	675,000
0301-T121	METRO/N-MAINLINE BRIDGEPORT DARIEN	---	CP 241 CIRCUIT MODIFICATIONS TO RR SIGNAL SYSTEM BETWEEN CP 238 & CP 246 ON THE NHL	**TOTAL**	120	120 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	120	120	0	0	0	0
0301-XXXX	METRO/N-MAINLINE NEW HAVEN		CONSTRUCTION RAIL MAINTENANCE FACILITIES	**TOTAL**	350,000	0	350,000	0	0	350,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	350,000	0	350,000	0	0	350,000
0302-0006	METRO/N-DANBURY BETHEL	---	SR53 BRIDGE REPAIRS	**TOTAL**	2,100	2,100 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,100	2,100	0	0	0	0
0310-0031	SHORELINE EAST BRANFORD CLINTON	---	PARTNERING WITH AMTRAK & MN TO ALLOW SLE TRAINS TO OPERATE THROUGH TO GREENWICH FOR 2 YRS	**TOTAL**	3,830	3,830 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,830	3,830	0	0	0	0
0414-0025	SOUTHEAST TD EAST LYME GRISWOLD	---	JOB ACCESS & REVERSE COMMUTE TRANSIT SERVICES IN THE CT SOUTHEAST AREA	**TOTAL**	170	170 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	170	170	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0426-0011 CAP SFY2006	GR HARTFORD TD HARTFORD	---	GHTD - REPLACE ROOF & FACILITY IMPRVMNTS TO UNION STATION IN HTFD	**TOTAL**	333	333 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	333	333	0	0	0	0
0461-T011	ARROW-WLLMNTC ANDOVER BOLTON	---	EASTERN CT JOB ACCESS FUNDS FOR HARTFORD REGION - THE ARROW LINE, INC	**TOTAL**	497	497 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	497	497	0	0	0	0
				TOTAL	1,216,702	38,667	1,178,035	4,638	7,785	1,165,612
				FEDERAL	43,040	0	43,040	0	0	43,040
				STATE	1,173,662	38,667	1,134,995	4,638	7,785	1,122,572

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SECTION 3037 JOB ACCESS AND REVERSE COMMUTE PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0170-2119	STATEWIDE	---	FUNDS FOR THE ACCESS TO JOBS & REVERSE COMMUTE PROGRAM	**TOTAL**	2,975	2,975 C	0	0	0	0
				FEDERAL	2,975	2,975	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	2,975	2,975	0	0	0	0
				FEDERAL	2,975	2,975	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0015-0293	BRIDGEPORT	---	CONSTRUCT INTERMODAL TRANSPORTATION CENTER IN DOWNTOWN BRIDGEPORT	**TOTAL**	10,400	10,400 C	0	0	0	0
				FEDERAL	10,400	10,400	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0015-P006	GR.BRIDGEPORT TD	---	GBTD - E&D OPER - FFY2005	**TOTAL**	5,661	629 Z	5,032	1,258 Z	1,258 Z	2,516 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,516	0	2,516	629	629	1,258
0017-0163	BRISTOL LOCAL BRISTOL	---	BRISTOL ELDERLY SHOPPING - FFY2005	**TOTAL**	80	0	80	20 Z	20 Z	40 Z
				FEDERAL	0	0	0	0	0	0
				STATE	80	0	80	20	20	40
0034-P004	HART	---	HART - E&D OPER - FFY2005	**TOTAL**	4,428	492 Z	3,936	984 Z	984 Z	1,968 Z
				FEDERAL	1,968	0	1,968	492	492	984
				STATE	0	0	0	0	0	0
0063-P004	GR HARTFORD TD	---	GHTD - E&D OPERATING - FFY2005	**TOTAL**	6,669	741 Z	5,928	1,482 Z	1,482 Z	2,964 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,964	0	2,964	741	741	1,482
0076-0195	MANCHESTER	---	MANCHESTER - HARTFORD BUS RAPID TRANSIT FEASIBILITY STUDY	**TOTAL**	98	98 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	98	98	0	0	0	0
0082-P004	MIDDLETOWN TD	---	MIDDLETOWN TD - E&D OPER - FFY2005	**TOTAL**	1,350	150 Z	1,200	300 Z	300 Z	600 Z
				FEDERAL	0	0	0	0	0	0
				STATE	600	0	600	150	150	300
0083-P004	MILFORD TD	---	MILFORD TD - E&D OPER - FFY2005	**TOTAL**	1,329	129 Z	1,200	300 Z	300 Z	600 Z
				FEDERAL	0	0	0	0	0	0
				STATE	684	0	684	171	171	342
0092-P005	GR NEW HAVEN TD	---	GNHTD - E&D OPER - FFY2005	**TOTAL**	12,800	0	12,800	3,200 Z	3,200 Z	6,400 Z
				FEDERAL	0	0	0	0	0	0
				STATE	12,800	0	12,800	3,200	3,200	6,400
0102-P007	NORWALK TD	---	NORWALK TD - E&D OPER - FFY2005	**TOTAL**	3,618	402 Z	3,216	804 Z	804 Z	1,608 Z
				FEDERAL	1,608	0	1,608	402	402	804
				STATE	0	0	0	0	0	0
0170-2009	NB-HRTFD BUSWAY	---	EIS DEVELOPMENT FOR BUSWAY RAPID TRANSIT BETWEEN N BRITAIN & HARTFORD	**TOTAL**	456	456 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	456	456	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0170-2512	METRO/N SYSTMWD	---	TRANSIT CAPITAL PLANNING	**TOTAL**	2,600	0	2,600	175 Z	225 Z	2,200 Z
CAP SFY2007				**FEDERAL**	2,080	0	2,080	140	180	1,760
				STATE	520	0	520	35	45	440
0170-T731	STATEWIDE	---	REPLACE RADIO SYSTEM	**TOTAL**	10,150	150 A	10,000	10,000 C	0	0
CAP SFY2006				**FEDERAL**	8,000	0	8,000	8,000	0	0
				STATE	2,150	150	2,000	2,000	0	0
0300-0056	METRO/N SYSTMWD	---	WESTPORT ADA KEY STATION IMPRVMNTS	**TOTAL**	10,800	10,800 C	0	0	0	0
	WESTPORT			**FEDERAL**	8,640	8,640	0	0	0	0
				STATE	2,160	2,160	0	0	0	0
0300-0062	METRO/N SYSTMWD	---	NETWORK INFRASTRUCTURE COMMUNICATIONS / FIBER OPTIC	**TOTAL**	13,000	13,000 C	0	0	0	0
				FEDERAL	10,400	10,400	0	0	0	0
				STATE	2,600	2,600	0	0	0	0
0300-0065	METRO/N SYSTMWD	---	NHL RAIL OPERATING ASSISTANCE - FFY2005	**TOTAL**	178,020	0	178,020	44,505 Z	44,505 Z	89,010 Z
				FEDERAL	0	0	0	0	0	0
				STATE	178,020	0	178,020	44,505	44,505	89,010
0300-0074	METRO/N SYSTMWD	---	REPLACE RADIO SYSTEM FOR MN RR	**TOTAL**	6,113	6,113 Z	0	0	0	0
	ANSONIA			**FEDERAL**	4,109	4,109	0	0	0	0
	BETHEL			**STATE**	2,004	2,004	0	0	0	0
0300-0085	METRO/N SYSTMWD	---	M2 REHABILITATION/OVERHAUL [CT SHARE]	**TOTAL**	89,422	60,627 Z	28,795	0	7,144 Z	21,651 Z
CAP SFY2007				**FEDERAL**	48,052	25,016	23,036	0	5,715	17,321
MULTI-FUNDED				**STATE**	41,370	35,611	5,759	0	1,429	4,330
0300-0098	METRO/N SYSTMWD	---	ROWAYTON AVE BRIDGE REHABILITATION	**TOTAL**	3,125	3,125 C	0	0	0	0
	NORWALK			**FEDERAL**	2,500	2,500	0	0	0	0
MULTI-FUNDED				**STATE**	625	625	0	0	0	0
0300-0101	METRO/N SYSTMWD	---	ELIMINATION OF RR BRIDGE MP 54.98 - BRIDGEPORT	**TOTAL**	2,150	150 A	2,000	2,000 Z	0	0
CAP SFY2006				**FEDERAL**	1,600	0	1,600	1,600	0	0
				STATE	550	150	400	400	0	0
0300-0102	METRO/N SYSTMWD	---	CULVERTS AT DARIEN, NAUGATUCK, ASH CREEK, NEW CANAAN	**TOTAL**	6,500	450 A	6,050	6,050 C	0	0
CAP SFY2006				**FEDERAL**	4,840	0	4,840	4,840	0	0
				STATE	1,660	450	1,210	1,210	0	0
0300-0109	METRO/N SYSTMWD	---	INSTALLATION OF ADA COMPLIANT VARIABLE MESSAGE SIGNS AT NHL STATIONS	**TOTAL**	2,025	2,025 Z	0	0	0	0
	ANSONIA			**FEDERAL**	1,600	1,600	0	0	0	0
	BETHEL			**STATE**	425	425	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0301-0040	METRO/N-MAINLINE	---	CONSTRUCT NEW WALK & SAGA BRIDGE	**TOTAL**	66,107	0	66,107	0	20,000 C	46,107 C
CAP SFY2007				**FEDERAL**	52,886	0	52,886	0	16,000	36,886
MULTI-FUNDED				**STATE**	13,221	0	13,221	0	4,000	9,221
0301-0060	METRO/N-MAINLINE	---	JOINT DEVELOPMENT RR STATION IN FAIRFIELD-ACCESS RD & HIGH-LEVEL PLATFORMS	**TOTAL**	23,500	0	23,500	23,500 C	0	0
CAP SFY2006				**FEDERAL**	18,800	0	18,800	18,800	0	0
MULTI-FUNDED				**STATE**	4,700	0	4,700	4,700	0	0
0301-0070	METRO/N-MAINLINE FAIRFIELD	---	NORTH BENSON RD BRIDGE REHABILITATION IN FAIRFIELD	**TOTAL**	5,000	0	5,000	5,000 C	0	0
CAP SFY2006				**FEDERAL**	4,000	0	4,000	4,000	0	0
				STATE	1,000	0	1,000	1,000	0	0
0301-0071	METRO/N-MAINLINE BRIDGEPORT DARIEN	---	CP 248 INTERLOCKING CONSTRUCTION - FTA SHARE OF PROJ	**TOTAL**	12,868	12,868 Y	0	0	0	0
				FEDERAL	10,258	10,258	0	0	0	0
				STATE	2,610	2,610	0	0	0	0
0301-T094	METRO/N-MAINLINE BRIDGEPORT DARIEN	---	REHABILITATION OF RR BR #03635R MP 53.42 O/ FAIRFIELD AVE IN BRIDGEPORT	**TOTAL**	8,000	0	8,000	8,000 C	0	0
CAP SFY2006				**FEDERAL**	6,400	0	6,400	6,400	0	0
				STATE	1,600	0	1,600	1,600	0	0
0301-T106	METRO/N-MAINLINE NEW HAVEN	---	NEW HAVEN YARD FUELING FACILITY	**TOTAL**	4,000	4,000 C	0	0	0	0
				FEDERAL	3,200	3,200	0	0	0	0
				STATE	800	800	0	0	0	0
0301-T107	METRO/N-MAINLINE	---	N HAVEN SHOPS & YARD - CONSTRUCTION OF NEW WHEEL TRUING FACILITY	**TOTAL**	22,000	0	22,000	22,000 C	0	0
CAP SFY2006				**FEDERAL**	17,600	0	17,600	17,600	0	0
				STATE	4,400	0	4,400	4,400	0	0
0301-T111	METRO/N-MAINLINE	---	NHL TRACK PROGRAM	**TOTAL**	75,272	0	75,272	0	8,430 Z	66,842 Z
CAP SFY2007				**FEDERAL**	60,218	0	60,218	0	6,744	53,474
MULTI-FUNDED				**STATE**	15,054	0	15,054	0	1,686	13,368
0301-T118	METRO/N-MAINLINE	---	NH-ML CATENARY REPLACEMENT - CP248-PECK-SECTION C1B	**TOTAL**	4,899	0	4,899	4,899 Z	0	0
				FEDERAL	3,919	0	3,919	3,919	0	0
MULTI-FUNDED				**STATE**	980	0	980	980	0	0
0302-0007	METRO/N-DANBURY BETHEL DANBURY	---	SIGNAL & CTC CONSTR DANBURY BR INSTALL SIGNALS & CENTRAL TRAIN CONTROL	**TOTAL**	18,914	18,914 C	0	0	0	0
				FEDERAL	13,323	13,323	0	0	0	0
				STATE	5,591	5,591	0	0	0	0
0310-0014	SHORELINE EAST	---	SLE - AMTRAK OPERATING - FFY2005	**TOTAL**	20,160	0	20,160	5,040 Z	5,040 Z	10,080 Z
				FEDERAL	0	0	0	0	0	0
				STATE	20,160	0	20,160	5,040	5,040	10,080

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0310-0019	SHORELINE EAST BRANFORD	---	SLE BRANFORD RR STATION IMPRVMNTS	**TOTAL**	6,000	6,000 C	0	0	0	0
				FEDERAL	4,800	4,800	0	0	0	0
				STATE	1,200	1,200	0	0	0	0
0310-0020	SHORELINE EAST MADISON	---	SLE MADISON RR STATION IMPRVMNTS	**TOTAL**	10,000	10,000 C	0	0	0	0
				FEDERAL	8,000	8,000	0	0	0	0
				STATE	2,000	2,000	0	0	0	0
0310-0021	SHORELINE EAST CLINTON	---	SLE CLINTON RR STATION IMPRVMNTS	**TOTAL**	5,200	5,200 C	0	0	0	0
				FEDERAL	4,160	4,160	0	0	0	0
				STATE	1,040	1,040	0	0	0	0
0310-0022	SHORELINE EAST WESTBROOK	---	SLE WESTBROOK RR STATION IMPRVMNTS	**TOTAL**	10,000	0	10,000	0	10,000 C	0
				FEDERAL	8,000	0	8,000	0	8,000	0
				STATE	2,000	0	2,000	0	2,000	0
0310-0026	SHORELINE EAST GUILFORD	---	SLE GUILFORD RR STATION IMPRVMNTS	**TOTAL**	8,000	8,000 C	0	0	0	0
				FEDERAL	6,400	6,400	0	0	0	0
				STATE	1,600	1,600	0	0	0	0
0400-0001	CT TRANS-STMFD	---	CONNECTICUT TRANSIT-STAMFORD - FFY2005	**TOTAL**	173,584	0	173,584	43,396 Z	43,396 Z	86,792 Z
				FEDERAL	7,400	0	7,400	1,850	1,850	3,700
				STATE	166,184	0	166,184	41,546	41,546	83,092
0400-0024	CT TRANS-STATEWD	---	CTH - SYSTEMWIDE BUS REPLACEMENT	**TOTAL**	24,577	0	24,577	0	0	24,577 Z
				FEDERAL	19,662	0	19,662	0	0	19,662
				STATE	4,915	0	4,915	0	0	4,915
0400-T031	CT TRANS-STATEWD	---	CTTRANSIT SYSTEMWIDE ADMIN CAPT/SCV REPLACEMENT	**TOTAL**	3,850	0	3,850	1,000 Z	1,450 Z	1,400 Z
				FEDERAL	3,080	0	3,080	800	1,160	1,120
				STATE	770	0	770	200	290	280
0401-1003	CT TRANS-HTFD	---	STATEWIDE BUS REPLACEMENTS	**TOTAL**	12,073	0	12,073	0	12,073 Z	0
				FEDERAL	9,658	0	9,658	0	9,658	0
				STATE	2,415	0	2,415	0	2,415	0
0401-1007	CT TRANS-HTFD	---	CTH - REPLACE 13 SMALL HEAVY DUTY BUSES [1999/400-0008]	**TOTAL**	4,000	0	4,000	0	0	4,000 Z
				FEDERAL	3,200	0	3,200	0	0	3,200
				STATE	800	0	800	0	0	800
0401-T023	CT TRANS-HTFD	---	CTH - HARTFORD BUS GARAGE [COMPLETED 1990/38 M/063-0368]	**TOTAL**	5,000	0	5,000	0	0	5,000 Z
				FEDERAL	4,000	0	4,000	0	0	4,000
				STATE	1,000	0	1,000	0	0	1,000

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0401-ZZZZ CAP SFY2007	CT TRANS-HTFD	---	BRT-PURCHASE 30 ARTICULATED BUSES	**TOTAL**	11,475	0	11,475	0	11,475 Z	0
				FEDERAL	9,180	0	9,180	0	9,180	0
				STATE	2,295	0	2,295	0	2,295	0
0402-0002 CAP SFY2006 MULTI-FUNDED	CT TRANS-N.HAVEN	---	CTTRANSIT N HAVEN BUS GARAGE CONSTRUCTION	**TOTAL**	65,000	26,000 C	39,000	39,000 C	0	0
				FEDERAL	52,000	20,800	31,200	31,200	0	0
				STATE	13,000	5,200	7,800	7,800	0	0
0403-0002	CT TRANS-STMFD	---	CTTRANSIT - STAMFORD BUS MAINTENANCE FACILITY	**TOTAL**	15,000	15,000 C	0	0	0	0
				FEDERAL	12,000	12,000	0	0	0	0
				STATE	3,000	3,000	0	0	0	0
0403-0801	CT TRANS-STMFD	---	CTS - STAMFORD REPLACE 26 BUSES [2001] [403-0003]	**TOTAL**	9,750	0	9,750	0	0	9,750 Z
				FEDERAL	7,800	0	7,800	0	0	7,800
				STATE	1,950	0	1,950	0	0	1,950
0410-0029	HART	---	HART - FIXED ROUTE - FFY2005	**TOTAL**	5,444	0	5,444	1,361 Z	1,361 Z	2,722 Z
				FEDERAL	0	0	0	0	0	0
				STATE	5,444	0	5,444	1,361	1,361	2,722
0410-0037	GR.BRIDGEPORT TD	---	GBTD - FIXED ROUTE - FFY2005	**TOTAL**	25,728	0	25,728	6,432 Z	6,432 Z	12,864 Z
				FEDERAL	0	0	0	0	0	0
				STATE	25,728	0	25,728	6,432	6,432	12,864
0410-T059	GR.BRIDGEPORT TD	---	GBTD - REPLACE PARATRANSIT VEHICLES - PROGRAM	**TOTAL**	3,050	0	3,050	650 Z	1,400 Z	1,000 Z
				FEDERAL	2,440	0	2,440	520	1,120	800
				STATE	610	0	610	130	280	200
0412-0056	NORWALK TD	---	NORWALK FIXED ROUTE - FFY2005	**TOTAL**	15,792	0	15,792	3,948 Z	3,948 Z	7,896 Z
				FEDERAL	4,600	0	4,600	1,150	1,150	2,300
				STATE	11,192	0	11,192	2,798	2,798	5,596
0412-0057	NORWALK TD	---	WESTPORT - FIXED ROUTE - FFY2005	**TOTAL**	2,012	0	2,012	503 Z	503 Z	1,006 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,012	0	2,012	503	503	1,006
0412-T073	NORWALK TD	---	NORWALK TD - REPLACE PARATRANSIT VEHICLES - PROGRAM	**TOTAL**	1,250	0	1,250	300 Z	750 Z	200 Z
				FEDERAL	1,000	0	1,000	240	600	160
				STATE	250	0	250	60	150	40
0414-0019	SOUTHEAST TD EAST LYME GRISWOLD	---	SOUTHEAST TD - GRANT FOR FACILITY REHABILITATION & IMPRVMNTS	**TOTAL**	3,611	3,611 Z	0	0	0	0
				FEDERAL	2,369	2,369	0	0	0	0
				STATE	1,242	1,242	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0414-0026	SOUTHEAST TD	---	SOUTHEAST TD - FIXED ROUTE - FFY2005	**TOTAL**	7,332	0	7,332	1,833 Z	1,833 Z	3,666 Z
				FEDERAL	0	0	0	0	0	0
				STATE	7,332	0	7,332	1,833	1,833	3,666
0414-T037	SOUTHEAST TD	---	SOUTHEAST TD - REPLACE PARATRANSIT VEHICLES - PROGRAM	**TOTAL**	200	0	200	200 Z	0	0
				FEDERAL	160	0	160	160	0	0
				STATE	40	0	40	40	0	0
0414-ZZZZ	SOUTHEAST TD	---	SOUTHEAST TD - ADMINISTRATIVE CAPITAL & SCV - PROGRAM	**TOTAL**	400	0	400	0	200 Z	200 Z
				FEDERAL	320	0	320	0	160	160
				STATE	80	0	80	0	40	40
0416-0202	HART	---	HART - REPLACE 10 '02 BUSES FROM #416-0025	**TOTAL**	4,000	0	4,000	0	0	4,000 Z
				FEDERAL	3,200	0	3,200	0	0	3,200
				STATE	800	0	800	0	0	800
0416-T051	HART	---	HART - ADMIN CAPTIAL & SCV REPLACEMENT - PROGRAM	**TOTAL**	400	0	400	100 Z	100 Z	200 Z
				FEDERAL	320	0	320	80	80	160
				STATE	80	0	80	20	20	40
0416-ZZZ1	HART	---	HART - BUS GARAGE SGR - [COMPLETED 1998/8.0M/416-0004]	**TOTAL**	3,000	0	3,000	0	0	3,000 Z
				FEDERAL	2,400	0	2,400	0	0	2,400
				STATE	600	0	600	0	0	600
0416-ZZZ2	HART	---	HART - DANBURY/BRIDGEPORT BUS SERVICE FEASIBILITY STUDY	**TOTAL**	20	20 Z	0	0	0	0
				FEDERAL	16	16	0	0	0	0
				STATE	0	0	0	0	0	0
0420-0023	VALLEY TD	---	VALLEY TD - DIAL-A-RIDE - FFY2005	**TOTAL**	3,152	0	3,152	788 Z	788 Z	1,576 Z
				FEDERAL	0	0	0	0	0	0
				STATE	3,152	0	3,152	788	788	1,576
0420-T036	VALLEY TD	---	VALLEY TD - REPLACE PARATRANSIT VEHICLES - PROGRAM	**TOTAL**	400	0	400	0	200 Z	200 Z
				FEDERAL	320	0	320	0	160	160
				STATE	80	0	80	0	40	40
0420-T037 CAP SFY2006	VALLEY TD	---	VALLEY TD - REPLACE 6 1993 BUSES	**TOTAL**	850	0	850	850 Z	0	0
				FEDERAL	680	0	680	680	0	0
				STATE	170	0	170	170	0	0
0422-0025	MIDDLETOWN TD	---	MIDDLETOWN - FIXED ROUTE - FFY2005	**TOTAL**	2,712	0	2,712	678 Z	678 Z	1,356 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,712	0	2,712	678	678	1,356

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0422-T043	MILFORD TD	---	MILFORD TD - ADMINISTRATIVE CAPITAL - PROGRAM	**TOTAL**	1,102	0	1,102	300 Z	402 Z	400 Z
				FEDERAL	882	0	882	240	322	320
				STATE	220	0	220	60	80	80
0422-T049	MIDDLETOWN TD	---	MIDDLETOWN TD - ADMINISTRATIVE CAPITAL - PROGRAM	**TOTAL**	500	0	500	100 Z	200 Z	200 Z
				FEDERAL	400	0	400	80	160	160
				STATE	100	0	100	20	40	40
0424-0027	MILFORD TD	---	MILFORD-FIXED ROUTE - FFY2005	**TOTAL**	2,435	115 Z	2,320	580 Z	580 Z	1,160 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,860	0	1,860	465	465	930
0424-T059	MILFORD TD	---	MILFORD TD - FACILITY SGR [COMPLETED 1999/3.6 M/424-0009]	**TOTAL**	1,000	0	1,000	0	0	1,000 C
				FEDERAL	800	0	800	0	0	800
				STATE	200	0	200	0	0	200
0426-1002	GR HARTFORD TD	---	GHTD - PARATRANSIT VEHICLE REPLACEMENT - PROGRAM	**TOTAL**	7,269	180 Z	7,089	1,719 Z	1,800 Z	3,570 Z
				FEDERAL	5,671	0	5,671	1,375	1,440	2,856
				STATE	0	0	0	0	0	0
0426-1007	GR HARTFORD TD	---	GHTD - MAINTENANCE FAC SGR - HRTFD UNION STATION	**TOTAL**	1,000	0	1,000	0	0	1,000 C
				FEDERAL	800	0	800	0	0	800
				STATE	200	0	200	0	0	200
0426-ZZZZ CAP SFY2007	GR HARTFORD TD	---	GHTD - REPLACE 1995 MCI COACHES	**TOTAL**	13,175	0	13,175	0	1,700 Z	11,475 Z
				FEDERAL	10,540	0	10,540	0	1,360	9,180
				STATE	2,635	0	2,635	0	340	2,295
0427-2108	GR NEW HAVEN TD	---	GNHTD-ELDERLY VEHICLE	**TOTAL**	1,600	100 Z	1,500	500 Z	0	1,000 Z
				FEDERAL	1,200	0	1,200	400	0	800
				STATE	0	0	0	0	0	0
0427-T031	GR NEW HAVEN TD	---	GNHTD - REPLACE PARATRANSIT VEHICLES - PROGRAM	**TOTAL**	2,400	0	2,400	600 Z	600 Z	1,200 Z
				FEDERAL	1,920	0	1,920	480	480	960
				STATE	480	0	480	120	120	240
0427-T038	GR NEW HAVEN TD	---	GNHTD - REPLACE ENH VEHICLES	**TOTAL**	600	0	600	0	600 Z	0
				FEDERAL	480	0	480	0	480	0
				STATE	0	0	0	0	0	0
0427-XXXX	GR NEW HAVEN TD	---	GNHTD AREAWIDE BUS SHELTER INSTALLATION PROGRAM	**TOTAL**	630	30 Z	600	150 C	150 C	300 C
				FEDERAL	480	0	480	120	120	240
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0428-ZZZZ	GR WATERBURY TD	---	CTDOT/NETCO - REPLACE 6 PARATRANSIT VEHICLES	**TOTAL**	3,600	0	3,600	400 Z	200 Z	3,000 Z
				FEDERAL	2,880	0	2,880	320	160	2,400
				STATE	720	0	720	80	40	600
0431-0006	WATERTOWN	---	CONSTRUCTION OF A NEW BUS MAINTENANCE & STORAGE FACILITY TO SERVE THE WATERBURY AREA	**TOTAL**	37,126	7,126 Z	30,000	0	13,700 C	16,300 C
CAP SFY2007	NAUGATUCK			**FEDERAL**	29,000	5,000	24,000	0	10,960	13,040
MULTI-FUNDED	WATERBURY			**STATE**	8,126	2,126	6,000	0	2,740	3,260
0431-0012	WTBY-FIXED	---	WATERBURY - N EAST TRANSP CO - FIXED ROUTE - FFY2005	**TOTAL**	11,304	0	11,304	2,826 Z	2,826 Z	5,652 Z
				FEDERAL	0	0	0	0	0	0
				STATE	11,304	0	11,304	2,826	2,826	5,652
0432-0007	MRDN-FIXED RT	---	DOOR-TO-DOOR SERVICE FOR ADA - FFY2005	**TOTAL**	1,384	0	1,384	346 Z	346 Z	692 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,384	0	1,384	346	346	692
0432-0009	MRDN-FIXED RT	---	MERIDEN - N EAST TRANSP CO - FIXED ROUTE - FFY2005	**TOTAL**	2,036	0	2,036	509 Z	509 Z	1,018 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,036	0	2,036	509	509	1,018
0433-0009	WALLINGFORD-FIXD	---	WALLINGFORD - N EAST TRANSP CO - FIXED ROUTE - FFY2005	**TOTAL**	636	60 Z	576	144 Z	144 Z	288 Z
				FEDERAL	0	0	0	0	0	0
				STATE	336	0	336	84	84	168
0433-T003	WALLINGFORD-FIXD	---	WALLINGFORD - REPLACE 1 1996 BUS	**TOTAL**	350	0	350	0	350 Z	0
CAP SFY2007				**FEDERAL**	280	0	280	0	280	0
				STATE	70	0	70	0	70	0
0434-0003	GR WATERBURY TD	---	NETCO - GWTD - DIAL-A-RIDE - FFY2005	**TOTAL**	904	0	904	226 Z	226 Z	452 Z
				FEDERAL	0	0	0	0	0	0
				STATE	904	0	904	226	226	452
0441-0009	NEW BRTN-FIXED	---	N BRITAIN - N BRITAIN TRANSP CO-FIXED ROUTE - FFY2005	**TOTAL**	3,516	0	3,516	879 Z	879 Z	1,758 Z
				FEDERAL	0	0	0	0	0	0
				STATE	3,516	0	3,516	879	879	1,758
0442-0009	BRISTOL LOCAL	---	BRISTOL - N BRITAIN TRANSPORTATION CO - FIXED ROUTE - FFY2005	**TOTAL**	772	0	772	193 Z	193 Z	386 Z
	BRISTOL			**FEDERAL**	0	0	0	0	0	0
				STATE	772	0	772	193	193	386
0443-0012	BRISTOL COMMUTER	---	BRISTOL DATTCO - COMMUTER - FFY2005	**TOTAL**	636	0	636	159 Z	159 Z	318 Z
				FEDERAL	0	0	0	0	0	0
				STATE	636	0	636	159	159	318

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0444-0011	STHNGTN COMMUTER	---	SOUTHINGTON/CHESHIRE, NBT - COMMUTER - FFY2005	**TOTAL**	356	0	356	89 Z	89 Z	178 Z
				FEDERAL	0	0	0	0	0	0
				STATE	356	0	356	89	89	178
0452-0010	OLD SYBRK-DATTCO	---	OLD SAYBROOK DATTCO INC - FIXED ROUTE - FFY2005	**TOTAL**	2,432	0	2,432	608 Z	608 Z	1,216 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,432	0	2,432	608	608	1,216
0452-0012	OLD SYBRK-DATTCO	---	FIXED ROUTE BUS SERVICE - N HAVEN TO OLD SAYBROOK & OLD SAYBROOK TO HARTFORD - DATTCO - FFY	**TOTAL**	1,216	0	1,216	608 Z	608 Z	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,216	0	1,216	608	608	0
0453-0009	N.BRITAIN-DATTCO	---	N BRITAIN - DATTCO INC-FIXED ROUTE - FFY2005	**TOTAL**	1,524	0	1,524	381 Z	381 Z	762 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,524	0	1,524	381	381	762
0461-0010	ARROW-WLLMNTC	---	WILLIMANTIC - ARROW BUS LINE-COMMUTER - FFY2005	**TOTAL**	1,300	0	1,300	325 Z	325 Z	650 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,300	0	1,300	325	325	650
0462-0010	COLLINS-VERNON	---	VERNON-COLLINS BUS SERVICE - COMMUTER - FFY2005	**TOTAL**	784	0	784	196 Z	196 Z	392 Z
				FEDERAL	0	0	0	0	0	0
				STATE	784	0	784	196	196	392
0463-0010	MRDN-COMMUTER	---	MERIDEN TD - COMMUTER - FFY2005	**TOTAL**	456	0	456	114 Z	114 Z	228 Z
				FEDERAL	0	0	0	0	0	0
				STATE	456	0	456	114	114	228
0476-ZZZZ	NORTHEASTERN TD	---	NORTHEASTERN TD FACITLITY-SGR-[COMPLETED 1994/1.7M/172-0104]	**TOTAL**	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	800	0	800	0	0	800
				STATE	200	0	200	0	0	200
				TOTAL	1,177,419	227,161	950,258	252,508	218,164	479,586
				FEDERAL	529,699	152,991	376,708	105,888	78,413	192,407
				STATE	631,858	71,138	560,720	143,428	136,523	280,769

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5309 CAPITAL FUNDING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0170-T653	STATEWIDE	---	EARMARK FUNDS FOR THE PURCHASE OF BUSES STATEWIDE	**TOTAL**	1,230	1,230 C	0	0	0	0
				FEDERAL	984	984	0	0	0	0
				STATE	246	246	0	0	0	0
0171-0305	NB-HRTFD BUSWAY	---	FUNDING FOR THE N BRITAIN - HARTFORD BUSWAY	**TOTAL**	12,066	12,066 A	0	0	0	0
				FEDERAL	9,653	9,653	0	0	0	0
MULTI-FUNDED				**STATE**	2,413	2,413	0	0	0	0
0300-0019	METRO/N SYSTMWD MILFORD	---	MILFORD ADA KEY STATION IMPRVMNTS	**TOTAL**	5,000	5,000 C	0	0	0	0
				FEDERAL	4,000	4,000	0	0	0	0
				STATE	1,000	1,000	0	0	0	0
0300-0077	METRO/N SYSTMWD	---	PE DEVON BRIDGE, MILFORD/STRATFORD	**TOTAL**	1,800	0	1,800	0	0	1,800 A
				FEDERAL	1,440	0	1,440	0	0	1,440
MULTI-FUNDED				**STATE**	360	0	360	0	0	360
0300-0085	METRO/N SYSTMWD	---	M2 REHABILITATION/OVERHAUL [CT SHARE] BOND MATCH	**TOTAL**	15,000	0	15,000	0	15,000 C	0
				FEDERAL	12,000	0	12,000	0	12,000	0
MULTI-FUNDED				**STATE**	3,000	0	3,000	0	3,000	0
0300-0098	METRO/N SYSTMWD NORWALK	---	ROWAYTON AVE BRIDGE REHABILITATION	**TOTAL**	1,750	1,750 C	0	0	0	0
				FEDERAL	1,400	1,400	0	0	0	0
MULTI-FUNDED				**STATE**	350	350	0	0	0	0
0300-0099	METRO/N SYSTMWD DARIEN	---	BOSTON POST ROAD REHABILITATION	**TOTAL**	8,000	8,000 C	0	0	0	0
				FEDERAL	6,400	6,400	0	0	0	0
				STATE	1,600	1,600	0	0	0	0
0300-0104	METRO/N SYSTMWD ANSONIA BETHEL	---	SUBSTATION TAGGING RELAY PROGRAM - NHL	**TOTAL**	5,500	5,500 Z	0	0	0	0
				FEDERAL	4,000	4,000	0	0	0	0
				STATE	1,500	1,500	0	0	0	0
0300-T124	METRO/N SYSTMWD	---	REPLACE EAST AVE BRIDGE - NORWALK	**TOTAL**	8,000	0	8,000	0	0	8,000 C
				FEDERAL	6,400	0	6,400	0	0	6,400
				STATE	1,600	0	1,600	0	0	1,600
0300-T163	METRO/N SYSTMWD	---	MU FLEET RPLMNT SPEC DEVELOPMENT - EARMARK FUNDS	**TOTAL**	4,918	4,918 A	0	0	0	0
				FEDERAL	3,934	3,934	0	0	0	0
				STATE	984	984	0	0	0	0
0301-0033	METRO/N-MAINLINE NORWALK	---	MONROE STREET BRIDGE REPLACEMENT	**TOTAL**	8,000	8,000 C	0	0	0	0
				FEDERAL	6,400	6,400	0	0	0	0
				STATE	1,600	1,600	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5309 CAPITAL FUNDING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0301-0040	METRO/N-MAINLINE	---	CONSTRUCT NEW WALK & SAGA BRIDGE	**TOTAL**	97,050	13,050 A	84,000	0	0	84,000 C
				FEDERAL	75,760	8,560	67,200	0	0	67,200
MULTI-FUNDED				**STATE**	21,290	4,490	16,800	0	0	16,800
0301-0059	METRO/N-MAINLINE MILFORD	---	RIVER ST AND HIGH ST BRIDGE REHABILITATIONS AND OLD GATE LN BRIDGE REPLACEMENT	**TOTAL**	17,000	17,000 C	0	0	0	0
				FEDERAL	13,600	13,600	0	0	0	0
				STATE	3,400	3,400	0	0	0	0
0301-0072	METRO/N-MAINLINE	---	REPLACE 5 NHL SUBSTATIONS IN S NORWALK, E NORWALK, BRIDGEPORT & N HAVEN	**TOTAL**	26,500	1,500 A	25,000	25,000 C	0	0
				FEDERAL	20,000	0	20,000	20,000	0	0
				STATE	6,500	1,500	5,000	5,000	0	0
0301-0101	METRO/N-MAINLINE	---	MAINTAIN STATE OF GOOD REPAIR C&S	**TOTAL**	10,416	0	10,416	0	0	10,416 Z
				FEDERAL	8,333	0	8,333	0	0	8,333
				STATE	2,083	0	2,083	0	0	2,083
0301-0407	METRO/N-MAINLINE	---	REHAB EAST BRIDGEPORT MOW FACILITY	**TOTAL**	700	0	700	0	0	700 Z
				FEDERAL	560	0	560	0	0	560
				STATE	140	0	140	0	0	140
0301-T007	METRO/N-MAINLINE	---	NH-ML CATENARY REPLACEMENT - CP248-PECK-SECTION C1B	**TOTAL**	73,000	0	73,000	40,000 C	33,000 C	0
				FEDERAL	58,400	0	58,400	32,000	26,400	0
				STATE	14,600	0	14,600	8,000	6,600	0
0301-T111	METRO/N-MAINLINE	---	NHL TRACK PROGRAM	**TOTAL**	10,200	0	10,200	0	0	10,200 Z
				FEDERAL	8,160	0	8,160	0	0	8,160
MULTI-FUNDED				**STATE**	2,040	0	2,040	0	0	2,040
0301-T115	METRO/N-MAINLINE	---	N HAVEN - UNION STATION PUBLIC ADDRESS & VMS	**TOTAL**	3,000	3,000 C	0	0	0	0
				FEDERAL	2,400	2,400	0	0	0	0
				STATE	600	600	0	0	0	0
0301-T118 CAP SFY2006	METRO/N-MAINLINE	---	NH-ML CATENARY REPLACEMENT - CP248-PECK-SECTION C1B	**TOTAL**	48,874	0	48,874	48,874 Z	0	0
				FEDERAL	39,099	0	39,099	39,099	0	0
MULTI-FUNDED				**STATE**	9,775	0	9,775	9,775	0	0
0301-T119	METRO/N-MAINLINE	---	NH-ML CATENARY REPLACEMENT - WALK-CP248-SECTION C1A	**TOTAL**	40,874	0	40,874	0	0	40,874 Z
				FEDERAL	32,699	0	32,699	0	0	32,699
				STATE	8,175	0	8,175	0	0	8,175
0301-T120	METRO/N-MAINLINE	---	NH-ML CATENARY REPLACEMENT - PECK TO DEVON - SECTION C2	**TOTAL**	52,000	0	52,000	0	0	52,000 Z
				FEDERAL	41,600	0	41,600	0	0	41,600
				STATE	10,400	0	10,400	0	0	10,400

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5309 CAPITAL FUNDING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0302-0008	METRO/N-DANBURY BETHEL DANBURY	---	PRELIMINARY ENGINEERING FUNDS FOR THE RE-ELECTRIFICATION OF DANBURY BRANCH LINE	**TOTAL**	2,500	2,500 A	0	0	0	0
				FEDERAL	2,000	2,000	0	0	0	0
				STATE	500	500	0	0	0	0
0402-0002 MULTI-FUNDED	CT TRANS-N.HAVEN ANSONIA BRANFORD	---	CTTRANSIT GREATER N HAVEN BUS MAINTENANCE & STORAGE FACILITY - HAMDEN	**TOTAL**	8,204	8,204 X	0	0	0	0
				FEDERAL	5,613	5,613	0	0	0	0
				STATE	2,591	2,591	0	0	0	0
0414-0030	SOUTHEAST TD EAST LYME GRISWOLD	---	REPLACEMENT OF 19 [1991] 40' BUSES FOR THE SOUTHEAST AREA TRANSIT DISTRICT	**TOTAL**	5,775	5,775 C	0	0	0	0
				FEDERAL	4,441	4,441	0	0	0	0
				STATE	1,334	1,334	0	0	0	0
0431-0006 MULTI-FUNDED	WATERTOWN NAUGATUCK WATERBURY	---	CONSTRUCTION OF A NEW BUS MAINTENANCE & STORAGE FACILITY TO SERVE THE WATERBURY AREA	**TOTAL**	6,567	6,567 Z	0	0	0	0
				FEDERAL	4,441	4,441	0	0	0	0
				STATE	2,126	2,126	0	0	0	0
				TOTAL	473,924	104,060	369,864	113,874	48,000	207,990
				FEDERAL	373,717	77,826	295,891	91,099	38,400	166,392
				STATE	100,207	26,234	73,973	22,775	9,600	41,598

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5310 CAPITAL PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0999-0110	VARIOUS	---	PURCHASE ACCESSIBLE VANS/BUSES - SEC 16-PRGM	**TOTAL**	5,600	0	5,600	1,400 Z	1,400 Z	2,800 Z
				FEDERAL	4,480	0	4,480	1,120	1,120	2,240
				STATE	1,120	0	1,120	280	280	560
				TOTAL	5,600	0	5,600	1,400	1,400	2,800
				FEDERAL	4,480	0	4,480	1,120	1,120	2,240
				STATE	1,120	0	1,120	280	280	560

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0170-XXXX	STATEWIDE	---	SECTION 5311 PROGRAM ADJUST TO ACTUAL APPR & RTAP PROGRAM - FFY2005	**TOTAL**	680	0	680	170 Z	170 Z	340 Z
				FEDERAL	680	0	680	170	170	340
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0472-0305	NORTHWESTERN TD	---	NW TD - SECTION 5311C PROGRAM	**TOTAL**	1,497	0	1,497	445 Z	250 Z	802 Z
				FEDERAL	1,198	0	1,198	356	200	642
				STATE	299	0	299	89	50	160
0472-T056	NORTHWESTERN TD	---	NORTHWESTERN TD - RURAL. - FFY2005	**TOTAL**	2,238	82 Z	2,156	539 Z	539 Z	1,078 Z
				FEDERAL	1,236	0	1,236	309	309	618
				STATE	592	0	592	148	148	296
0474-0040	WINDHAM TD ASHFORD COLUMBIA	---	JOB ACCESS & REVERSE COMMUTE SERVICES IN THE NORTHEAST AREA	**TOTAL**	104	104 C	0	0	0	0
				FEDERAL	52	52	0	0	0	0
				STATE	52	52	0	0	0	0
0474-1405	WINDHAM TD	---	WINDHAM TD - SECTION 5311C PROGRAM	**TOTAL**	766	0	766	110 Z	130 Z	526 Z
				FEDERAL	613	0	613	88	104	421
				STATE	153	0	153	22	26	105
0474-T070	WINDHAM TD	---	WINDHAM TD - RURAL - FFY2005	**TOTAL**	3,685	157 Z	3,528	882 Z	882 Z	1,764 Z
				FEDERAL	1,924	0	1,924	481	481	962
				STATE	976	0	976	244	244	488
0476-1501	NORTHEASTERN TD	---	NORTHEASTERN TD - SECTION 5311C PROGRAM	**TOTAL**	436	0	436	0	114 Z	322 Z
				FEDERAL	349	0	349	0	91	258
				STATE	87	0	87	0	23	64
0476-T058	NORTHEASTERN TD	---	NORTHEASTERN TD - RURAL. - FFY2005	**TOTAL**	1,603	59 Z	1,544	386 Z	386 Z	772 Z
				FEDERAL	880	0	880	220	220	440
				STATE	428	0	428	107	107	214
0478-0112	CTRIVER ESTUARY TD	---	ESTUARY TD - SECTION 5311C PROGRAM	**TOTAL**	285	0	285	114 Z	57 Z	114 Z
				FEDERAL	229	0	229	91	46	92
				STATE	56	0	56	23	11	22
0478-T040	CTRIVER ESTUARY TD	---	CTRIVER ESTUARY TD - SHUTTLE - FFY2005	**TOTAL**	604	0	604	151 Z	151 Z	302 Z
				FEDERAL	312	0	312	78	78	156
				STATE	292	0	292	73	73	146
0478-T041	CTRIVER ESTUARY TD	---	CTRIVER ESTUARY TD - RURAL - FFY2005	**TOTAL**	1,044	40 Z	1,004	251 Z	251 Z	502 Z
				FEDERAL	548	0	548	137	137	274
				STATE	296	0	296	74	74	148

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0480-T033	MIDDLETOWN TD	---	MIDDLETOWN AREA TD - RURAL - FFY2005	**TOTAL**	508	20 Z	488	122 Z	122 Z	244 Z
				FEDERAL	264	0	264	66	66	132
				STATE	144	0	144	36	36	72
				TOTAL	13,450	462	12,988	3,170	3,052	6,766
				FEDERAL	8,285	52	8,233	1,996	1,902	4,335
				STATE	3,375	52	3,323	816	792	1,715

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0001-0105	ANDOVER	TIMES FARM ROAD	REHABILITATION OF BR #04581 TIMES FARM RD O/ THE HOP RIVER ANDOVER, NO ADD CAP	**TOTAL**	487	170 X	317	317 C	0	0
				FEDERAL	390	136	254	254	0	0
				STATE	63	0	63	63	0	0
0013-0086	BOZRAH	BOZRAH STREET EXTENSION	SUPERSTRUCTURE REPLACEMENT OF BR #04589-BOZRAH ST EXT O/ FITCHVILLE POND-BOZRAH	**TOTAL**	812	812 Z	0	0	0	0
				FEDERAL	650	650	0	0	0	0
				STATE	162	162	0	0	0	0
0020-0103	BURLINGTON	VINEYARD ROAD	VINEYARD RD O/ BURLINGTON BROOK, BR #05916, TOWN OF BURLINGTON	**TOTAL**	2,005	175 X	1,830	0	0	1,830 C
				FEDERAL	1,604	140	1,464	0	0	1,464
				STATE	366	0	366	0	0	366
0026-0119	CHESTER	WIG HILL ROAD	REPLACEMENT OF BR #04608 WIG HILL RD O/ PATTACONK BROOK, CHESTER, NO ADD CAP	**TOTAL**	780	170 X	610	610 C	0	0
				FEDERAL	624	136	488	488	0	0
				STATE	122	0	122	122	0	0
0032-0137	COVENTRY	PARKER BRIDGE ROAD	PARKER BRIDGE RD O/ THE HOP RIVER, BR #04624, TOWN OF COVENTRY	**TOTAL**	1,479	185 X	1,294	1,294 C	0	0
				FEDERAL	1,183	148	1,035	1,035	0	0
				STATE	259	0	259	259	0	0
0039-0094	EAST GRANBY	FLOYDVILLE ROAD	FLOYDVILLE RD O/ SALMON BROOK, BR #04447 TOWN OF E GRANBY	**TOTAL**	1,582	205 X	1,377	1,377 C	0	0
				FEDERAL	1,266	164	1,102	1,102	0	0
				STATE	0	0	0	0	0	0
0043-0123	EAST HAVEN	MAPLE STREET	REPLACEMENT OF BR #04881 MAPLE ST O/ THE FARM RIVER E HAVEN, NO ADD CAP	**TOTAL**	1,314	208 X	1,106	1,106 C	0	0
				FEDERAL	1,050	166	884	884	0	0
				STATE	222	0	222	222	0	0
0050-0209	FAIRFIELD	HORSE TAVERN BRIDGE	REPLACEMENT OF BR #04957 MERRITT ST O/ HORSE TAVERN BROOK, FAIRFIELD, NO ADD CAP	**TOTAL**	976	145 A	831	25 B	0	806 C
				FEDERAL	781	116	665	20	0	645
				STATE	161	0	161	0	0	161
0055-0133	GRANBY	BROAD HILL ROAD	BROAD HILL RD O/ WEST BRANCH SALMON BROOK, BR #04526, TOWN OF GRANBY	**TOTAL**	800	165 X	635	635 C	0	0
				FEDERAL	648	140	508	508	0	0
				STATE	127	0	127	127	0	0
0056-0254	GREENWICH	SHERWOOD AVENUE	REPLACEMENT OF BR #05018 SHERWOOD AVE O/ THE BYRAM RIVER, GREENWICH	**TOTAL**	718	125 A	593	0	593 C	0
				FEDERAL	574	100	474	0	474	0
				STATE	136	17	119	0	119	0
0056-0270	GREENWICH	PORCHUCK ROAD	REPLACEMENT OF BR #05015 PORCHUCK RD O/ THE E BRANCH BYRAM RIVER TOWN OF GREENWICH	**TOTAL**	763	153 X	610	0	610 C	0
				FEDERAL	612	124	488	0	488	0
				STATE	137	15	122	0	122	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0057-0109	GRISWOLD	BITGOOD ROAD	BITGOOD RD O/ THE PACHAUG RIVER, BR #04669, TOWN OF GRISWOLD	**TOTAL**	958	140 A	818	25 B	0	793 C
				FEDERAL	766	112	654	20	0	634
				STATE	0	0	0	0	0	0
0057-0110	GRISWOLD	EDMUND ROAD	EDMUND RD O/ THE PACHUAG RIVER, BR #04673, TOWN OF GRISWOLD	**TOTAL**	1,263	140 A	1,123	25 B	0	1,098 C
				FEDERAL	1,010	112	898	20	0	878
				STATE	0	0	0	0	0	0
0057-0111	GRISWOLD	BITGOOD ROAD	REHABILITATION OF BR #04668 BITGOOD RD O/ HOPEVILLE POND, GRISWOLD, NO ADD CAP	**TOTAL**	771	145 A	626	25 B	0	601 C
				FEDERAL	617	116	501	20	0	481
				STATE	0	0	0	0	0	0
0061-0135	HAMDEN	TUTTLE AVENUE	REPLACEMENT OF BR #04894 TUTTLE AVE O/ THE MILL RIVER, HAMDEN	**TOTAL**	1,291	155 Y	1,136	0	1,136 C	0
				FEDERAL	1,033	124	909	0	909	0
				STATE	258	31	227	0	227	0
0065-0107	HARWINTON	CATLIN ROAD	CATLIN RD O/ HARWINTON LAKE SPILLWAY, BR #05058 TOWN OF HARWINTON	**TOTAL**	1,432	212 X	1,220	0	1,220 C	0
				FEDERAL	1,146	170	976	0	976	0
				STATE	244	0	244	0	244	0
0065-0108	HARWINTON	NORTHFIELD ROAD	NORTHFIELD RD O/ THE NAUGATUCK RIVER, BR # 05057, HARWINTON/LITCHFIELD	**TOTAL**	2,182	205 X	1,977	25 B	0	1,952 C
				FEDERAL	1,746	164	1,582	20	0	1,562
				STATE	395	0	395	5	0	390
0068-0200	KILLINGLY	ROCK AVENUE	ROCK AVE O/ THE FIVE MILE RIVER, BR #04701 TOWN OF KILLINGLY	**TOTAL**	1,824	165 X	1,659	1,659 C	0	0
				FEDERAL	1,459	132	1,327	1,327	0	0
				STATE	332	0	332	332	0	0
0073-0167	LITCHFIELD	HIGH BRIDGE ROAD	HIGH BRIDGE RD O/ THE BANTAM RIVER, BR #05180, TOWN OF LITCHFIELD	**TOTAL**	1,385	165 X	1,220	1,220 C	0	0
				FEDERAL	1,108	132	976	976	0	0
				STATE	0	0	0	0	0	0
0073-0168	LITCHFIELD	KNIFE SHOP ROAD	REPLACEMENT OF BR #05703 KNIFE SHOP RD O/ NORTHFIELD POND BROOK LITCHFIELD, NO ADD CAP	**TOTAL**	985	160 A	825	25 B	0	800 C
				FEDERAL	788	128	660	20	0	640
				STATE	0	0	0	0	0	0
0076-0200	MANCHESTER	PARK STREET	REPLACEMENT OF BR #04401 PARK ST MANCHESTER, NO ADD CAP	**TOTAL**	1,585	160 A	1,425	0	0	1,425 C
				FEDERAL	1,268	128	1,140	0	0	1,140
				STATE	0	0	0	0	0	0
0082-0286	MIDDLETOWN	PEARL STREET	REHABILITATION OF BR #04032 PEARL ST O/ P&W RR TOWN OF MIDDLETOWN	**TOTAL**	1,727	227 X	1,500	0	1,500 C	0
				FEDERAL	1,382	182	1,200	0	1,200	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0082-0293	MIDDLETOWN	WILCOX STREET	REPLACEMENT OF BR #05621 WILCOX ST O/ SUMNER BROOK, MIDDLETOWN, NO ADD CAP	**TOTAL**	658	145 A	513	513 C	0	0
				FEDERAL	526	116	410	410	0	0
				STATE	0	0	0	0	0	0
0089-0119	NEW CANAAN	HICKOK ROAD	REHABILITATION OF BR #04998 HICKOK RD O/ SILVERMINE RIV NEW CANAAN, NO ADD CAP	**TOTAL**	1,222	160 A	1,062	25 B	0	1,037 C
				FEDERAL	978	128	850	20	0	830
				STATE	0	0	0	0	0	0
0090-0095	NEW FAIRFIELD	MUSKET RIDGE ROAD	REPLACEMENT OF BR #05106 MUSKET RIDGE RD O/ BALL POND BROOK NEW FAIRFIELD, NO ADD CAP	**TOTAL**	634	170 X	464	464 C	0	0
				FEDERAL	507	136	371	371	0	0
				STATE	0	0	0	0	0	0
0091-0117	NEW HARTFORD	MAPLE HOLLOW ROAD	REPLACEMENT OF BR #05073 MAPLE HOLLOW RD O/ THE NEPAUG RIVER NEW HARTFORD, NO ADD CAP	**TOTAL**	1,285	160 A	1,125	25 B	0	1,100 C
				FEDERAL	1,028	128	900	20	0	880
				STATE	0	0	0	0	0	0
0099-0122	NORTH CANAAN	OLD TPK NORTH	OLD TPK NORTH O/ THE KONKAPOT RIVER, BR #05202, TOWN OF N CANAAN	**TOTAL**	1,659	195 X	1,464	1,464 C	0	0
				FEDERAL	1,327	156	1,171	1,171	0	0
				STATE	0	0	0	0	0	0
0099-0123	NORTH CANAAN	EMMONS LANE	EMMONS LN O/ THE WHITING RIVER, BR #05203, TOWN OF N CANAAN	**TOTAL**	1,293	195 X	1,098	1,098 C	0	0
				FEDERAL	1,034	156	878	878	0	0
				STATE	0	0	0	0	0	0
0101-0112	NO. STONINGTON	BOOM BRIDGE ROAD	REPLACEMENT OF BR #04744 BOOM BRIDGE RD O/ THE PAWCATUCK RIVER, NO ADD CAP	**TOTAL**	643	145 A	498	10 B	0	488 C
				FEDERAL	514	116	398	8	0	390
				STATE	98	0	98	0	0	98
0111-0115	POMFRET	COVELL ROAD	COVELL RD O/ BROOK BR #05663 TOWN OF POMFRET	**TOTAL**	1,202	165 X	1,037	0	1,037 C	0
				FEDERAL	962	132	830	0	830	0
				STATE	0	0	0	0	0	0
0111-0116	POMFRET	WOLF DEN DRIVE	REPLACEMENT OF BR #05344 WOLF DEN DR O/ MASHAMOQUET BROOK, POMFRET, NO ADD CAP	**TOTAL**	1,512	145 A	1,367	25 B	1,342 C	0
				FEDERAL	1,210	116	1,094	20	1,074	0
				STATE	273	0	273	5	268	0
0122-0102	DEEP RIVER	VILLAGE STREET	REPLACEMENT OF BR #04636 VILLAGE ST O/ THE DEEP RIVER, TOWN OF DEEP RIVER, NO ADD CAP	**TOTAL**	815	170 X	645	645 C	0	0
				FEDERAL	652	136	516	516	0	0
				STATE	0	0	0	0	0	0
0128-0145	SIMSBURY	FIRETOWN ROAD	FIRETOWN RD O/ BISSELL BROOK, BR #04549 TOWN OF SIMSBURY	**TOTAL**	897	140 A	757	25 B	732 C	0
				FEDERAL	718	112	606	20	586	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0130-0165	SOUTHBURY	SPRUCE BROOK	REPLACEMENT OF BR #05032 SPRUCE BROOK RD O/ TRANSYLV ANIA BROOK TOWN OF SOUTHBURY	**TOTAL**	2,120	290 X	1,830	1,830 C	0	0
				FEDERAL	1,696	232	1,464	1,464	0	0
				STATE	424	58	366	366	0	0
0135-0284	STAMFORD	FARMS ROAD	FARMS RD O/ THE MIANUS RIVER, BR #05008 TOWN OF STAMFORD	**TOTAL**	2,015	215 X	1,800	1,800 C	0	0
				FEDERAL	1,612	172	1,440	1,440	0	0
				STATE	0	0	0	0	0	0
0139-0106	SUFFIELD	SUFFIELD STREET	SUFFIELD ST O/ STONY BROOK, BR #04566 TOWN OF SUFFIELD	**TOTAL**	2,137	160 A	1,977	25 B	1,952 C	0
				FEDERAL	1,710	128	1,582	20	1,562	0
				STATE	0	0	0	0	0	0
0139-0107	SUFFIELD	RUSSELL AVENUE	RUSSELL AVE O/ PHILO BROOK, BR #04569 TOWN OF SUFFIELD	**TOTAL**	958	140 A	818	25 B	793 C	0
				FEDERAL	766	112	654	20	634	0
				STATE	0	0	0	0	0	0
0143-0174	TORRINGTON	LOVERS LANE	LOVERS LN O/ LOVERS LN BROOK, BR #05090 TOWN OF TORRINGTON	**TOTAL**	1,141	140 A	1,001	25 B	0	976 C
				FEDERAL	913	112	801	20	0	781
				STATE	0	0	0	0	0	0
0146-0159	VERNON	SPRING STREET	REPLACEMENT OF BR #04572 SPRING ST O/ THE HOCKANUM RIVER, VERNON	**TOTAL**	1,263	165 X	1,098	1,098 C	0	0
				FEDERAL	1,010	132	878	878	0	0
				STATE	0	0	0	0	0	0
0146-0160	VERNON	RIVER STREET	REPLACEMENT OF BR #04577 RIVER ST O/ THE HOCKANUM RIVER, VERNON	**TOTAL**	1,310	175 X	1,135	1,135 C	0	0
				FEDERAL	1,048	140	908	908	0	0
				STATE	0	0	0	0	0	0
0146-0177	VERNON	VERNON AVENUE	REHABILITATION OF BR #03934 VERNON AVE O/ THE HOCKANUM RIVER, VERNON, NO ADD CAP	**TOTAL**	771	145 A	626	25 B	601 C	0
				FEDERAL	617	116	501	20	481	0
				STATE	0	0	0	0	0	0
0158-0200 CAP SFY2006	WESTPORT	HALES ROAD	REPLACEMENT OF BR #03852 HALES RD O/ METRO NO RR TOWN OF WESTPORT	**TOTAL**	1,520	25 B	1,495	1,495 C	0	0
				FEDERAL	1,175	0	1,175	1,175	0	0
				STATE	25	25	0	0	0	0
0162-0139	WINCHESTER	DIVISION STREET	DIVISION ST O/ THE MAD RIVER, BRIDGE # 05129 TOWN OF WINCHESTER	**TOTAL**	980	175 X	805	805 C	0	0
				FEDERAL	784	140	644	644	0	0
				STATE	0	0	0	0	0	0
0170-XXXX MULTI-FUNDED	STATEWIDE	---	ENGINEERING,SCOPE,AND PROJ DEV FOR FEDERAL LOCAL BRIDGE PROGRAM- ANNUAL	**TOTAL**	5,500	500 A	5,000	500 A	500 A	4,000 A
				FEDERAL	4,400	400	4,000	400	400	3,200
				STATE	1,100	100	1,000	100	100	800

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
				TOTAL	58,654	8,307	50,347	21,425	12,016	16,906
				FEDERAL	46,892	6,636	40,256	17,117	9,614	13,525
				STATE	4,904	408	4,496	1,601	1,080	1,815

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0002-0114	ANSONIA	334	BR #01592, SR334 O/ THE NAUGATUCK RIVER & METRO-NORTH RR IN ANSONIA	**TOTAL**	2,825	0	2,825	0	0	2,825 C
				FEDERAL	2,260	0	2,260	0	0	2,260
MULTI-FUNDED				**STATE**	565	0	565	0	0	565
0015-0214	BRIDGEPORT BRIDGEPORT	95 1	SUPERSTRUCTURE REPLACEMENT OF BR #00115 A,B,C CARRYING I-95 OVER YELLOW MILL POND	**TOTAL**	56,768	56,768 Z	0	0	0	0
				FEDERAL	44,918	44,918	0	0	0	0
				STATE	11,850	11,850	0	0	0	0
0015-0248	BRIDGEPORT	1	REPLACE BR #00325 CARRYING US1 O/ STILLMANS POND BROOK & ABONDONED RR	**TOTAL**	2,534	0	2,534	0	0	2,534 C
				FEDERAL	2,027	0	2,027	0	0	2,027
				STATE	507	0	507	0	0	507
0015-0272	BRIDGEPORT	95	I-95 RECONSTRUCTION EXIT 25-28 BRIDGEPORT CONTRACT B STATE ST TO WORDIN AVE	**TOTAL**	33,621	33,621 C	0	0	0	0
				FEDERAL	28,578	28,578	0	0	0	0
MULTI-FUNDED				**STATE**	5,043	5,043	0	0	0	0
0026-0117 **CAP SFY2007**	CHESTER	154	REHABILITATION OF BR #00621, SR154 O/ CHESTER CREEK IN THE TOWN OF CHESTER	**TOTAL**	2,620	220 X	2,400	0	2,400 C	0
				FEDERAL	2,072	152	1,920	0	1,920	0
				STATE	548	68	480	0	480	0
0035-0184	DARIEN	95	REHABILITATION OF BR #00041 I-95 UNDER HOLLOW TREE RD TOWN OF DARIEN	**TOTAL**	1,776	216 A	1,560	0	0	1,560 Y
				FEDERAL	1,421	173	1,248	0	0	1,248
				STATE	355	43	312	0	0	312
0042-0287	EAST HARTFORD	2	WIDEN BR #00374 ON SR2 O/ THE HOCKANUM RIVER	**TOTAL**	4,660	0	4,660	4,660 C	0	0
				FEDERAL	3,720	0	3,720	3,720	0	0
				STATE	940	0	940	940	0	0
0042-0296	EAST HARTFORD	44	REHABILITATION OF BR #00981 US44 O/ SR500 TOWN OF E HARTFORD	**TOTAL**	3,000	0	3,000	3,000 C	0	0
				FEDERAL	2,400	0	2,400	2,400	0	0
				STATE	600	0	600	600	0	0
0050-0206	FAIRFIELD	15	REPLACEMENT OF BR #00743 SR15 O/ THE MILL RIVER TOWN OF FAIRFIELD	**TOTAL**	3,336	286 A	3,050	0	0	3,050 C
				FEDERAL	2,669	229	2,440	0	0	2,440
				STATE	667	57	610	0	0	610
0051-0257 **CAP SFY2007**	FARMINGTON	4	REPLACEMENT OF BR #00431 SR4 O/ THE FARMINGTON RIVER TOWN OF FARMINGTON	**TOTAL**	6,768	0	6,768	0	6,768 C	0
				FEDERAL	5,414	0	5,414	0	5,414	0
				STATE	1,354	0	1,354	0	1,354	0
0053-0175	GLASTONBURY WETHERSFIELD	3 3	STUDY OF REHAB OPTIONS FOR BR #00417 SR3 O/ THE CT RIVER IN GLASTONBURY/WETHERSFIELD	**TOTAL**	33,200	200 A	33,000	3,000 A	0	30,000 C
				FEDERAL	26,560	160	26,400	2,400	0	24,000
				STATE	6,640	40	6,600	600	0	6,000

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0056-0289	GREENWICH	95	REHABILITATION OF BR #00013 I-95 UNDER INDIAN FIELD RD TOWN OF GREENWICH	**TOTAL**	3,680	360 A	3,320	0	0	3,320 C
				FEDERAL	2,944	288	2,656	0	0	2,656
				STATE	736	72	664	0	0	664
0058-0282	GROTON STONINGTON	1 1	PHASE 2 REHAB OF MYSTIC RIVER BR, US1 O/ THE MYSTIC RIVER-GROTON/STONINGTON	**TOTAL**	13,540	100 B	13,440	13,440 C	0	0
				FEDERAL	10,752	0	10,752	10,752	0	0
				STATE	2,788	100	2,688	2,688	0	0
0063-H136	HARTFORD	84	STUDY & DESIGN REHAB OF BR #3160A,B,C,D [AETNA VIADUCT]	**TOTAL**	275	275 A	0	0	0	0
				FEDERAL	220	220	0	0	0	0
				STATE	55	55	0	0	0	0
0065-0104 **CAP SFY2007**	HARWINTON	222	REHABILITATION OF BR #01847 SR222 O/ LEADMINE BROOK TOWN OF HARWINTON	**TOTAL**	2,177	140 A	2,037	0	2,037 C	0
				FEDERAL	1,742	112	1,630	0	1,630	0
				STATE	435	28	407	0	407	0
0073-0164	LITCHFIELD	8	REHABILITATION OF BR #00609 SR8 SB O/ THE NAUGATUCK RIVER & B&M RR-LITCHFIELD/HARWINTON	**TOTAL**	8,250	50 A	8,200	0	0	8,200 C
				FEDERAL	6,560	0	6,560	0	0	6,560
				STATE	1,690	50	1,640	0	0	1,640
0079-0215	MERIDEN	71	REHABILITATION OF BR #01080 SR71 O/ HARBOUR BROOK TOWN OF MERIDEN	**TOTAL**	2,583	1,438 X	1,145	0	0	1,145 C
				FEDERAL	2,067	1,151	916	0	0	916
				STATE	516	287	229	0	0	229
0082-0289 **CAP SFY2007**	MIDDLETOWN	PROSPECT STREET	REHABILITATION OF BR #04031 PROSPECT ST O/ CENT CT RR TOWN OF MIDDLETOWN	**TOTAL**	2,139	239 X	1,900	0	1,900 C	0
				FEDERAL	1,711	191	1,520	0	1,520	0
				STATE	428	48	380	0	380	0
0083-0216	MILFORD STRATFORD	15 15	BR #00761, SR15 O/ THE HOUSATONIC RIVER IN MILFORD/STRATFORD - SIKOSKY BRIDGE	**TOTAL**	107,206	107,206 Z	0	0	0	0
				FEDERAL	85,472	85,472	0	0	0	0
				STATE	21,734	21,734	0	0	0	0
0083-0238	MILFORD	CLARK STREET	RECONSTRUCTION OF CLARK ST INCLUDING BR #03840 REPLACEMENT [CLARK ST O/ METRO-NORTH RR]	**TOTAL**	4,034	434 A	3,600	3,600 C	0	0
				FEDERAL	3,227	347	2,880	2,880	0	0
				STATE	807	87	720	720	0	0
0083-0244 **MULTI-FUNDED**	MILFORD STRATFORD	1 1	REHABILITATION OF BR #00327 US1 O/ THE HOUSATONIC RIVER, MILFORD/STRATFORD	**TOTAL**	21,326	14,082 Z	7,244	7,244 C	0	0
				FEDERAL	17,060	11,265	5,795	5,795	0	0
				STATE	4,266	2,817	1,449	1,449	0	0
0084-0093 **CAP SFY2006**	MONROE	34	REPLACEMENT OF BR #01843 SR34 O/ THE HOUSATONIC RIVER [STEVENSON DAM BRIDGE]	**TOTAL**	45,600	6,500 X	39,100	0	13,100 C	26,000 C
				FEDERAL	36,480	5,200	31,280	0	10,480	20,800
				STATE	9,120	1,300	7,820	0	2,620	5,200

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0084-0099	MONROE	25	REPLACEMENT OF BR #02220 SR25 O/ THE PEQUONNOCK RIVER	**TOTAL**	2,626	380 X	2,246	0	0	2,246 C
				FEDERAL	2,101	304	1,797	0	0	1,797
				STATE	525	76	449	0	0	449
0087-0138	NAUGATUCK	63	REPLACEMENT OF BR #01034 SR63 O/ METRO NORTH/NAUG RV TOWN OF NAUGATUCK	**TOTAL**	10,080	436 A	9,644	0	0	9,644 C
				FEDERAL	8,064	349	7,715	0	0	7,715
				STATE	2,016	87	1,929	0	0	1,929
0089-0115	NEW CANAAN	15	REHABILITATION OF BR #02144 SR15 O/ THE FIVE MILE RIVER TOWN OF NEW CANAAN	**TOTAL**	230	0	230	0	230 C	0
				FEDERAL	184	0	184	0	184	0
				STATE	46	0	46	0	46	0
0091-0113	NEW HARTFORD	202	BRIDGE REPLACEMENT; BR #00914 US202 O/ THE NEPAUG RIVER	**TOTAL**	2,666	381 X	2,285	0	0	2,285 C
				FEDERAL	2,049	221	1,828	0	0	1,828
				STATE	617	160	457	0	0	457
0092-0412	NEW HAVEN	GRAND AVENUE	REPLACEMENT OF BR #03874 GRAND AVE O/ AMTRAK IN NEW HAVEN	**TOTAL**	5,671	85 B	5,586	0	5,586 C	0
				FEDERAL	4,453	68	4,385	0	4,385	0
				STATE	1,218	17	1,201	0	1,201	0
0092-0522	NEW HAVEN	95	BR #00163A, NEW HAVEN I-95 O/ THE WEST RIVER & SR745	**TOTAL**	88,260	5,050 X	83,210	0	0	83,210 C
CAP SFY2007	NEW HAVEN	745		**FEDERAL**	70,608	4,040	66,568	0	0	66,568
				STATE	17,652	1,010	16,642	0	0	16,642
0092-0532	NEW HAVEN	95	I-95 Q BRIDGE REPLACEMENT & DEMOLITION [CONTRACT B]	**TOTAL**	427,733	28,323 X	399,410	50,000 C	30,000 C	319,410 C
				FEDERAL	370,145	22,658	347,487	43,500	26,100	277,887
MULTI-FUNDED				**STATE**	57,588	5,665	51,923	6,500	3,900	41,523
0095-0236	NEW MILFORD	7	REPLACEMENT OF BR #00557 US7 O/ CL&P PENSTOCKS TOWN OF NEW MILFORD	**TOTAL**	1,600	0	1,600	0	0	1,600 C
				FEDERAL	1,280	0	1,280	0	0	1,280
				STATE	320	0	320	0	0	320
0097-0093	NORFOLK	272	REPLACEMENT OF BR #02872 SR272 O/ HALL MEADOW BROOK TOWN OF NORFOLK	**TOTAL**	547	25 B	522	0	0	522 C
				FEDERAL	418	0	418	0	0	418
				STATE	129	25	104	0	0	104
0102-0300	NORWALK	136	PHASE 2 REHAB OF BR #02295 SR136 O/ THE NORWALK RIVER NORWALK	**TOTAL**	5,124	0	5,124	0	0	5,124 C
				FEDERAL	4,099	0	4,099	0	0	4,099
				STATE	1,025	0	1,025	0	0	1,025
0102-0302	NORWALK	15	REHABILITATION OF BR #00723 SR15 UNDER EAST ROCKS RD, NORWALK	**TOTAL**	2,478	1,239 C	1,239	0	1,239 C	0
CAP SFY2007				**FEDERAL**	1,982	991	991	0	991	0
				STATE	496	248	248	0	248	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0102-H064	NORWALK NORWALK	7 95	PAINTING OF BR #03562 US7 O/ I-95 IN NORWALK	**TOTAL** **FEDERAL** **STATE**	1,079 863 216	0 0 0	1,079 863 216	0 0 0	0 0 0	1,079 C 863 216
0110-0126	PLYMOUTH	72	REHABILITATION OF BR #01110 SR72 O/ THE POLAND RIVER TOWN OF PLYMOUTH	**TOTAL** **FEDERAL** **STATE**	601 461 140	25 B 0 25	576 461 115	0 0 0	576 C 461 115	0 0 0
0110-0127	PLYMOUTH	72	REPLACEMENT OF BR #01109 SR72 O/ MARSH BROOK TOWN OF PLYMOUTH	**TOTAL** **FEDERAL** **STATE**	642 490 152	105 X 60 45	537 430 107	0 0 0	0 0 0	537 C 430 107
0111-0114	POMFRET	44	REHABILITATION OF BR #00988 US44 O/ MASHAMOQUET BROOK TOWN OF POMFRET	**TOTAL** **FEDERAL** **STATE**	825 660 165	114 A 91 23	711 569 142	0 0 0	0 0 0	711 C 569 142
0121-0129	SALISBURY CANAAN	7 7	REPLACEMENT OF BR #00562 US7 O/ THE HOUSATONIC RIVER IN SALISBURY/ CANAAN	**TOTAL** **FEDERAL** **STATE**	8,558 6,846 1,712	0 0 0	8,558 6,846 1,712	0 0 0	25 B 20 5	8,533 C 6,826 1,707
0135-0274 **CAP SFY2006**	STAMFORD	1	REHABILITATION OF BR #00037 US1 O/ I-95 CITY OF STAMFORD	**TOTAL** **FEDERAL** **STATE**	4,216 3,381 835	302 A 250 52	3,914 3,131 783	0 0 0	3,914 C 3,131 783	0 0 0
0140-0160 **CAP SFY2007**	THOMASTON	222	REHABILITATION OF BR #00469 SR222 O/ CONRAIL/PRIVATE RD TOWN OF THOMASTON	**TOTAL** **FEDERAL** **STATE**	3,350 2,672 678	260 X 200 60	3,090 2,472 618	0 0 0	3,090 C 2,472 618	0 0 0
0141-0149	THOMPSON	12	REPLACEMENT OF BR #00677 SR12 O/ CANAL TOWN OF THOMPSON	**TOTAL** **FEDERAL** **STATE**	634 492 142	20 B 0 20	614 492 122	0 0 0	614 C 492 122	0 0 0
0142-0143	TOLLAND	84	REHABILITATION OF BR #00839 I-84 O/ THE SKUNGAMAUG RIVER TOWN OF TOLLAND	**TOTAL** **FEDERAL** **STATE**	1,410 1,128 282	141 A 113 28	1,269 1,015 254	0 0 0	0 0 0	1,269 C 1,015 254
0142-0144	TOLLAND	74	REPLACEMENT OF BR #02477 SR74 O/ GRAPEVINE BROOK TOWN OF TOLLAND	**TOTAL** **FEDERAL** **STATE**	1,900 1,496 404	200 X 136 64	1,700 1,360 340	0 0 0	0 0 0	1,700 C 1,360 340
0146-0171	VERNON	84	REHABILITATION OF BR #04269 & 04270 -I-84 WB & EB O/ ABANDONED RAILWAY IN VERNON	**TOTAL** **FEDERAL** **STATE**	2,190 1,752 438	290 A 232 58	1,900 1,520 380	0 0 0	0 0 0	1,900 C 1,520 380

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0151-0281 CAP SFY2006	WATERBURY	84	BRIDGE REPAIRS - BR #03191A&B, #03190C&D, #03190A&B PIER BASE RETROFITS-WATERBURY	**TOTAL**	2,270	350 A	1,920	1,920 C	0	0
				FEDERAL	1,816	280	1,536	1,536	0	0
				STATE	454	70	384	384	0	0
0170-E097	STATEWIDE	---	MEET FHWA AUDIT REQUIREMENTS - ANNUAL	**TOTAL**	6,600	600 C	6,000	600 C	600 C	4,800 C
				FEDERAL	5,940	540	5,400	540	540	4,320
				STATE	660	60	600	60	60	480
0170-EXXX	STATEWIDE	VARIOUS	CE BRIDGE INSPECTIONS - BIANNUAL	**TOTAL**	57,600	9,600 A	48,000	0	9,600 A	38,400 A
				FEDERAL	46,080	7,680	38,400	0	7,680	30,720
				STATE	11,520	1,920	9,600	0	1,920	7,680
				TOTAL	1,000,808	270,061	730,747	87,464	81,679	561,604
				FEDERAL	829,734	216,669	613,065	73,523	67,420	472,122
				STATE	171,074	53,392	117,682	13,941	14,259	89,482

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — BRIDGE ON-SYSTEM DISCRETIONARY (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0092-0532	NEW HAVEN	95	I-95 Q BRIDGE REPLACEMENT & DEMOLITION [CONTRACT B]	**TOTAL**	13,115	13,115 A	0	0	0	0
				FEDERAL	10,492	10,492	0	0	0	0
MULTI-FUNDED				**STATE**	2,623	2,623	0	0	0	0
0092-0569	NEW HAVEN	95	BRKOUT CONSTRUCTION PROJ FROM PROJ #0092-0532 FOR THE STYLES ST/ WOODWARD AVE INTRCHNG	**TOTAL**	500	500 C	0	0	0	0
				FEDERAL	435	435	0	0	0	0
MULTI-FUNDED				**STATE**	65	65	0	0	0	0
0092-0582	NEW HAVEN	FERRY STREET	REHABILITATION OF THE FERRY ST BRIDGE [BR #03809]	**TOTAL**	7,655	0	7,655	7,655 C	0	0
				FEDERAL	2,000	0	2,000	2,000	0	0
MULTI-FUNDED				**STATE**	5,655	0	5,655	5,655	0	0
				TOTAL	21,270	13,615	7,655	7,655	0	0
				FEDERAL	12,927	10,927	2,000	2,000	0	0
				STATE	8,343	2,688	5,655	5,655	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0014-0170	BRANFORD	95	EXTEND INCIDENT MGMT SYSTEM ON I-95 FROM BRANFORD TO CLINTON/WESTBROOK TOWN LINE	**TOTAL**	6,714	6,714 C	0	0	0	0
				FEDERAL	6,042	6,042	0	0	0	0
				STATE	672	672	0	0	0	0
0056-0261	GREENWICH	---	OPTIMIZATION OF COMPUTER SIGNAL SYSTEM	**TOTAL**	407	223 A	184	184 C	0	0
				FEDERAL	407	223	184	184	0	0
				STATE	0	0	0	0	0	0
0076-0197	MANCHESTER	VARIOUS	CLOSED LOOP INSTALLATION FOR SIGNALS IN THE BUCKLAND HILLS AREA [INCLUDES 19 SIGNALS]	**TOTAL**	1,855	270 A	1,585	1,585 C	0	0
				FEDERAL	1,855	270	1,585	1,585	0	0
				STATE	0	0	0	0	0	0
0092-0488	NEW HAVEN	VARIOUS	PHASE 3D CENTRAL CONTROL SIGNAL SYSTEM APPROX 18 LOCATIONS	**TOTAL**	3,221	1,025 A	2,196	0	2,196 C	0
MULTI-FUNDED				**FEDERAL**	3,221	1,025	2,196	0	2,196	0
				STATE	0	0	0	0	0	0
0092-0524	NEW HAVEN	91	INSTALL INCIDENT MGMT SYSTEM ON I-91 NEW HAVEN	**TOTAL**	1,307	1,307 C	0	0	0	0
				FEDERAL	1,176	1,176	0	0	0	0
				STATE	131	131	0	0	0	0
0092-0562	NEW HAVEN	VARIOUS	EXTEND NEW HAVEN'S CENTRALLY CONTROLLED TRAFFIC SIGNAL SYSTEM PHASE 4B [INCLUDES 19 SIGNALS]	**TOTAL**	3,477	600 A	2,877	0	2,877 C	0
				FEDERAL	3,477	600	2,877	0	2,877	0
				STATE	0	0	0	0	0	0
0092-0563	NEW HAVEN	VARIOUS	EXTEND NEW HAVEN'S CENTRALLY CONTROLLED TRAFFIC SIGNAL SYSTEM PHASE 4A [INCLUDES 22 SIGNALS]	**TOTAL**	3,449	0	3,449	3,449 C	0	0
				FEDERAL	3,449	0	3,449	3,449	0	0
				STATE	0	0	0	0	0	0
0092-0564	NEW HAVEN	VARIOUS	PHASE 3C CENTRAL CONTROL SIGNAL SYSTEM APPROX 18 LOCATIONS	**TOTAL**	2,196	0	2,196	2,196 C	0	0
				FEDERAL	2,196	0	2,196	2,196	0	0
				STATE	0	0	0	0	0	0
0151-0278	WATERBURY	84	DESIGN & INSTALL INCIDENT MGMT SYSTEM ON I-84 IN THE WATERBURY AREA	**TOTAL**	3,826	266 A	3,560	3,560 C	0	0
				FEDERAL	3,443	239	3,204	3,204	0	0
				STATE	383	27	356	356	0	0
0151-0286	WATERBURY	8	DESIGN & INSTALL INCIDENT MGMT SYSTEM ON SR8 IN WATERBURY AREA	**TOTAL**	3,101	120 A	2,981	2,981 C	0	0
				FEDERAL	2,481	96	2,385	2,385	0	0
				STATE	620	24	596	596	0	0
0151-0287	WATERBURY WATERBURY	84 8	DESIGN & INSTALLATION OF VARIABLE MESSAGE SIGNS IN THE WATERBURY AREA	**TOTAL**	1,615	75 A	1,540	1,540 C	0	0
				FEDERAL	1,615	75	1,540	1,540	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0155-0161	WEST HARTFORD	---	TOWN-WIDE TRAFFIC SIGNAL HARDWARE UPGRADE - PHASE A	**TOTAL**	1,860	0	1,860	1,860 C	0	0
				FEDERAL	1,860	0	1,860	1,860	0	0
				STATE	0	0	0	0	0	0
0155-H021	WEST HARTFORD	---	TOWN-WIDE TRAFFIC SIGNAL HARDWARE UPGRADE - PHASE B	**TOTAL**	1,960	500 A	1,460	0	1,460 C	0
				FEDERAL	1,960	500	1,460	0	1,460	0
				STATE	0	0	0	0	0	0
0171-0305	NB-HRTFD BUSWAY	---	FUNDING FOR THE NEW BRITAIN-HARTFORD BUSWAY	**TOTAL**	20,000	0	20,000	0	20,000 C	0
				FEDERAL	20,000	0	20,000	0	20,000	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
				TOTAL	54,988	11,100	43,888	17,355	26,533	0
				FEDERAL	53,182	10,246	42,936	16,403	26,533	0
				STATE	1,806	854	952	952	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

HIGH PRIORITY DEMONSTRATION PROJECTS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0018-0113	BROOKFIELD	7	US7 BROOKFIELD BYPASS	**TOTAL**	24,945	5,650 X	19,295	19,295 C	0	0
				FEDERAL	24,945	5,650	19,295	19,295	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
				TOTAL	24,945	5,650	19,295	19,295	0	0
				FEDERAL	24,945	5,650	19,295	19,295	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — HIGH PRIORITY PROJECTS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0002-0114	ANSONIA	334	BR #01592, SR334 O/ THE NAUGATUCK RIVER & METRO-NORTH RR IN ANSONIA	**TOTAL**	386	35 B	351	0	0	351 C
				FEDERAL	309	28	281	0	0	281
MULTI-FUNDED				**STATE**	77	7	70	0	0	70
0015-0288	BRIDGEPORT	---	RECONSTRUCTION OF SEAVIEW AVE FROM I-95 TO ROUTE 1	**TOTAL**	2,566	2,566 X	0	0	0	0
				FEDERAL	2,566	2,566	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0017-0137	BRISTOL PLAINVILLE	72 72	RELOCATION OF SR72 FROM END OF SR72 EXPRESSWAY TO SR229 IN BRISTOL	**TOTAL**	4,159	4,159 B	0	0	0	0
				FEDERAL	4,159	4,159	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0018-0113	BROOKFIELD	7	US7 BROOKFIELD BYPASS	**TOTAL**	4,607	1,219 B	3,388	3,388 C	0	0
				FEDERAL	3,685	975	2,710	2,710	0	0
MULTI-FUNDED				**STATE**	922	244	678	678	0	0
0042-0300	EAST HARTFORD	---	EAST HARTFORD MULTI-USE TRAIL	**TOTAL**	200	200 A	0	0	0	0
				FEDERAL	160	160	0	0	0	0
				STATE	0	0	0	0	0	0
0042-H046	EAST HARTFORD	---	EAST HARTFORD MULTI USE TRAIL	**TOTAL**	188	188 A	0	0	0	0
				FEDERAL	150	150	0	0	0	0
				STATE	0	0	0	0	0	0
0042-XXXX	EAST HARTFORD	---	BIKEWAY	**TOTAL**	667	0	667	667 C	0	0
				FEDERAL	535	0	535	535	0	0
				STATE	132	0	132	132	0	0
0048-0186	ENFIELD	POST OFFICE ROAD	RECONSTRUCTION OF TOWN FARM RD & POST OFFICE RD, FROM RAFFIA RD TO ABBE RD	**TOTAL**	1,175	1,175 X	0	0	0	0
				FEDERAL	1,055	1,055	0	0	0	0
MULTI-FUNDED				**STATE**	60	60	0	0	0	0
0079-0212	MERIDEN	HARBOR BROOK	HIGH PRIORITY FLOOD CONTROL PROJ ALONG HARBOR BROOK [HPP #874] CITY OF MERIDEN	**TOTAL**	3,694	2,000 X	1,694	1,694 C	0	0
				FEDERAL	2,781	1,600	1,181	1,181	0	0
				STATE	0	0	0	0	0	0
0088-0160	NEW BRITAIN	HART STREET EXTENSION	HART ST EXT FROM SO MAIN ST TO ARCH ST	**TOTAL**	985	0	985	0	985 C	0
				FEDERAL	985	0	985	0	985	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0092-0531	NEW HAVEN	95	RECONSTRUCT OF I-95/I-91/SR34 INTRCHNG ASSOCIATED WITH Q BRIDGE REPLACEMENT	**TOTAL**	15,595	15,225 X	370	370 C	0	0
				FEDERAL	12,476	12,180	296	296	0	0
MULTI-FUNDED				**STATE**	3,119	3,045	74	74	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — HIGH PRIORITY PROJECTS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0092-0532	NEW HAVEN	95	I-95 Q BRIDGE REPLACEMENT & DEMOLITION [CONTRACT B]	**TOTAL**	9,393	9,393 A	0	0	0	0
				FEDERAL	7,514	7,514	0	0	0	0
MULTI-FUNDED				**STATE**	1,879	1,879	0	0	0	0
0095-0230	NEW MILFORD NEW MILFORD	7 202	PROVIDE ADDITIONAL LANES ON US7 BETWEEN THE BROOKFIELD BYPASS & CROSS RD, NEW MILFORD	**TOTAL**	500	500 A	0	0	0	0
				FEDERAL	400	400	0	0	0	0
MULTI-FUNDED				**STATE**	100	100	0	0	0	0
				TOTAL	44,115	36,660	7,455	6,119	985	351
				FEDERAL	36,775	30,787	5,988	4,722	985	281
				STATE	6,289	5,335	954	884	0	70

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — INNOVATIVE BRIDGE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0083-0244	MILFORD	1	REHABILITATION OF BR #00327 US1 O/ THE	**TOTAL**	500	500 C	0	0	0	0
	STRATFORD	1	HOUSATONIC RIVER, MILFORD/STRATFORD	**FEDERAL**	500	500	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
				TOTAL	500	500	0	0	0	0
				FEDERAL	500	500	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — INTERSTATE DISCRETIONARY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0043-0122	EAST HAVEN	95	Q BRIDGE [CONTRACT C1]	**TOTAL**	1,490	1,490 C	0	0	0	0
				FEDERAL	1,490	1,490	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
				TOTAL	1,490	1,490	0	0	0	0
				FEDERAL	1,490	1,490	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0025-0133	CHESHIRE	84	RECONSTRUCT EXPRESSWAY & OPERATIONAL IMPRVMNTS INCLUDING INTRCHNGS	**TOTAL**	34,657	34,657 Y	0	0	0	0
MULTI-FUNDED				**FEDERAL**	31,191	31,191	0	0	0	0
				STATE	3,466	3,466	0	0	0	0
0034-0308	DANBURY	84	PE PHASE ONLY, I-84 DANBURY TO NEWTOWN, VARIOUS INTRCHNG MODIFICATIONS	**TOTAL**	2,625	2,625 A	0	0	0	0
				FEDERAL	2,362	2,362	0	0	0	0
				STATE	263	263	0	0	0	0
0034-0313	DANBURY	84	NEW WB ON RAMP FROM SR37 AT INTRCHNG 6 & IMPRVMNTS TO SR37 AT I-84	**TOTAL**	14,700	2,750 B	11,950	6,250 C	5,700 C	0
MULTI-FUNDED				**FEDERAL**	11,760	2,200	9,560	5,000	4,560	0
				STATE	2,940	550	2,390	1,250	1,140	0
0034-H052	DANBURY	84	NEW REST AREA BUILDING, SITE IMPRVMNTS & DEMOLITION OF EXISTING BUILDING ON I-84	**TOTAL**	2,610	0	2,610	0	250 A	2,360 C
				FEDERAL	2,349	0	2,349	0	225	2,124
				STATE	261	0	261	0	25	236
0043-0122	EAST HAVEN	95	BRKOUT CONSTRUCTION PROJ FROM PROJ #0092-0533 FOR THE E HAVEN SECTION [C1]	**TOTAL**	26,493	17,167 C	9,326	9,326 C	0	0
MULTI-FUNDED				**FEDERAL**	23,049	14,935	8,114	8,114	0	0
				STATE	3,444	2,232	1,212	1,212	0	0
0051-0259	FARMINGTON	84	I-84 INTRCHNG IMPRVMNTS AT SR4, US6 & SR9 INCLUDING A NEW EB C/D ROADWAY	**TOTAL**	33,950	3,950 A	30,000	0	0	30,000 C
MULTI-FUNDED				**FEDERAL**	30,555	3,555	27,000	0	0	27,000
				STATE	3,395	395	3,000	0	0	3,000
0058-H039	GROTON STONINGTON NO STONINGTON	95 95 95	SAFETY IMPRVMNTS ON I-95 FROM GOLD STAR BRIDGE IN GROTON TO RI STATE LINE	**TOTAL**	9,771	0	9,771	0	1,275 A	8,496 C
				FEDERAL	8,794	0	8,794	0	1,148	7,646
				STATE	977	0	977	0	127	850
0063-0577	HARTFORD WINDSOR	91 91	I-91 RESURFACING & SAFETY IMPRVMNTS; I-91 PED BRIDGE TO NORTH OF CAPEN ST, WINDSOR	**TOTAL**	12,974	430 A	12,544	0	12,544 C	0
				FEDERAL	11,677	387	11,290	0	11,290	0
				STATE	1,297	43	1,254	0	1,254	0
0063-0604	HARTFORD	84	REPLACEMENT OF ILLUMINATION IN HARTFORD; I-84 PLATFORM	**TOTAL**	2,960	150 A	2,810	2,810 C	0	0
				FEDERAL	2,810	0	2,810	2,810	0	0
				STATE	150	150	0	0	0	0
0076-0193	MANCHESTER	84	CONSTRUCT AUXILIARY LANE - I-84 EB BETWEEN EXITS 63 & 64/65 MANCHESTER	**TOTAL**	4,801	540 A	4,261	0	0	4,261 C
				FEDERAL	4,321	486	3,835	0	0	3,835
				STATE	480	54	426	0	0	426
0082-H059	MIDDLETOWN	91	NEW REST AREA BUILDING, SITE IMPRVMNTS & DEMOLITION OF EXISTING BUILDING ON I-91	**TOTAL**	2,300	0	2,300	250 A	0	2,050 C
				FEDERAL	2,070	0	2,070	225	0	1,845
				STATE	230	0	230	25	0	205

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0083-H043	MILFORD ORANGE	95 95	I-95 RESURFACING, BRIDGE & SAFETY IMPRVMNTS; PLAIN RD TO MARSH HILL RD	**TOTAL** **FEDERAL** **STATE**	19,600 17,640 1,960	0 0 0	19,600 17,640 1,960	0 0 0	1,900 A 1,710 190	17,700 C 15,930 1,770
0092-0456	NEW HAVEN	91	RECONSTRUCT I-91 EXIT 8 NB OFF RAMP TO PROVIDE DIRECT CONNECTION TO MIDDLETOWN AVE	**TOTAL** **FEDERAL** **STATE**	14,450 13,005 1,445	2,950 X 2,655 295	11,500 10,350 1,150	0 0 0	0 0 0	11,500 C 10,350 1,150
0092-0533 **MULTI-FUNDED**	NEW HAVEN EAST HAVEN	95 95	RECONSTRUCT OF I-95 IN NEW HAVEN FROM WOODWARD AVE TO NEW HAVEN/EAST HAVEN TOWN LINE	**TOTAL** **FEDERAL** **STATE**	7,315 6,411 904	1,568 A 1,411 157	5,747 5,000 747	5,747 C 5,000 747	0 0 0	0 0 0
0092-0569 **MULTI-FUNDED**	NEW HAVEN	95	UPGRADE EXPRESSWAY - BRKOUT CONSTRUCTION PROJ FROM 92-532 FOR THE STYLES ST/WOODWARD AVE	**TOTAL** **FEDERAL** **STATE**	13,921 12,112 1,809	0 0 0	13,921 12,112 1,809	7,471 C 6,500 971	6,450 C 5,612 838	0 0 0
0101-H010	NO. STONINGTON	95	NEW REST AREA BUILDING, SITE IMPRVMNTS & DEMOLITION OF EXISTING BUILDING ON I-95	**TOTAL** **FEDERAL** **STATE**	2,729 2,456 273	0 0 0	2,729 2,456 273	0 0 0	0 0 0	2,729 Z 2,456 273
0102-0261	NORWALK	95	I-95 INTRCHNG 16 AT EAST AVE PROVIDE TURN LANES ON BRIDGE AT APPROACHES & REVISE SIGNALS	**TOTAL** **FEDERAL** **STATE**	4,960 4,464 496	850 X 765 85	4,110 3,699 411	0 0 0	0 0 0	4,110 C 3,699 411
0102-0278 **MULTI-FUNDED**	NORWALK NORWALK	95 1	INTERSTATE 95 AT US1 INTRCHNG #14 - PROVIDE REVISED ACCESS	**TOTAL** **FEDERAL** **STATE**	10,627 9,567 1,060	1,347 X 1,215 132	9,280 8,352 928	0 0 0	0 0 0	9,280 C 8,352 928
0102-0295	NORWALK WESTPORT	95 95	RECONSTRUCT THE MEDIAN ON I-95 & INSTALL 45" CONC BARRIER CURB IN NORWALK & WESTPORT	**TOTAL** **FEDERAL** **STATE**	15,297 13,768 1,529	0 0 0	15,297 13,768 1,529	7,649 C 6,884 765	7,648 C 6,884 764	0 0 0
0104-0164	OLD LYME EAST LYME WATERFORD	95 95 95	I-95 RESURFACING, BRIDGE, & SAFETY IMPRVMNTS, BALDWIN BRIDGE TO 0.3 M N/O WTRFRD/NL TOWNLINE	**TOTAL** **FEDERAL** **STATE**	8,500 7,650 850	2,500 A 2,250 250	6,000 5,400 600	0 0 0	0 0 0	6,000 C 5,400 600
0109-0150	PLAINVILLE PLAINVILLE NEW BRITAIN	72 84 72	RAMP MODIFICATIONS; I-84 AT EXIT RAMP TO SR72 NB	**TOTAL** **FEDERAL** **STATE**	5,194 4,314 880	5,194 Z 4,314 880	0 0 0	0 0 0	0 0 0	0 0 0
0109-0153	PLAINVILLE PLAINVILLE NEW BRITAIN	84 72 84	I-84 EB & SR72 EB; ADDITION OF ENTRANCE RAMP FROM CROOKED ST	**TOTAL** **FEDERAL** **STATE**	11,644 10,300 1,344	11,644 Z 10,300 1,344	0 0 0	0 0 0	0 0 0	0 0 0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0131-H021	SOUTHINGTON	84	NEW REST AREA BUILDING, SITE IMPRVMNTS & DEMOLITION OF EXISTING BUILDING ON I-84	**TOTAL**	3,893	0	3,893	300 A	3,593 C	0
				FEDERAL	3,504	0	3,504	270	3,234	0
				STATE	389	0	389	30	359	0
0148-H047	WALLINGFORD	91	NEW REST AREA BUILDING, SITE IMPRVMNTS & DEMOLITION OF EXISTING BUILDING ON I-91	**TOTAL**	3,455	0	3,455	270 A	3,185 C	0
				FEDERAL	3,109	0	3,109	243	2,866	0
				STATE	346	0	346	27	319	0
0151-0274	WATERBURY	84	RECONSTRUCT EXPRESSWAY & OPERATIONAL IMPRVMNTS INCLUDING INTRCHNGS	**TOTAL**	29,684	29,684 Y	0	0	0	0
				FEDERAL	26,716	26,716	0	0	0	0
MULTI-FUNDED				**STATE**	2,968	2,968	0	0	0	0
0152-0146	WATERFORD	95	BRIDGE DECK REPLACEMENT FOR BR #00352A&B & WEIGH STATION ILLUMINATION REPLACEMENT	**TOTAL**	3,100	0	3,100	3,100 C	0	0
				FEDERAL	2,790	0	2,790	2,790	0	0
				STATE	310	0	310	310	0	0
0155-0156	WEST HARTFORD	84	CONSTRUCTION OF AUXILIARY LANES ON I-84 IN THE VICINITY OF INTRCHNG 40 & INTRCHNG 42	**TOTAL**	18,374	1,305 A	17,069	6,667 C	10,402 C	0
				FEDERAL	16,536	1,174	15,362	6,000	9,362	0
				STATE	1,838	131	1,707	667	1,040	0
0156-0171	WEST HAVEN	95	I-95 RESURFACING, BRIDGE & SAFETY IMPRVMNTS; GRETTA ST TO WEST RIVER	**TOTAL**	7,118	684 A	6,434	0	0	6,434 C
				FEDERAL	6,407	616	5,791	0	0	5,791
				STATE	711	68	643	0	0	643
0170-E099	STATEWIDE	---	MEET FHWA AUDIT REQUIREMENTS - ANNUAL	**TOTAL**	2,090	190 C	1,900	190 C	190 C	1,520 C
				FEDERAL	1,980	180	1,800	180	180	1,440
				STATE	110	10	100	10	10	80
0170-XXXX	STATEWIDE	---	ANNUAL MAINTENANCE ACTIVITIES [I-M]	**TOTAL**	58,905	5,355 C	53,550	5,355 C	5,355 C	42,840 C
				FEDERAL	53,020	4,820	48,200	4,820	4,820	38,560
MULTI-FUNDED				**STATE**	5,885	535	5,350	535	535	4,280
0172-0322	DISTRICT II DISTRICT II DISTRICT II	395 95 9	INSTALLATION OF AN INCIDENT MGMT SYSTEM FOR INTERSTATES IN THE SOUTHEASTERN CT REGION	**TOTAL**	5,800	5,800 C	0	0	0	0
				FEDERAL	5,220	5,220	0	0	0	0
				STATE	580	580	0	0	0	0
0172-0323	DISTRICT II EAST LYME WATERFORD	VARIOUS 395 395	CONSTRUCTION OF VARIABLE MESSAGE SIGNS IN SOUTHEASTERN CT	**TOTAL**	5,000	0	5,000	5,000 C	0	0
				FEDERAL	5,000	0	5,000	5,000	0	0
				STATE	0	0	0	0	0	0
0172-H136	DISTRICT II GROTON STONINGTON	VARIOUS 95 95	UPDATE SIGNS ON I-95 FROM EXIT 85 IN GROTON TO EXIT 93 IN NO STONINGTON	**TOTAL**	2,466	0	2,466	166 A	0	2,300 C
				FEDERAL	2,466	0	2,466	166	0	2,300
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0172-H137	DISTRICT II	VARIOUS	UPDATE SIGNS ON I-395 FROM I-95 IN E LYME TO EXIT 88 IN PLAINFIELD	**TOTAL**	1,922	0	1,922	175 A	1,747 C	0
	EAST LYME	395		**FEDERAL**	1,922	0	1,922	175	1,747	0
	WATERFORD	395		**STATE**	0	0	0	0	0	0
0172-H138	DISTRICT II	VARIOUS	UPDATE SIGNS ON I-395 FROM EXIT 88 IN PLAINFIELD TO THE MASS STATE LINE	**TOTAL**	1,922	0	1,922	175 A	1,747 C	0
	PLAINFIELD	395		**FEDERAL**	1,922	0	1,922	175	1,747	0
	KILLINGLY	395		**STATE**	0	0	0	0	0	0
0173-H160	DISTRICT III	95	UPDATE ALL SIGNS & SHEET SIGNS ON I-95 FROM MILEPOINT 46.60 TO MILEPOINT 64.64	**TOTAL**	1,862	0	1,862	0	147 A	1,715 C
	NEW HAVEN	95		**FEDERAL**	1,862	0	1,862	0	147	1,715
	EAST HAVEN	95		**STATE**	0	0	0	0	0	0
0174-H141	DISTRICT IV	VARIOUS	UPDATE SIGNS ON I-84 FROM THE NY STATE LINE TO EXIT 13 IN SOUTHBURY	**TOTAL**	2,484	0	2,484	0	195 A	2,289 C
	DANBURY	84		**FEDERAL**	2,484	0	2,484	0	195	2,289
	BROOKFIELD	84		**STATE**	0	0	0	0	0	0
				TOTAL	410,153	131,340	278,813	60,901	62,328	155,584
				FEDERAL	367,563	116,752	250,811	54,352	55,727	140,732
				STATE	42,590	14,588	28,002	6,549	6,601	14,852

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — INTERSTATE TRADE-IN EASTERN CONNECTICUT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds		Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004						
0001-0090	ANDOVER	6	FROM 500' W OF WHEELING RD IN ANDOVER TO 600' W OF PUCKER ST IN COVENTRY	**TOTAL**	9,882	9,882	X	0	0	0	0
	COVENTRY	6		**FEDERAL**	8,400	8,400		0	0	0	0
MULTI-FUNDED	COLUMBIA	6		**STATE**	1,482	1,482		0	0	0	0
0019-0092	BROOKLYN	6	RECONSTRUCTION OF US6 FROM 2800' E OF STETSON RD EASTERLY TO 600' W OF BLACKWELL BROOK	**TOTAL**	6,165	6,165	Y	0	0	0	0
				FEDERAL	5,240	5,240		0	0	0	0
				STATE	925	925		0	0	0	0
0019-0093	BROOKLYN	6	RECONSTRUCTION OF US6 FROM 600' W OF BLACKWELL BROOK EASTERLY TO VICINITY OF PRINCE HILL RD	**TOTAL**	8,423	8,423	Y	0	0	0	0
				FEDERAL	7,158	7,158		0	0	0	0
				STATE	1,265	1,265		0	0	0	0
0019-0094	BROOKLYN	6	WIDENING OF US6 FROM VICINITY OF PRINCE HILL RD EASTERLY TO VICINITY OF ALLEN HILL RD	**TOTAL**	6,713	6,713	Y	0	0	0	0
				FEDERAL	5,690	5,690		0	0	0	0
				STATE	1,023	1,023		0	0	0	0
				TOTAL	31,183	31,183		0	0	0	0
				FEDERAL	26,488	26,488		0	0	0	0
				STATE	4,695	4,695		0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — INTERSTATE-4R DISCRETIONARY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0042-0298	EAST HARTFORD	84	VEHICULAR SAFETY & PEDESTRIAN ACCESS IMPROV VICINITY OF I-84/ROBERTS ST/SILVER LN	**TOTAL**	2,303	2,303 A	0	0	0	0
				FEDERAL	2,203	2,203	0	0	0	0
				STATE	100	100	0	0	0	0
				TOTAL	2,303	2,303	0	0	0	0
				FEDERAL	2,203	2,203	0	0	0	0
				STATE	100	100	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL CORRIDOR PLANNING AND DEVELOPMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0034-0313	DANBURY	84	NEW WB ON RAMP FROM SR37 AT INTRCHNG 6 & IMPRVMNTS TO SR37 AT I-84	**TOTAL**	2,791	2,791 A	0	0	0	0
				FEDERAL	2,233	2,233	0	0	0	0
MULTI-FUNDED				**STATE**	558	558	0	0	0	0
0092-0532	NEW HAVEN	95	I-95 Q BRIDGE REPLACEMENT & DEMOLITION [CONTRACT B]	**TOTAL**	1,998	1,998 A	0	0	0	0
				FEDERAL	1,998	1,998	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
				TOTAL	4,789	4,789	0	0	0	0
				FEDERAL	4,231	4,231	0	0	0	0
				STATE	558	558	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0004-0118	AVON	10	MAJOR INTRSCTN IMPROV SR10 AT OLD FARMS RD [ADV W/ 04-116 REPLACEMENT OF BR #04470]	**TOTAL**	1,081	300 B	781	0	0	781 C
				FEDERAL	865	240	625	0	0	625
				STATE	186	30	156	0	0	156
0014-0173	BRANFORD	95	RECONSTRUCTION OF I-95 FROM LAKE SALTONSTALL TO INTRCHNG 54 IN BRANFORD (CONTRACT D)	**TOTAL**	47,806	47,806 Z	0	0	0	0
				FEDERAL	41,452	41,452	0	0	0	0
				STATE	6,354	6,354	0	0	0	0
0015-0272	BRIDGEPORT	95	I-95 RECONSTRUCTION EXIT 25-28 BRIDGEPORT CONTRACT B STATE ST TO WORDIN AVE	**TOTAL**	54,178	54,178 C	0	0	0	0
				FEDERAL	46,051	46,051	0	0	0	0
MULTI-FUNDED				**STATE**	8,127	8,127	0	0	0	0
0017-0137	BRISTOL PLAINVILLE	72 72	RELOCATION OF SR72 FROM END OF SR72 EXPRESSWAY TO SR229 IN BRISTOL	**TOTAL**	48,600	18,600 X	30,000	10,000 C	10,000 C	10,000 C
				FEDERAL	37,400	13,400	24,000	8,000	8,000	8,000
MULTI-FUNDED				**STATE**	11,200	5,200	6,000	2,000	2,000	2,000
0017-0148	BRISTOL BRISTOL	6 69	DRAINAGE IMPRVMNTS ON US 6; FROM UNNAMED STREAM [NEAR N MAIN ST] TO OAKLAND ST	**TOTAL**	7,423	1,010 X	6,413	0	6,413 C	0
				FEDERAL	5,946	816	5,130	0	5,130	0
				STATE	1,477	194	1,283	0	1,283	0
0018-0113	BROOKFIELD	7	US7 BROOKFIELD BYPASS	**TOTAL**	41,680	8,361 X	33,319	16,413 C	16,906 C	0
				FEDERAL	33,344	6,689	26,655	13,130	13,525	0
MULTI-FUNDED				**STATE**	8,336	1,672	6,664	3,283	3,381	0
0018-0122	BROOKFIELD	202	REHABILITATION OF BR #02038 US202 O/ BROOK TOWN OF BROOKFIELD	**TOTAL**	150	0	150	0	0	150 C
				FEDERAL	120	0	120	0	0	120
				STATE	30	0	30	0	0	30
0018-H014	BROOKFIELD DANBURY	7 7	UPDATE SIGNS ON US7 FROM WOOSTER HEIGHTS RD IN DANBURY TO FEDERAL RD IN BROOKFIELD	**TOTAL**	600	0	600	0	50 A	550 C
				FEDERAL	600	0	600	0	50	550
				STATE	0	0	0	0	0	0
0025-0133	CHESHIRE	84	RECONSTRUCT EXPRESSWAY & OPERATIONAL IMPRVMNTS INCLUDING INTRCHNGS	**TOTAL**	8,411	8,411 Y	0	0	0	0
				FEDERAL	7,570	7,570	0	0	0	0
MULTI-FUNDED				**STATE**	841	841	0	0	0	0
0034-0260 **CAP SFY2007**	DANBURY RIDGEFIELD	7 7	RECONSTRUCTION OF US7 RIDGEFIELD/DANBURY PHASE 2	**TOTAL**	27,151	6,551 X	20,600	0	0	20,600 C
				FEDERAL	21,580	5,100	16,480	0	0	16,480
				STATE	5,571	1,451	4,120	0	0	4,120
0034-0315	DANBURY RIDGEFIELD	7 7	RECONSTRUCTION OF US7 RIDGEFIELD/DANBURY PHASE 1	**TOTAL**	18,461	18,461 C	0	0	0	0
				FEDERAL	14,769	14,769	0	0	0	0
				STATE	3,692	3,692	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0042-0289	EAST HARTFORD	2	SR2; RESURFACING, BRIDGE & SAFETY	**TOTAL**	12,500	805 A	11,695	0	0	11,695 C
CAP SFY2007	GLASTONBURY	2	IMPRVMNTS, MAPLE ST [E HARTFORD] TO PARK	**FEDERAL**	9,988	644	9,344	0	0	9,344
			RD [MARLBOROUGH]	**STATE**	2,512	161	2,351	0	0	2,351
0043-0122	EAST HAVEN	95	Q BRIDGE [CONTRACT C1]	**TOTAL**	4,095	4,095 C	0	0	0	0
				FEDERAL	3,563	3,563	0	0	0	0
MULTI-FUNDED				**STATE**	532	532	0	0	0	0
0050-0204	FAIRFIELD	15	SR15; RESURFACING, BRIDGE & SAFETY	**TOTAL**	8,320	455 A	7,865	0	0	7,865 C
			IMPRVMNTS; FROM CONGRESS ST TO	**FEDERAL**	6,656	364	6,292	0	0	6,292
			MOREHOUSE HWY	**STATE**	1,664	91	1,573	0	0	1,573
0051-0259	FARMINGTON	84	I-84 INTRCHNG IMPRVMNTS AT SR4, US6 & SR9	**TOTAL**	50	50 B	0	0	0	0
			INCLUDING A NEW EB C/D ROADWAY	**FEDERAL**	45	45	0	0	0	0
MULTI-FUNDED				**STATE**	5	5	0	0	0	0
0063-0561	HARTFORD	15	SUPERSTRUCTURE REPLACEMENT OF BR #00814;	**TOTAL**	2,220	300 A	1,920	0	0	1,920 C
			RAMP # 61 [TO BRAINARD RD] O/ SR15	**FEDERAL**	1,536	0	1,536	0	0	1,536
				STATE	684	300	384	0	0	384
0068-H027	KILLINGLY	695	UPDATE SIGNS ON SR695 FROM I-395[PLAINFIELD]	**TOTAL**	319	0	319	0	29 A	290 C
	PLAINFIELD	695	TO RI STATE LINE	**FEDERAL**	319	0	319	0	29	290
				STATE	0	0	0	0	0	0
0078-0089	MARLBOROUGH	2	SR2, RESURFACING, BRIDGE & SAFETY	**TOTAL**	20,000	0	20,000	0	0	20,000 C
CAP SFY2006	COLCHESTER	2	IMPRVMNTS, PARK RD [MARLBOROUGH] TO SR149	**FEDERAL**	16,000	0	16,000	0	0	16,000
MULTI-FUNDED			[COLCHESTER]	**STATE**	4,000	0	4,000	0	0	4,000
0081-0083	MIDDLEFIELD	66	RECONSTRUCT OF SR66 TO 4-LANES FROM 500' E	**TOTAL**	11,227	6,852 Z	4,375	2,188 C	2,187 C	0
	MIDDLETOWN	66	OF JACKSON HILL RD TO 700' W OF PLAZA DR	**FEDERAL**	8,102	4,602	3,500	1,750	1,750	0
				STATE	3,125	2,250	875	438	437	0
0084-0100	MONROE	25	REPLACEMENT OF BR #02219 SR25 O/ THE WEST	**TOTAL**	1,370	360 X	1,010	0	0	1,010 C
			BRANCH OF THE PEQUONNOCK RIVER	**FEDERAL**	808	0	808	0	0	808
				STATE	562	360	202	0	0	202
0084-0102	MONROE	25	INTRSCTN IMPRVMNTS ON SR25 IN MONROE	**TOTAL**	4,160	750 B	3,410	0	0	3,410 C
				FEDERAL	3,328	600	2,728	0	0	2,728
				STATE	832	150	682	0	0	682
0092-0531	NEW HAVEN	95	RECONSTRUCT OF I-95/I-91/SR34 INTRCHNG	**TOTAL**	5,586	5,586 A	0	0	0	0
			ASSOCIATED WITH Q BRIDGE REPLACEMENT	**FEDERAL**	4,860	4,860	0	0	0	0
MULTI-FUNDED				**STATE**	726	726	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0092-0572	NEW HAVEN	95	I-95 RECONSTRUCTION, LONG WHARF SECTION OF NEW HAVEN	**TOTAL**	100,000	6,000 A	94,000	800 B	0	93,200 C
				FEDERAL	86,580	4,800	81,780	696	0	81,084
				STATE	13,420	1,200	12,220	104	0	12,116
0094-H017	NEW LONDON	32	UPDATE SIGNS ON SR32 FROM SR437[CRYSTAL AVE] TO SR636 [BRIGG/MOHEGAN CON] NEW LONDON	**TOTAL**	319	0	319	0	0	319 Z
				FEDERAL	319	0	319	0	0	319
				STATE	0	0	0	0	0	0
0096-0185	NEWTOWN	25	REPLACEMENT OF BR #02221 SR25 O/ A BROOK	**TOTAL**	958	165 X	793	0	793 C	0
CAP SFY2007				**FEDERAL**	634	0	634	0	634	0
				STATE	324	165	159	0	159	0
0097-0092	NORFOLK	44	REPLACEMENT OF BR #02309 US44 O/ W NORFOLK BROOK TOWN OF NORFOLK	**TOTAL**	542	10 B	532	0	0	532 C
				FEDERAL	425	0	425	0	0	425
				STATE	117	10	107	0	0	107
0102-0269	NORWALK	7	US7 & SR15 NORWALK UPGRADE TO FULL INTRCHNG W/MERRITT PARKWAY-PHASE 2	**TOTAL**	10,525	10,525 X	0	0	0	0
	NORWALK	15		**FEDERAL**	8,420	8,420	0	0	0	0
MULTI-FUNDED				**STATE**	2,105	2,105	0	0	0	0
0102-0305	NORWALK	7	RECONSTRUCTION & WIDENING OF US7 FROM GRISTMILL RD IN NORWALK TO SR33 IN WILTON	**TOTAL**	21,140	2,500 A	18,640	0	0	18,640 Y
	WILTON	7		**FEDERAL**	16,912	2,000	14,912	0	0	14,912
				STATE	4,228	500	3,728	0	0	3,728
0102-H044	NORWALK	15	REDURFACE, SAFETY & BRIDGE IMPRVMTS - SR124 TO US 7	**TOTAL**	8,360	0	8,360	0	0	8,360 Z
				FEDERAL	6,688	0	6,688	0	0	6,688
				STATE	1,672	0	1,672	0	0	1,672
0102-H046	NORWALK	15	SR15; RESURFACING, BRIDGE & SAFETY IMPRVMNTS, & LANDSCAPING; US7 TO SR33	**TOTAL**	8,670	0	8,670	0	0	8,670 Z
	WESTPORT	15		**FEDERAL**	6,936	0	6,936	0	0	6,936
				STATE	1,734	0	1,734	0	0	1,734
0109-0152	PLAINVILLE	84	I-84 & SR72 NB; RAMP RELOCATION VICINITY OF CROOKED ST	**TOTAL**	7,842	7,842 Z	0	0	0	0
	PLAINVILLE	72		**FEDERAL**	6,817	6,817	0	0	0	0
				STATE	1,025	1,025	0	0	0	0
0109-0154	PLAINVILLE	84	I-84 WB; ADDITIONAL LANE IN THE VICINITY OF THE SR72 OVERLAP	**TOTAL**	8,335	8,335 Z	0	0	0	0
	PLAINVILLE	72		**FEDERAL**	6,776	6,776	0	0	0	0
	NEW BRITAIN	72		**STATE**	1,559	1,559	0	0	0	0
0120-0079	SALEM	82	IMPRVMNTS TO SR82 & SR85 INCLUDING ADDING SHOULDERS & LT TURN LANES	**TOTAL**	13,305	3,360 X	9,945	0	0	9,945 C
CAP SFY2007	SALEM	85		**FEDERAL**	10,644	2,688	7,956	0	0	7,956
MULTI-FUNDED	MONTVILLE	85		**STATE**	2,661	672	1,989	0	0	1,989

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0120-0082	SALEM	85	SPOT SAFETY IMPRVMNTS ON SR85 IN THE VICINITY OF SR82 & ON SR85 AT SULLIVAN RD	**TOTAL**	4,700	0	4,700	0	0	4,700 C
CAP SFY2007				**FEDERAL**	3,760	0	3,760	0	0	3,760
				STATE	940	0	940	0	0	940
0128-0143	SIMSBURY	10	MAJOR INTRSCTN IMPRVMNTS ON SR202/SR10 AT SR167 & DRAKE HILL RD	**TOTAL**	3,825	250 A	3,575	400 B	0	3,175 C
	SIMSBURY	167		**FEDERAL**	3,060	200	2,860	320	0	2,540
				STATE	765	50	715	80	0	635
0135-0230	STAMFORD	15	SR15 AT SR104 [INTRCHNG #34] RECONSTRUCT SR15 NB OFF RAMP & IMPRVMNTS ON SR104	**TOTAL**	5,627	1,500 B	4,127	4,127 C	0	0
	STAMFORD	104		**FEDERAL**	4,502	1,200	3,302	3,302	0	0
MULTI-FUNDED				**STATE**	1,125	300	825	825	0	0
0135-0249	STAMFORD	15	CONSTRUCT RAMP FROM SR137 SB, PROVIDE TURN LANES, WIDEN SR15 BRIDGE, REVISE SIGNAL	**TOTAL**	7,360	615 A	6,745	750 B	0	5,995 C
	STAMFORD	137		**FEDERAL**	5,888	492	5,396	600	0	4,796
				STATE	1,472	123	1,349	150	0	1,199
0135-0270	STAMFORD	15	SR15; RESURFACING, BRIDGE & SAFETY IMPRVMNTS; FROM TL TO SR124 [NEW CANAAN]	**TOTAL**	16,000	0	16,000	0	0	16,000 C
				FEDERAL	12,800	0	12,800	0	0	12,800
MULTI-FUNDED				**STATE**	3,200	0	3,200	0	0	3,200
0138-0221	STRATFORD	95	REPLACE BR #00135, STRATFORD I-95 O/ THE HOUSATONIC RIVER & NAUGATUCK AVE	**TOTAL**	128,150	900 B	127,250	0	0	127,250 C
CAP SFY2006	MILFORD	95		**FEDERAL**	115,335	810	114,525	0	0	114,525
MULTI-FUNDED				**STATE**	12,815	90	12,725	0	0	12,725
0143-0176	TORRINGTON	202	INTRSCTN & ROADWAY IMPRVMNTS TO US202 AT TORRINGFORD WEST ST	**TOTAL**	1,988	0	1,988	0	0	1,988 C
				FEDERAL	1,580	0	1,580	0	0	1,580
MULTI-FUNDED				**STATE**	408	0	408	0	0	408
0144-0178	TRUMBULL	15	MEDIAN DECK REPAIRS; BR #00750; SR15 O/ RESERVOIR AVE	**TOTAL**	340	135 A	205	0	0	205 C
				FEDERAL	164	0	164	0	0	164
				STATE	176	135	41	0	0	41
0144-0179	TRUMBULL	25	SR25; RESURFACING, BRIDGE & SAFETY IMPRVMNTS; VICINITY OF SR15 TO VICINITY OF SR111	**TOTAL**	11,115	0	11,115	0	0	11,115 C
				FEDERAL	8,892	0	8,892	0	0	8,892
MULTI-FUNDED				**STATE**	2,223	0	2,223	0	0	2,223
0144-0180	TRUMBULL	15	SR15; RESURFACING, BRIDGE & SAFETY IMPRVMNTS; MOREHOUSE HWY [FAIRFIELD] TO SR8 [TRUMBULL]	**TOTAL**	20,905	760 A	20,145	0	0	20,145 C
	FAIRFIELD	15		**FEDERAL**	16,724	608	16,116	0	0	16,116
				STATE	4,181	152	4,029	0	0	4,029
0144-0181	TRUMBULL	25	INTRSCTN IMPRVMNTS ON SR25 IN TRUMBULL	**TOTAL**	1,050	1,050 A	0	0	0	0
				FEDERAL	840	840	0	0	0	0
MULTI-FUNDED				**STATE**	210	210	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0151-0273	WATERBURY	84	RECONSTRUCT EXPRESSWAY & OPERATIONAL IMPRVMNTS INCLUDING INTRCHNGS	**TOTAL**	144,280	8,800 B	135,480	14,444 C	14,444 C	106,592 C
				FEDERAL	129,853	7,920	121,933	13,000	13,000	95,933
				STATE	14,427	880	13,547	1,444	1,444	10,659
0151-0274	WATERBURY	84	RECONSTRUCT EXPRESSWAY & OPERATIONAL IMPRVMNTS INCLUDING INTRCHNGS	**TOTAL**	32,330	32,330 Y	0	0	0	0
				FEDERAL	29,097	29,097	0	0	0	0
MULTI-FUNDED				**STATE**	3,233	3,233	0	0	0	0
0152-0143	WATERFORD	95	INSTALLATION OF ACCESS/EGRESS RAMPS BETWEEN I-95 & THE PROPOSED FRONTAGE RD	**TOTAL**	1,866	0	1,866	0	0	1,866 Y
				FEDERAL	1,679	0	1,679	0	0	1,679
				STATE	187	0	187	0	0	187
0158-0199	WESTPORT	15	SR15; RESURFACING, BRIDGE & SAFETY IMPRVMNTS; FROM SR33 TO CONGRESS ST	**TOTAL**	12,600	500 A	12,100	0	0	12,100 C
				FEDERAL	10,080	400	9,680	0	0	9,680
				STATE	2,520	100	2,420	0	0	2,420
0170-E098	STATEWIDE	---	MEET FHWA AUDIT REQUIREMENTS - ANNUAL	**TOTAL**	1,980	180 C	1,800	180 C	180 C	1,440 C
				FEDERAL	1,760	160	1,600	160	160	1,280
				STATE	220	20	200	20	20	160
0170-XXXX	STATEWIDE	---	STAFF HWY OPERATIONS CTR CTDOT HEADQUARTERS, 24 HOUR RESPONSE TO HWY INCIDENTS, [ANNUAL]	**TOTAL**	58,500	4,500 C	54,000	5,400 C	5,400 C	43,200 C
				FEDERAL	46,800	3,600	43,200	4,320	4,320	34,560
MULTI-FUNDED				**STATE**	11,700	900	10,800	1,080	1,080	8,640
0173-H169	DISTRICT III	95	OPERATE INCIDENT MGMT SYSTEM ON I-95 FROM BRANFORD TO NY STATE LINE, ANNUAL	**TOTAL**	23,300	5,600 C	17,700	5,900 C	5,900 C	5,900 C
				FEDERAL	20,970	5,040	15,930	5,310	5,310	5,310
				STATE	2,330	560	1,770	590	590	590
0174-H153	DISTRICT IV	VARIOUS	UPGRADE GUIDERAIL ON NHS HIGHWAYS IN DISTRICT IV	**TOTAL**	1,988	0	1,988	0	203 A	1,785 C
	BRISTOL	6		**FEDERAL**	1,590	0	1,590	0	162	1,428
	BROOKFIELD	7		**STATE**	398	0	398	0	41	357
				TOTAL	983,288	278,788	704,500	60,602	62,505	581,393
				FEDERAL	831,427	232,633	598,794	50,588	52,070	496,136
				STATE	151,831	46,125	105,706	10,014	10,435	85,257

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — NATIONAL HIGHWAY TRANSPORTATION SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0083-0253	MILFORD	796	UPDATE SIGNING ON MILFORD CONN	**TOTAL**	152	0	152	0	0	152 C
				FEDERAL	152	0	152	0	0	152
				STATE	0	0	0	0	0	0
0170-0350	GREENWICH	95	UPDATE SIGNS ON I-95 FROM THE NEW YORK STATE LINE TO EXIT 24 IN FAIRFIELD	**TOTAL**	2,994	0	2,994	2,994 C	0	0
	GREENWICH	95		**FEDERAL**	2,994	0	2,994	2,994	0	0
	NORWALK	95		**STATE**	0	0	0	0	0	0
0170-XXXX	STATEWIDE	---	STATEWIDE GUIDERAIL IMPROVEMENTS	**TOTAL**	8,000	0	8,000	4,000 C	4,000 C	0
				FEDERAL	8,000	0	8,000	4,000	4,000	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0173-0351	DISTRICT III	95	UPDATE SIGNING VICINITY EXIT 25 STRATFORD TO EXIT 47 NEW HAVEN	**TOTAL**	2,933	0	2,933	0	0	2,933 C
				FEDERAL	2,933	0	2,933	0	0	2,933
				STATE	0	0	0	0	0	0
				TOTAL	14,079	0	14,079	6,994	4,000	3,085
				FEDERAL	14,079	0	14,079	6,994	4,000	3,085
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — NON FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0058-0302	GROTON	95	I-95 VIP RESURFACING FROM GOLD STAR BRIDGE TO SR27 [PHASE 2]	**TOTAL**	5,208	0	5,208	5,208 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	5,208	0	5,208	5,208	0	0
0170-XVIP	STATEWIDE	---	STATEWIDE VIP RESURFACING [INCLUDES ALL INDIVIDUAL PROJECTS]	**TOTAL**	484,000	44,000 C	440,000	44,000 C	44,000 C	352,000 C
				FEDERAL	0	0	0	0	0	0
				STATE	484,000	44,000	440,000	44,000	44,000	352,000
0170-XXXX	STATEWIDE	VARIOUS	VARIOUS MAINTENANCE ACTIVITIES STATEWIDE - ANNUAL	**TOTAL**	22,000	2,000 C	20,000	2,000 C	2,000 C	16,000 C
		91		**FEDERAL**	0	0	0	0	0	0
MULTI-FUNDED		84		**STATE**	22,000	2,000	20,000	2,000	2,000	16,000
				TOTAL	511,208	46,000	465,208	51,208	46,000	368,000
				FEDERAL	0	0	0	0	0	0
				STATE	511,208	46,000	465,208	51,208	46,000	368,000

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — RURAL SECONDARY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0161-0124	WILTON	7	RECONSTRUCTION OF US7; FROM OLD DANBURY RD TO VICINITY OF OLMSTEAD HILL RD IN WILTON	**TOTAL**	448	448 A	0	0	0	0
				FEDERAL	358	358	0	0	0	0
MULTI-FUNDED				**STATE**	90	90	0	0	0	0
				TOTAL	448	448	0	0	0	0
				FEDERAL	358	358	0	0	0	0
				STATE	90	90	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SECTION 1102 SAFETY REDISTRIBUTION

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0092-0533	NEW HAVEN	95	RECONSTRUCT OF I-95 IN NEW HAVEN FROM WOODWARD AVE TO NEW HAVEN/EAST HAVEN TOWN LINE	**TOTAL**	9,547	9,547 X	0	0	0	0
	EAST HAVEN	95		**FEDERAL**	8,592	8,592	0	0	0	0
MULTI-FUNDED				**STATE**	955	955	0	0	0	0
				TOTAL	9,547	9,547	0	0	0	0
				FEDERAL	8,592	8,592	0	0	0	0
				STATE	955	955	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0001-0090	ANDOVER	6	FROM 500' W OF WHEELING RD IN ANDOVER TO 600' W OF PUCKER ST IN COVENTRY	**TOTAL**	78,309	209 A	78,100	0	0	78,100 C
	COVENTRY	6		**FEDERAL**	62,658	178	62,480	0	0	62,480
MULTI-FUNDED	COLUMBIA	6		**STATE**	15,651	31	15,620	0	0	15,620
0004-0116	AVON	OLD FARMS ROAD	REPLACEMENT OF BR #04470 INTRSCTN SR10 & OLD FARMS RD [O/ THE FARMINGTON RIVER] TOWN OF AVON	**TOTAL**	5,444	320 A	5,124	0	0	5,124 C
	AVON	10		**FEDERAL**	4,356	256	4,100	0	0	4,100
				STATE	1,088	64	1,024	0	0	1,024
0004-0123	AVON	44	MAJOR WIDENING & REALIGNMENT OF US44 [AVON MT] FROM SR10 TO THE W HARTFORD TOWN LINE	**TOTAL**	6,300	300 B	6,000	0	3,000 C	3,000 C
CAP SFY2007				**FEDERAL**	5,040	240	4,800	0	2,400	2,400
MULTI-FUNDED				**STATE**	1,260	60	1,200	0	600	600
0008-0084	BETHANY	63	REPLACEMENT OF STR #06604, #06605 & #06606 ON SR42 & SR63 IN THE TOWN OF BETHANY	**TOTAL**	3,565	3,565 Z	0	0	0	0
	BETHANY	42		**FEDERAL**	2,772	2,772	0	0	0	0
				STATE	793	793	0	0	0	0
0014-0157	BRANFORD	1	RECONSTRUCTION OF BR #00340 [AMTRAK RR O/ US1]	**TOTAL**	35,335	15,335 Z	20,000	10,000 C	10,000 C	0
				FEDERAL	24,000	8,000	16,000	8,000	8,000	0
				STATE	11,335	7,335	4,000	2,000	2,000	0
0014-0166	BRANFORD	1	INTRSCTN IMPRVMNTS IN BRANFORD ON US1 AT MILL PLAIN RD	**TOTAL**	1,930	1,930 Y	0	0	0	0
				FEDERAL	1,544	1,544	0	0	0	0
				STATE	386	386	0	0	0	0
0014-0167	BRANFORD	1	INTRSCTN IMPRVMNTS IN BRANFORD ON US1 AT CHERRY HILL RD & SR740	**TOTAL**	3,489	3,489 Y	0	0	0	0
				FEDERAL	2,830	2,830	0	0	0	0
				STATE	659	659	0	0	0	0
0014-0174	BRANFORD	740	REALIGNMENT OF A SECTION OF SR740 [BRUSHY PLAIN RD] FROM BROOKWOOD DR TO WILLIAMS RD	**TOTAL**	4,742	635 X	4,107	0	0	4,107 C
				FEDERAL	3,845	559	3,286	0	0	3,286
				STATE	897	76	821	0	0	821
0015-0226	BRIDGEPORT	130	RECONSTRUCTION OF SR130	**TOTAL**	11,084	1,597 A	9,487	0	0	9,487 C
				FEDERAL	7,963	1,278	6,685	0	0	6,685
				STATE	3,121	319	2,802	0	0	2,802
0015-0227	BRIDGEPORT	700	RECONSTRUCTION OF SR700 [FAIRFIELD AVE]	**TOTAL**	7,087	1,796 A	5,291	0	0	5,291 C
				FEDERAL	5,670	1,437	4,233	0	0	4,233
				STATE	1,417	359	1,058	0	0	1,058
0015-0230	BRIDGEPORT	95	RECONFIGURE I-95 EXIT 29 TO PROVIDE ACCESS TO SEAVIEW AVE	**TOTAL**	11,759	11,759 Z	0	0	0	0
	BRIDGEPORT	1		**FEDERAL**	10,582	10,582	0	0	0	0
				STATE	1,177	1,177	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0015-0268	BRIDGEPORT	95	I-95 RECONSTRUCTION EXIT 25-28 BRIDGEPORT CONTRACT O WORDIN AVE TO WARREN ST PHASE 1	**TOTAL**	111,692	111,692 C	0	0	0	0
				FEDERAL	99,624	99,624	0	0	0	0
				STATE	12,068	12,068	0	0	0	0
0015-0269	BRIDGEPORT	95	I-95 RECONSTRUCTION EXIT 25-28 BRIDGEPORT CONTRACT O WORDIN AVE TO WARREN ST PHASE 2	**TOTAL**	32,546	32,546 C	0	0	0	0
				FEDERAL	24,884	24,884	0	0	0	0
				STATE	7,662	7,662	0	0	0	0
0015-0270	BRIDGEPORT	95	I-95 RECONSTRUCTION EXIT 25-28 BRIDGEPORT CONTRACT G LAFAYETTE ST TO EAST MAIN ST SOUTHRN 3RD	**TOTAL**	58,041	58,041 C	0	0	0	0
				FEDERAL	50,520	50,520	0	0	0	0
				STATE	7,521	7,521	0	0	0	0
0015-0272 MULTI-FUNDED	BRIDGEPORT	95	I-95 RECONSTRUCTION EXIT 25-28 BRIDGEPORT CONTRACT B STATE ST TO WORDIN AVE	**TOTAL**	50,092	50,092 C	0	0	0	0
				FEDERAL	42,578	42,578	0	0	0	0
				STATE	7,514	7,514	0	0	0	0
0015-0296	BRIDGEPORT	130	RECONSTRUCTION OF FAIRFIELD AVE [SR130] UNDERNEATH THE M-N BRIDGE	**TOTAL**	1,954	390 X	1,564	0	0	1,564 C
				FEDERAL	1,411	160	1,251	0	0	1,251
				STATE	543	230	313	0	0	313
0018-0118 MULTI-FUNDED	BROOKFIELD	202	INTRSCTN IMPRVMNT OF US202 WITH SILVERMINE RD & ELBOW HILL RD	**TOTAL**	2,625	125 B	2,500	0	0	2,500 C
				FEDERAL	2,100	100	2,000	0	0	2,000
				STATE	525	25	500	0	0	500
0018-0124 CAP SFY2006 MULTI-FUNDED	BROOKFIELD	202	MINOR WIDENING FOR OPERATIONAL LANE-FEDERAL RD [SR202] FROM WHITE TURKEY RD TO SR133	**TOTAL**	7,600	0	7,600	0	0	7,600 C
				FEDERAL	6,080	0	6,080	0	0	6,080
				STATE	1,520	0	1,520	0	0	1,520
0032-0130	COVENTRY COVENTRY	31 275	RECONSTRUCTION OF SR31; ROUTE 275 TO WOODS LANE; INCLUDES FLATTENING OF CURVE	**TOTAL**	4,420	1,620 X	2,800	2,800 C	0	0
				FEDERAL	3,536	1,296	2,240	2,240	0	0
				STATE	884	324	560	560	0	0
0034-0288	DANBURY	6	WIDEN US6 [LAKE AVE] FROM KENOSIA AVE TO I-84 OVERPASS, TWO THROUGH & LT TURN AS NEED	**TOTAL**	8,145	2,795 X	5,350	0	0	5,350 C
				FEDERAL	6,516	2,236	4,280	0	0	4,280
				STATE	1,629	559	1,070	0	0	1,070
0034-0305 MULTI-FUNDED	DANBURY	37	REALIGNMENT & SIGNALIZATION OF THE INTRSCTN OF SR37 & STACEY RD	**TOTAL**	1,336	0	1,336	0	175 B	1,161 C
				FEDERAL	1,069	0	1,069	0	140	929
				STATE	267	0	267	0	35	232
0034-0309	DANBURY	806	WIDEN SR806 TO PROVIDE FOR A WB LT TURN LANE AT OLD SHELTER ROCK RD & SIGNALIZE	**TOTAL**	644	180 A	464	0	100 B	364 C
				FEDERAL	515	144	371	0	80	291
				STATE	129	36	93	0	20	73

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0035-0182	DARIEN	1	INTRSCTN IMPRVMNTS IN DARIEN ON US1 & THE NOROTON/WEST AVE INTRSCTN	**TOTAL**	1,335	0	1,335	0	25 B	1,310 C
				FEDERAL	1,068	0	1,068	0	20	1,048
				STATE	267	0	267	0	5	262
0036-0180	DERBY	34	REHABILITATION OF BR #06062 SR34 O/ DERBY CANAL TOWN OF DERBY	**TOTAL**	199	45 A	154	0	154 C	0
				FEDERAL	123	0	123	0	123	0
				STATE	76	45	31	0	31	0
0039-0088	EAST GRANBY	20	WIDENING OF SR20; VICINITY OF HOLCOMB ST/NEWGATE RD TO VICINITY OF CENTER ST	**TOTAL**	9,151	1,651 X	7,500	0	0	7,500 C
				FEDERAL	7,081	1,081	6,000	0	0	6,000
				STATE	2,070	570	1,500	0	0	1,500
0041-0112	EAST HAMPTON	66	WIDEN TO PROVIDE LT TURN LANES ON SR66 AT NO MAIN ST UGRADE TRAFFIC SIGNAL	**TOTAL**	1,480	480 X	1,000	0	1,000 C	0
				FEDERAL	1,341	441	900	0	900	0
				STATE	139	39	100	0	100	0
0042-0292	EAST HARTFORD	44	RECONSTRUCTION OF US44; WESTBROOK ST TO ZEBULON ST	**TOTAL**	3,594	394 A	3,200	1,150 B	0	2,050 C
				FEDERAL	2,875	315	2,560	920	0	1,640
				STATE	719	79	640	230	0	410
0042-0297	EAST HARTFORD	502	WIDEN SR502 [SILVER LA] FROM 4 TO 5 LANES AT FORBES ST TO PROVIDE EXCLUSIVE E/W LT LANES	**TOTAL**	1,284	300 B	984	0	0	984 C
MULTI-FUNDED				**FEDERAL**	1,027	240	787	0	0	787
				STATE	257	60	197	0	0	197
0043-0122	EAST HAVEN	95	BRKOUT CONSTRUCTION PROJ FROM PROJ #0092-0533 FOR THE E HAVEN SECTION [C1]	**TOTAL**	23,216	4,616 C	18,600	9,300 C	9,300 C	0
MULTI-FUNDED				**FEDERAL**	20,016	4,016	16,000	8,000	8,000	0
				STATE	3,200	600	2,600	1,300	1,300	0
0044-0145	EAST LYME	432	REPLACEMENT OF BR #06504 SR432 O/ THE FOUR MILE RIVER TOWN OF E LYME	**TOTAL**	791	25 B	766	0	766 C	0
				FEDERAL	613	0	613	0	613	0
				STATE	153	0	153	0	153	0
0046-0119	EAST WINDSOR	191	SR191; SAFETY IMPRVMNTS; CULVERT REPLACEMENT, WINGWALL REPAIRS & REALIGNMENT	**TOTAL**	1,492	385 X	1,107	1,107 C	0	0
				FEDERAL	1,193	308	885	885	0	0
				STATE	299	77	222	222	0	0
0047-0105	ELLINGTON	140	RECONSTRUCTION OF SR140 FROM SR83 TO SR30	**TOTAL**	9,065	500 B	8,565	0	0	8,565 C
MULTI-FUNDED				**FEDERAL**	7,252	400	6,852	0	0	6,852
				STATE	1,813	100	1,713	0	0	1,713
0051-0258	FARMINGTON	4	REPLACEMENT OF BR #01951 SR4 O/ ROARING BROOK TOWN OF FARMINGTON	**TOTAL**	1,705	205 X	1,500	0	0	1,500 C
				FEDERAL	1,200	0	1,200	0	0	1,200
				STATE	505	205	300	0	0	300

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0051-0260	FARMINGTON	4	RECONSTRUCTION OF FARMINGTON AVE [SR4] FROM TOWN FARM RD TO MOUNTAIN SPRING RD	**TOTAL**	4,201	321 A	3,880	0	280 B	3,600 C
				FEDERAL	3,360	256	3,104	0	224	2,880
				STATE	841	65	776	0	56	720
0051-0262	FARMINGTON	4	INTRSCTN IMPRVMNT ON SR4 AT TOWN FARM RD FARMINGTON	**TOTAL**	340	0	340	0	340 C	0
				FEDERAL	272	0	272	0	272	0
				STATE	68	0	68	0	68	0
0056-0271 CAP SFY2007	GREENWICH	1	INTRSCTN IMPRVMNTS; US1, GREENWICH	**TOTAL**	2,272	0	2,272	200 B	0	2,072 C
				FEDERAL	1,818	0	1,818	160	0	1,658
				STATE	454	0	454	40	0	414
0058-0287	GROTON	1	REPLACEMENT OF EXISTING RAIL & INSTALLATION OF TALL WALL	**TOTAL**	352	160 Y	192	0	192 C	0
				FEDERAL	282	128	154	0	154	0
				STATE	70	32	38	0	38	0
0058-0288	GROTON	649	CULVERT REPLACEMENT; SR649 O/ BIRCH PLAIN CREEK	**TOTAL**	555	225 Y	330	0	0	330 C
				FEDERAL	424	160	264	0	0	264
				STATE	131	65	66	0	0	66
0061-0138	HAMDEN	10	MAJOR INTRSCTN IMPRVMNTS ON SR10 AT WEST WOODS RD & MT CARMEL AVE	**TOTAL**	5,477	1,270 Y	4,207	0	0	4,207 C
				FEDERAL	4,382	1,016	3,366	0	0	3,366
				STATE	1,095	254	841	0	0	841
0061-0143	HAMDEN HAMDEN	10 22	INTRSCTN IMPRVMNTS ON SR10 AT SR22 & DICKERMAN ST	**TOTAL**	1,370	270 X	1,100	0	0	1,100 C
				FEDERAL	1,078	198	880	0	0	880
				STATE	292	72	220	0	0	220
0063-0601	HARTFORD	504	BEAM REPLACEMENT ON BR #03369; SR504 NB O/ LOWER SMITH SCHOOL BROOK	**TOTAL**	309	40 A	269	0	0	269 C
				FEDERAL	215	0	215	0	0	215
				STATE	94	40	54	0	0	54
0063-H131	HARTFORD	---	TRANSFER TO THE DEPT OF REVENUE SERVICES FOR MOTOR FUEL TAX ENFORCEMENT	**TOTAL**	385	35 C	350	35 Z	35 Z	280 Z
				FEDERAL	385	35	350	35	35	280
				STATE	0	0	0	0	0	0
0067-0115	KENT	341	BRIDGE REPLACEMENT; BR #01593 & #02890, SR341 O/ MACEDONIA BROOK	**TOTAL**	2,352	350 X	2,002	0	0	2,002 C
				FEDERAL	1,882	280	1,602	0	0	1,602
				STATE	470	70	400	0	0	400
0069-0074	KILLINGWORTH	81	REPLACEMENT OF BR #02497 SR81 O/ UNNAMED BROOK TOWN OF KILLINGWORTH	**TOTAL**	788	0	788	0	788 C	0
				FEDERAL	630	0	630	0	630	0
				STATE	158	0	158	0	158	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0076-0199	MANCHESTER MANCHESTER	83 30	INTRSCTN IMPRVMNT - SR83/SR30 AT OAKLAND ST MANCHESTER	**TOTAL** **FEDERAL** **STATE**	1,900 1,300 600	275 A 0 275	1,625 1,300 325	0 0 0	0 0 0	1,625 C 1,300 325
0077-0206	MANSFIELD	195	CONSTRUCTION OF SOUTHBOUND BYPASS LANE AT CHAFFEVILLE RD & IMPROVE ISD TO THE LEFT	**TOTAL** **FEDERAL** **STATE**	730 432 298	190 X 0 190	540 432 108	0 0 0	0 0 0	540 C 432 108
0078-0089 **MULTI-FUNDED**	MARLBOROUGH COLCHESTER	2 2	SR2, RESURFACING, BRIDGE & SAFETY IMPRVMNTS, PARK RD [MARLBOROUGH] TO SR149 [COLCHESTER]	**TOTAL** **FEDERAL** **STATE**	450 360 90	450 A 360 90	0 0 0	0 0 0	0 0 0	0 0 0
0079-0208	MERIDEN	5	MAJOR DRAINAGE IMPRVMNTS US5 [BROAD ST] MERIDEN	**TOTAL** **FEDERAL** **STATE**	3,960 3,148 812	680 X 524 156	3,280 2,624 656	0 0 0	0 0 0	3,280 C 2,624 656
0082-0279	MIDDLETOWN MIDDLETOWN	9 17	STUDY ALTERNATIVES FOR THE SEPERATION OF SR17 FROM SR9 & REMOVAL OF TRAFFIC SIGNALS	**TOTAL** **FEDERAL** **STATE**	1,900 1,520 380	1,900 A 1,520 380	0 0 0	0 0 0	0 0 0	0 0 0
0082-0287 **MULTI-FUNDED**	MIDDLETOWN	66	INTRSCTN IMPRVMNTS ON SR66 AT BOSTON RD & OLD MILL RD	**TOTAL** **FEDERAL** **STATE**	2,080 1,574 506	700 B 560 140	1,380 1,014 366	0 0 0	0 0 0	1,380 C 1,014 366
0083-0230	MILFORD	1	INTRSCTN IMPRVMNTS & OPERATIONAL LANE, US1 MILFORD	**TOTAL** **FEDERAL** **STATE**	5,800 4,640 1,160	1,300 B 1,040 260	4,500 3,600 900	0 0 0	0 0 0	4,500 C 3,600 900
0083-0241	MILFORD	162	THE REALIGNMENT OF SR162 OLD GATE LN AS PART OF THE RR BRIDGE REPLACEMENT PROJ #0301-T057	**TOTAL** **FEDERAL** **STATE**	1,177 796 199	312 X 104 26	865 692 173	0 0 0	0 0 0	865 C 692 173
0083-0244 **MULTI-FUNDED**	MILFORD STRATFORD	1 1	REHABILITATION OF BR #00327 US1 O/ THE HOUSATONIC RIVER, MILFORD/STRATFORD	**TOTAL** **FEDERAL** **STATE**	500 400 100	500 A 400 100	0 0 0	0 0 0	0 0 0	0 0 0
0083-0246	MILFORD	1	US1 IMPRVMNTS BETWEEN I-95 INTRCHNG 34 & SILVER SAND PKWY IN MILFORD	**TOTAL** **FEDERAL** **STATE**	3,756 3,005 751	0 0 0	3,756 3,005 751	0 0 0	650 B 520 130	3,106 C 2,485 621
0083-0247	MILFORD	1	US1 INTRSCTN IMPRVMNT AT MEADOW ST & AT HIGH ST IN MILFORD	**TOTAL** **FEDERAL** **STATE**	1,520 1,056 464	200 B 0 200	1,320 1,056 264	0 0 0	0 0 0	1,320 C 1,056 264

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0089-H018 MULTI-FUNDED	NEW CANAAN	106	RECONSTRUCTION	**TOTAL**	3,007	0	3,007	0	375 A	2,632 C
				FEDERAL	2,406	0	2,406	0	300	2,106
				STATE	601	0	601	0	75	526
0092-0505	NEW HAVEN	95	PROGRAM MGMT ACTIVITIES, I-95, QUINNIPIAC RIVER BRIDGE CORRIDOR	**TOTAL**	34,700	26,200 A	8,500	2,000 A	1,500 C	5,000 C
				FEDERAL	27,800	21,000	6,800	1,600	1,200	4,000
				STATE	6,900	5,200	1,700	400	300	1,000
0092-0529	METRO/N-MAINLINE NEW HAVEN	STATE STREET	NEW RAIL PASSENGER STATION AT STATE ST BETWEEN CHAPEL ST & COURT ST	**TOTAL**	7,706	7,706 Z	0	0	0	0
				FEDERAL	6,935	6,935	0	0	0	0
				STATE	771	771	0	0	0	0
0092-0531 CAP SFY2006 MULTI-FUNDED	NEW HAVEN	95	RECONSTRUCT OF I-95/I-91/SR34 INTRCHNG ASSOCIATED WITH Q BRIDGE REPLACEMENT	**TOTAL**	277,695	0	277,695	12,644 C	22,988 C	242,063 C
				FEDERAL	249,763	0	249,763	11,000	20,000	218,763
				STATE	27,932	0	27,932	1,644	2,988	23,300
0092-0533 MULTI-FUNDED	NEW HAVEN EAST HAVEN	95 95	RECONSTRUCT OF I-95 IN NEW HAVEN FROM WOODWARD AVE TO NEW HAVEN/EAST HAVEN TOWN LINE	**TOTAL**	36,376	19,435 Z	16,941	5,747 C	11,194 C	0
				FEDERAL	31,705	16,965	14,740	5,000	9,740	0
				STATE	4,671	2,470	2,201	747	1,454	0
0092-0541	NEW HAVEN	WATERFRONT STREET	RECONSTRUCTION	**TOTAL**	10,000	2,000 B	8,000	0	0	8,000 C
				FEDERAL	8,000	1,600	6,400	0	0	6,400
				STATE	2,000	400	1,600	0	0	1,600
0092-0547 CAP SFY2007	NEW HAVEN	63	RECONSTRUCTION OF WHALLEY AVE [SR63] NEW HAVEN	**TOTAL**	9,750	2,050 X	7,700	0	0	7,700 C
				FEDERAL	7,800	1,640	6,160	0	0	6,160
				STATE	1,950	410	1,540	0	0	1,540
0092-0569 MULTI-FUNDED	NEW HAVEN	95	BRKOUT CONSTRUCTION PROJ FROM PROJ #0092-0532 FOR THE STYLES ST/ WOODWARD AVE INTRCHNG	**TOTAL**	26,321	12,400 C	13,921	7,471 C	6,450 C	0
				FEDERAL	22,862	10,750	12,112	6,500	5,612	0
				STATE	3,459	1,650	1,809	971	838	0
0092-0570	NEW HAVEN	---	CONSTRUCTION OF BOATHOUSE FACILITY ON LONG WHARF IN NEW HAVEN AT REUSE PARCEL H	**TOTAL**	30,000	6,000 A	24,000	0	0	24,000 C
				FEDERAL	24,000	4,800	19,200	0	0	19,200
				STATE	6,000	1,200	4,800	0	0	4,800
0092-0571	NEW HAVEN	---	SHORELINE RESTORATION ALONG LONG WHARF IN NEW HAVEN AT PARCEL G	**TOTAL**	4,000	800 A	3,200	3,200 C	0	0
				FEDERAL	3,200	640	2,560	2,560	0	0
				STATE	800	160	640	640	0	0
0092-0581	NEW HAVEN	95	ADVANCE SOIL PRELOAD CONTRACT FOR PROJ #0092-0531, I-91/I-95/SR34 INTRCHNG [CONTRACT E1]	**TOTAL**	23,606	15,431 C	8,175	8,175 C	0	0
				FEDERAL	18,885	12,345	6,540	6,540	0	0
				STATE	4,721	3,086	1,635	1,635	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0093-0153	NEWINGTON	175	WIDEN SR175 AT SR173 & AT MILL ST TO PROVIDE LT TURN LANES & REVISE SIGNALS	**TOTAL**	1,390	0	1,390	0	0	1,390 X
	NEWINGTON	173		**FEDERAL**	1,070	0	1,070	0	0	1,070
MULTI-FUNDED				**STATE**	320	0	320	0	0	320
0093-0154	NEWINGTON	175	SR175 AT MAPLE HILL AVE & ALUMNI DR INTRSCTN IMPRVMNT & ROADWAY REALIGNMENT	**TOTAL**	3,161	275 A	2,886	0	900 B	1,986 C
				FEDERAL	2,529	220	2,309	0	720	1,589
				STATE	632	55	577	0	180	397
0095-0219	NEW MILFORD	7	PROVIDE ADDITIONAL LANES ON US7, FROM LANESVILLE RD TO OLD STATE RD	**TOTAL**	9,000	6,230 Z	2,770	2,770 C	0	0
				FEDERAL	7,200	4,984	2,216	2,216	0	0
				STATE	1,800	1,246	554	554	0	0
0095-0228	NEW MILFORD	7	PROVIDE ADDITIONAL LANES ON US7 AT CROSS RD & CANDLEWOOD LAKE RD SO	**TOTAL**	4,487	2,987 Z	1,500	1,500 C	0	0
	NEW MILFORD	202		**FEDERAL**	3,590	2,390	1,200	1,200	0	0
				STATE	897	597	300	300	0	0
0095-0229	NEW MILFORD	7	PROVIDE ADDITIONAL LANES ON US7 BETWEEN CANDLEWOOD LAKE RD SO & SOUTH OF SULLIVAN RD	**TOTAL**	4,218	3,280 Z	938	938 C	0	0
	NEW MILFORD	202		**FEDERAL**	3,374	2,624	750	750	0	0
				STATE	844	656	188	188	0	0
0095-0230	NEW MILFORD	7	PROVIDE ADDITIONAL LANES ON US7 BETWEEN THE BROOKFIELD BYPASS & CROSS RD, NEW MILFORD	**TOTAL**	9,656	7,406 Z	2,250	2,250 C	0	0
	NEW MILFORD	202		**FEDERAL**	6,445	4,645	1,800	1,800	0	0
MULTI-FUNDED	BROOKFIELD	7		**STATE**	3,211	2,761	450	450	0	0
0095-0234	NEW MILFORD	67	RECONSTRUCTION & REALIGNMENT OF SR67	**TOTAL**	1,770	650 X	1,120	0	1,120 C	0
				FEDERAL	1,416	520	896	0	896	0
MULTI-FUNDED				**STATE**	354	130	224	0	224	0
0095-0237	NEW MILFORD	7	REPLACEMENT OF BR #02046 US7 O/ BROOK TOWN OF NEW MILFORD	**TOTAL**	861	25 B	836	0	0	836 C
				FEDERAL	669	0	669	0	0	669
				STATE	192	25	167	0	0	167
0096-0186	NEWTOWN	302	REHABILITATION OF BR #02840 SR302 O/ BROOK TOWN OF NEWTOWN	**TOTAL**	738	83 X	655	0	655 C	0
				FEDERAL	524	0	524	0	524	0
				STATE	214	83	131	0	131	0
0098-0093	NORTH BRANFORD	80	MAJOR WIDENING TO 4 LANES, JUST EAST OF TILCON RR BRIDGE TO EASTERLY LEG OF SR22	**TOTAL**	8,247	4,250 X	3,997	3,997 C	0	0
CAP SFY2006				**FEDERAL**	6,035	3,400	2,635	2,635	0	0
				STATE	2,212	850	1,362	1,362	0	0
0098-0097	NORTH BRANFORD	17	REHABILITATION OF BR #02186 SR17 O/ PISTIPAUG POND BK TOWN OF NO BRANFORD	**TOTAL**	1,182	136 X	1,046	0	0	1,046 C
				FEDERAL	837	0	837	0	0	837
				STATE	345	136	209	0	0	209

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0101-0109	NO. STONINGTON	216	REHABILITATION OF BR #05457 SR216 O/ SPAULDING BROOK TOWN OF NO STONINGTON	**TOTAL**	355	25 B	330	0	330 C	0
				FEDERAL	264	0	264	0	264	0
				STATE	91	25	66	0	66	0
0102-0269	NORWALK	7	US7 & SR15 NORWALK UPGRADE TO FULL INTRCHNG W/MERRITT PARKWAY-PHASE 2	**TOTAL**	56,645	0	56,645	0	0	56,645 C
CAP SFY2007	NORWALK	15		**FEDERAL**	45,316	0	45,316	0	0	45,316
MULTI-FUNDED				**STATE**	11,329	0	11,329	0	0	11,329
0102-0303	NORWALK	123	BRIDGE REPLACEMENT; BR #01664 SR123 O/ THE NORWALK RIVER	**TOTAL**	7,150	450 X	6,700	0	0	6,700 C
CAP SFY2007				**FEDERAL**	5,680	320	5,360	0	0	5,360
				STATE	1,470	130	1,340	0	0	1,340
0102-0312	NORWALK	15	RECONSTRUCT INTRCHNG 40,MERRITT PKWY & MAIN AVE IN NORWALK BRKOUT OF PROJ #0102-0269, PHASE 1	**TOTAL**	32,086	20,000 C	12,086	5,855 C	6,231 C	0
	NORWALK	719		**FEDERAL**	25,669	16,000	9,669	4,684	4,985	0
				STATE	6,417	4,000	2,417	1,171	1,246	0
0103-0255	NORWICH	395	THE REALIGNMENT & RECONSTR OF I-395 NB RAMPS TO SR82 & REALIGN MAPLEWOOD CT	**TOTAL**	4,226	0	4,226	0	4,226 C	0
CAP SFY2007	NORWICH	82		**FEDERAL**	3,381	0	3,381	0	3,381	0
MULTI-FUNDED				**STATE**	845	0	845	0	845	0
0104-0162	OLD LYME	1	CULVERT REPLACEMENT; BR #00097 US1 O/ BROOK	**TOTAL**	875	205 A	670	0	0	670 C
				FEDERAL	536	0	536	0	0	536
				STATE	339	205	134	0	0	134
0106-0108	ORANGE	1	OPERATIONAL LANE, US1 ORANGE, MILFORD TL TO SR114	**TOTAL**	8,300	1,700 B	6,600	0	0	6,600 C
				FEDERAL	6,640	1,360	5,280	0	0	5,280
				STATE	1,660	340	1,320	0	0	1,320
0117-0148	RIDGEFIELD	35	REHABILITATION OF BR #02275 SR35 O/ BROOK TOWN OF RIDGEFIELD	**TOTAL**	375	81 X	294	0	294 C	0
				FEDERAL	243	8	235	0	235	0
				STATE	132	73	59	0	59	0
0117-0149	RIDGEFIELD	35	REHABILITATION OF BR #02277 SR35 O/ RIDGEFIELD BROOK TOWN OF RIDGEFIELD	**TOTAL**	1,024	144 X	880	0	880 C	0
				FEDERAL	704	0	704	0	704	0
				STATE	320	144	176	0	176	0
0124-0158	SEYMOUR	334	REALIGNMENT OF 4500 LF SR334, 600' NW INTRSCTN SW RD TO 500' SW INTRSCTN COMMERCE RD	**TOTAL**	3,365	75 B	3,290	0	0	3,290 C
MULTI-FUNDED				**FEDERAL**	2,692	60	2,632	0	0	2,632
				STATE	673	15	658	0	0	658
0124-0160	SEYMOUR	34	INTRSCTN IMPRVMNT AT SR34 & SR188	**TOTAL**	2,393	390 X	2,003	0	0	2,003 C
	SEYMOUR	188		**FEDERAL**	1,914	312	1,602	0	0	1,602
				STATE	478	78	400	0	0	400

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0126-0158	SHELTON	110	RECONSTRUCT & REALIGN THE INTRSCTN OF SR110, BEARDSLEY RD, SCHOOL ST & BIRDSEYE RD	**TOTAL**	893	279 X	614	0	0	614 C
				FEDERAL	614	123	491	0	0	491
				STATE	248	125	123	0	0	123
0127-0087	SHERMAN	39	REHABILITATION OF BR #02289 SR39 O/ MORRISSEY BROOK TOWN OF SHERMAN	**TOTAL**	912	112 A	800	0	0	800 C
				FEDERAL	640	0	640	0	0	640
				STATE	272	112	160	0	0	160
0131-0187	SOUTHINGTON	322	REHABILITATION OF BR #03231 SR322 O/ BROOK TOWN OF SOUTHINGTON	**TOTAL**	357	101 X	256	0	0	256 C
				FEDERAL	205	0	205	0	0	205
				STATE	152	101	51	0	0	51
0134-0141 MULTI-FUNDED	STAFFORD	319	REALIGN SR319 BETWEEN GAIL RD & FURNACE AVE TO REDUCE RUN-OFF ACCIDENTS IN CURVES	**TOTAL**	1,255	375 B	880	0	0	880 C
				FEDERAL	844	140	704	0	0	704
				STATE	411	235	176	0	0	176
0135-H055	STAMFORD	106	MAJOR INTRSCTN IMPRVMENTS ON COURTLAND AVE [SR106] AT US1 & HAMILTON AVE	**TOTAL**	5,000	470 A	4,530	4,530 Y	0	0
				FEDERAL	4,000	376	3,624	3,624	0	0
				STATE	1,000	94	906	906	0	0
0137-0143	STONINGTON	1	REHABILITATION OF BR #01898 US1 O/ STONY BROOK TOWN OF STONINGTON	**TOTAL**	1,113	136 X	977	0	0	977 C
				FEDERAL	782	0	782	0	0	782
				STATE	331	136	195	0	0	195
0137-0144	STONINGTON	1	REHABILITATION OF BR #01900 US1 O/ QUANADUCK COVE TOWN OF STONINGTON	**TOTAL**	1,032	111 A	921	0	0	921 C
				FEDERAL	737	0	737	0	0	737
				STATE	295	111	184	0	0	184
0138-0211	STRATFORD	1	INTRSCTN IMPRVMNTS; US1 AT WEST BROAD ST & NOBLE ST	**TOTAL**	592	50 B	542	542 C	0	0
				FEDERAL	474	40	434	434	0	0
				STATE	118	10	108	108	0	0
0138-0221 MULTI-FUNDED	STRATFORD MILFORD	95 95	REPLACE BR #00135, STRATFORD I-95 O/ THE HOUSATONIC RIVER & NAUGATUCK AVE	**TOTAL**	9,000	9,000 A	0	0	0	0
				FEDERAL	8,100	8,100	0	0	0	0
				STATE	900	900	0	0	0	0
0141-0148	THOMPSON	12	REPLACEMENT OF BR #03429 SR12 O/ FACTORY TUNNEL TOWN OF THOMPSON	**TOTAL**	503	183 X	320	0	320 C	0
				FEDERAL	256	0	256	0	256	0
				STATE	247	183	64	0	64	0
0142-0145 MULTI-FUNDED	TOLLAND	195	WIDEN SR195 AT WALBRIDGE HILL RD TO PROVIDE NB BYPASS & REGRADE SIDESLOPE TO INCREASE SSD	**TOTAL**	474	50 B	424	424 C	0	0
				FEDERAL	380	40	340	340	0	0
				STATE	94	10	84	84	0	0

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0142-0146	TOLLAND	195	CONSTRUCT ADDITIONAL RT LANE ON I-84 EB RAMP [EXIT 68] & WIDEN SR195 TO ACCEPT THE RT LANES	**TOTAL**	2,486	480 X	2,006	0	2,006 C	0
CAP SFY2007	TOLLAND	84		**FEDERAL**	1,989	384	1,605	0	1,605	0
				STATE	497	96	401	0	401	0
0143-0170	TORRINGTON	272	REHABILITATION OF BR #02355 SR272 O/ BROOK TOWN OF TORRINGTON	**TOTAL**	854	104 X	750	0	0	750 C
				FEDERAL	600	0	600	0	0	600
				STATE	254	104	150	0	0	150
0144-0179	TRUMBULL	25	SR25; RESURFACING, BRIDGE & SAFETY IMPRVMNTS; VICINITY OF SR15 TO VICINITY OF SR111	**TOTAL**	411	411 A	0	0	0	0
				FEDERAL	329	329	0	0	0	0
MULTI-FUNDED				**STATE**	82	82	0	0	0	0
0144-0181	TRUMBULL	25	INTRSCTN IMPRVMNTS ON SR25 IN TRUMBULL	**TOTAL**	1,990	0	1,990	1,990 C	0	0
				FEDERAL	1,592	0	1,592	1,592	0	0
MULTI-FUNDED				**STATE**	398	0	398	398	0	0
0146-0165	VERNON	74	RECONSTRUCT SR74 - MAPLE ST TO ORCHARD ST & IMPROVE THE INTRSCTN OF SR527 WITH WEST MAIN ST	**TOTAL**	2,491	445 X	2,046	0	0	2,046 C
	VERNON	527		**FEDERAL**	1,993	356	1,637	0	0	1,637
				STATE	498	89	409	0	0	409
0146-H029	VERNON	74	RECONSTRUCTION OF UNION ST [ROUTE 74] FROM ORCHARD ST TO ELM ST	**TOTAL**	775	0	775	0	0	775 C
				FEDERAL	620	0	620	0	0	620
MULTI-FUNDED				**STATE**	155	0	155	0	0	155
0147-0058	VOLUNTOWN	138	RECONFIGURE INTRSCTNS AT SR138/SR165 OVLP AT SR49 & INSTALL SIGNAL,"T" UP SHETUCKET AT SR138	**TOTAL**	1,035	235 X	800	0	0	800 C
	VOLUNTOWN	49		**FEDERAL**	800	160	640	0	0	640
				STATE	235	75	160	0	0	160
0148-0190	WALLINGFORD	5	WIDENING OF US5 TO PROVIDE OPPOSING LT TURN LANES AT SR702 & TOELLES RD	**TOTAL**	765	0	765	0	0	765 C
	WALLINGFORD	702		**FEDERAL**	612	0	612	0	0	612
MULTI-FUNDED				**STATE**	153	0	153	0	0	153
0151-0279	WATERBURY	73	MAJOR INTRSCTN IMPRVMNTS ON SR73 AT HUNTINGTON AVE & IRVINGTON AVE	**TOTAL**	4,567	685 X	3,882	0	0	3,882 C
CAP SFY2007				**FEDERAL**	3,654	548	3,106	0	0	3,106
				STATE	913	137	776	0	0	776
0153-0118	WATERTOWN	73	REALIGNMENT OF MAIN ST [SR73] IN THE VICINITY OF ABANDONED RR OVERPASS	**TOTAL**	2,930	0	2,930	250 B	0	2,680 C
				FEDERAL	2,611	0	2,611	200	0	2,411
MULTI-FUNDED				**STATE**	319	0	319	50	0	269
0156-0169	WEST HAVEN	122	REPLACEMENT OF BR #02644 SR122 O/ UNNAMED BROOK CITY OF W HAVEN	**TOTAL**	775	25 A	750	0	750 C	0
				FEDERAL	620	20	600	0	600	0
				STATE	155	5	150	0	150	0

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0156-0170	WEST HAVEN WEST HAVEN	1 122	INTRSCTN IMPRVMNT US1 AT SR122 IN W HAVEN	**TOTAL** **FEDERAL** **STATE**	5,750 4,600 1,150	450 A 360 90	5,300 4,240 1,060	1,800 B 1,440 360	0 0 0	3,500 C 2,800 700
0156-0173	WEST HAVEN WEST HAVEN	162 705	INTRSCTN IMPRVMNT ON SR162 AT SR705	**TOTAL** **FEDERAL** **STATE**	1,050 672 378	210 X 0 210	840 672 168	0 0 0	0 0 0	840 C 672 168
0158-0193 **CAP SFY2007**	WESTPORT	1	INTRSCTN IMPRVMNTS & OPERATIONAL LANE, WESTPORT	**TOTAL** **FEDERAL** **STATE**	1,164 931 233	0 0 0	1,164 931 233	50 B 40 10	1,114 C 891 223	0 0 0
0158-0201 **MULTI-FUNDED**	WESTPORT WESTPORT	57 136	INTRSCTN IMPRVMNTS ON SR57/SR136 AT WESTON RD, & SR57/SR136 AT CLINTON AVE	**TOTAL** **FEDERAL** **STATE**	1,550 1,240 310	0 0 0	1,550 1,240 310	0 0 0	40 B 32 8	1,510 C 1,208 302
0161-0118	WILTON	7	MAJOR WIDENING OF US7 FROM WOLF PIT RD TO THE NORTH JUNCTION OF SR33 & SR106	**TOTAL** **FEDERAL** **STATE**	28,724 20,140 8,584	19,174 Z 12,500 6,674	9,550 7,640 1,910	4,775 C 3,820 955	4,775 C 3,820 955	0 0 0
0161-0124 **CAP SFY2006** **MULTI-FUNDED**	WILTON	7	RECONSTRUCTION OF US7; FROM OLD DANBURY RD TO VICINITY OF OLMSTEAD HILL RD IN WILTON	**TOTAL** **FEDERAL** **STATE**	14,995 11,996 2,999	6,770 Y 5,416 1,354	8,225 6,580 1,645	4,375 C 3,500 875	3,850 C 3,080 770	0 0 0
0161-0135	WILTON WILTON	33 53	WIDEN FOR LT TURN LANES ON ALL APPROACHES OF THE SR33 & SR53 INTRSCTN	**TOTAL** **FEDERAL** **STATE**	586 469 117	90 A 72 18	496 397 99	0 0 0	0 0 0	496 C 397 99
0168-0155	WOODBURY	6	REPLACEMENT OF BR #01979 US 6 O/ EAST MEADOW BROOK TOWN OF WOODBURY	**TOTAL** **FEDERAL** **STATE**	839 540 299	164 X 0 164	675 540 135	0 0 0	675 C 540 135	0 0 0
0170-E100	STATEWIDE	---	MEET FHWA AUDIT REQUIREMENTS - ANNUAL	**TOTAL** **FEDERAL** **STATE**	9,900 8,800 1,100	900 C 800 100	9,000 8,000 1,000	900 C 800 100	900 C 800 100	7,200 C 6,400 800
0170-H887	STATEWIDE	---	DESIGN OF TRAFFIC SIGNALS APPROVED BY STC - ANNUAL	**TOTAL** **FEDERAL** **STATE**	2,960 2,960 0	740 A 740 0	2,220 2,220 0	740 A 740 0	740 A 740 0	740 A 740 0
0170-XXX1	STATEWIDE	---	ANNUAL MAINTENANCE ACTIVITIES [STPA]	**TOTAL** **FEDERAL** **STATE**	48,510 38,808 9,702	4,410 C 3,528 882	44,100 35,280 8,820	4,410 C 3,528 882	4,410 C 3,528 882	35,280 C 28,224 7,056

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0170-XXXX	STATEWIDE	---	ANNUAL TRAINING PROGRAM - INCLUDES ALL INDIVIDUAL COURSES	**TOTAL**	4,125	375 C	3,750	375 C	375 C	3,000 C
MULTI-FUNDED				**FEDERAL**	3,300	300	3,000	300	300	2,400
				STATE	825	75	750	75	75	600
0171-0280	DISTRICT I	69	BRIDGE WORK ON BR #02444, #02672, & #02722	**TOTAL**	1,771	505 X	1,266	0	0	1,266 C
	BRISTOL	140		**FEDERAL**	1,417	404	1,013	0	0	1,013
	STAFFORD	160		**STATE**	354	101	253	0	0	253
0171-0297	DISTRICT I	---	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT I	**TOTAL**	1,009	0	1,009	1,009 C	0	0
CAP SFY2006				**FEDERAL**	807	0	807	807	0	0
				STATE	202	0	202	202	0	0
0171-0299	DISTRICT I	---	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT I	**TOTAL**	1,029	20 X	1,009	0	1,009 C	0
CAP SFY2007				**FEDERAL**	823	16	807	0	807	0
				STATE	206	4	202	0	202	0
0171-H136	DISTRICT I	VARIOUS	UPGRADE GUIDERAIL ON NON-NHS HIGHWAYS IN DISTRICT I	**TOTAL**	1,459	0	1,459	0	138 A	1,321 C
	BERLIN	71		**FEDERAL**	1,167	0	1,167	0	110	1,057
	NEW BRITAIN	71		**STATE**	292	0	292	0	28	264
0172-0333	DISTRICT II	---	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT II	**TOTAL**	1,034	0	1,034	1,034 C	0	0
CAP SFY2006				**FEDERAL**	807	0	807	807	0	0
				STATE	227	0	227	227	0	0
0172-0335	DISTRICT II	---	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT II - FY 04/05	**TOTAL**	1,029	0	1,029	20 B	1,009 C	0
CAP SFY2007				**FEDERAL**	823	0	823	16	807	0
				STATE	206	0	206	4	202	0
0173-0264	DISTRICT III	95	EMERGENCY COMMUNICATIONS SYSTEM ON I-95 & SR15 FROM GREENWICH TO STRATFORD	**TOTAL**	2,176	426 A	1,750	0	1,750 C	0
	DISTRICT III	15		**FEDERAL**	1,741	341	1,400	0	1,400	0
				STATE	435	85	350	0	350	0
0173-0291	BRIDGEPORT	1	INTRSCTN IMPRVMNTS; US1, FAIRFIELD & BRIDGEPORT	**TOTAL**	4,664	0	4,664	0	0	4,664 C
	FAIRFIELD	1		**FEDERAL**	4,664	0	4,664	0	0	4,664
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0173-0339	DISTRICT III	---	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT III - [100%]	**TOTAL**	141	30 B	111	111 C	0	0
				FEDERAL	111	0	111	111	0	0
				STATE	30	30	0	0	0	0
0173-0342	DISTRICT III	---	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT III - FY2004	**TOTAL**	1,034	25 B	1,009	1,009 C	0	0
				FEDERAL	807	0	807	807	0	0
				STATE	227	25	202	202	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0173-0344	DISTRICT III	---	INSTALLATION & REVISION OF STC TRAFFIC	**TOTAL**	1,029	0	1,029	20 B	1,009 C	0
CAP SFY2007			CONTROL SIGNALS IN DISTRICT 3 - FY 04/05	**FEDERAL**	827	0	827	20	807	0
				STATE	202	0	202	0	202	0
0173-0356	DISTRICT III	VARIOUS	INSTALLATION & REVISION OF STC TRAFFIC	**TOTAL**	380	25 B	355	355 C	0	0
	MILFORD	162	CONTROL SIGNALS IN DIST 3 - 80/10/10 FUNDING	**FEDERAL**	267	0	267	267	0	0
	NORTH BRANFORD	139		**STATE**	80	25	55	55	0	0
0174-0277	MIDDLEBURY	64	BRIDGE REPLACEMENT; BR #02004 & #02429,	**TOTAL**	1,827	470 X	1,357	0	0	1,357 C
	ROXBURY	67	SR64/GOATS BROOK & SR67/FENN BROOK	**FEDERAL**	1,462	376	1,086	0	0	1,086
				STATE	365	94	271	0	0	271
0174-0300	DISTRICT IV	---	INSTALLATION & REVISION OF STC TRAFFIC	**TOTAL**	122	0	122	122 C	0	0
CAP SFY2006			CONTROL SIGNALS IN DISTRICT IV	**FEDERAL**	86	0	86	86	0	0
				STATE	36	0	36	36	0	0
0174-0302	DISTRICT IV	---	INSTALLATION & REVISION OF STC TRAFFIC	**TOTAL**	1,029	20 B	1,009	0	1,009 C	0
CAP SFY2007			CONTROL SIGNALS IN DISTRICT IV	**FEDERAL**	823	16	807	0	807	0
				STATE	206	4	202	0	202	0
0174-0321	DISTRICT IV	VARIOUS	STC TRAFFIC SIGNALS	**TOTAL**	641	0	641	641 C	0	0
				FEDERAL	641	0	641	641	0	0
				STATE	0	0	0	0	0	0
				TOTAL	1,349,027	504,665	844,362	110,621	109,827	623,914
				FEDERAL	1,121,106	413,603	707,503	90,645	91,602	525,256
				STATE	227,649	90,824	136,825	19,943	18,225	98,657

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - BRIDGEPORT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0002-0123	ANSONIA	PRINDLE AVENUE	RECONSTRUCTION OF PRINDLE AVE	**TOTAL**	1,586	66 B	1,520	1,520 C	0	0
CAP SFY2006				**FEDERAL**	1,268	52	1,216	1,216	0	0
				STATE	311	7	304	304	0	0
0015-0288	BRIDGEPORT	---	RECONSTRUCTION OF SEAVIEW AVE FROM I-95 TO ROUTE 1	**TOTAL**	734	734 X	0	0	0	0
				FEDERAL	734	734	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0015-0310	BRIDGEPORT	VARIOUS	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS - PHASE B	**TOTAL**	2,307	572 X	1,735	1,735 C	0	0
CAP SFY2007				**FEDERAL**	1,848	460	1,388	1,388	0	0
				STATE	459	112	347	347	0	0
0015-H089	BRIDGEPORT	VARIOUS	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS - PHASE A	**TOTAL**	2,215	0	2,215	2,215 C	0	0
CAP SFY2006				**FEDERAL**	1,772	0	1,772	1,772	0	0
				STATE	443	0	443	443	0	0
0015-H092	BRIDGEPORT STAMFORD	---	STP-BRIDGEPORT URBAN PROGRAM DESIGN ACTIVITIES	**TOTAL**	5,500	500 A	5,000	500 A	500 A	4,000 A
				FEDERAL	4,400	400	4,000	400	400	3,200
				STATE	1,100	100	1,000	100	100	800
0050-HXXX	FAIRFIELD	MILL PLAIN ROAD	REPLACE BRIDGE O/ THE MILL RIVER	**TOTAL**	2,000	0	2,000	0	2,000 C	0
				FEDERAL	1,600	0	1,600	0	1,600	0
				STATE	400	0	400	0	400	0
0056-0275	GREENWICH	---	THE REALIGNMENT OF A SHORT CURVED SECTION OF KING ST	**TOTAL**	1,136	100 B	1,036	1,036 C	0	0
CAP SFY2006				**FEDERAL**	908	80	828	828	0	0
				STATE	218	10	208	208	0	0
0056-0291	GREENWICH	COMLY AVENUE	DECK REHABILITATION OF COMLY AVE BRIDGE O/ THE BYRAM RIVER	**TOTAL**	754	0	754	754 C	0	0
CAP SFY2006				**FEDERAL**	603	0	603	603	0	0
				STATE	151	0	151	151	0	0
0102-0297	NORWALK	EAST AVENUE	RECONSTRUCTION OF EAST AVE AT METRO-NORTH RR BR #42.14	**TOTAL**	2,777	0	2,777	300 B	0	2,477 C
CAP SFY2007				**FEDERAL**	2,222	0	2,222	240	0	1,982
				STATE	525	0	525	30	0	495
0124-0158	SEYMOUR	334	REALIGNMENT OF 4500 LF SR334, 600' NW INTRSCTN SW RD TO 500' SW INTRSCTN COMMERCE RD	**TOTAL**	393	393 A	0	0	0	0
				FEDERAL	314	314	0	0	0	0
MULTI-FUNDED				**STATE**	79	79	0	0	0	0
0126-0160	SHELTON	---	RECONSTRUCTION & REALIGNMENT OF EAST VILLAGE RD	**TOTAL**	2,100	200 B	1,900	1,900 C	0	0
CAP SFY2007				**FEDERAL**	1,680	160	1,520	1,520	0	0
				STATE	400	20	380	380	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - BRIDGEPORT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0138-0215 CAP SFY2006	STRATFORD	HUNTINGTON ROAD	MINOR WIDENING OF HUNTINGTON RD DRAINAGE, CURBING & HORIZONTAL REALIGNMENT	**TOTAL**	2,525	86 B	2,439	2,439 C	0	0
				FEDERAL	2,019	68	1,951	1,951	0	0
				STATE	493	9	484	484	0	0
				TOTAL	24,027	2,651	21,376	12,399	2,500	6,477
				FEDERAL	19,368	2,268	17,100	9,918	2,000	5,182
				STATE	4,579	337	4,242	2,447	500	1,295

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - HARTFORD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0017-0161	BRISTOL	69	THE REALIGNMENT OF EAST RD FROM GREYSTONE RD TO SR69 INCLUDING CULVERT REPLACEMENT	**TOTAL**	3,375	850 B	2,525	2,525 C	0	0
CAP SFY2006				**FEDERAL**	2,700	680	2,020	2,020	0	0
				STATE	590	85	505	505	0	0
0042-0299	EAST HARTFORD	GOVERNOR STREET	RECONSTRUCTION OF GOVERNOR ST	**TOTAL**	1,330	60 B	1,270	0	1,270 C	0
CAP SFY2007				**FEDERAL**	1,064	48	1,016	0	1,016	0
				STATE	260	6	254	0	254	0
0047-0111	ELLINGTON	WINDERMERE AVENUE	THE REPLACEMENT OF THE WINDERMERE AVE BRIDGE O/ THE HOCKANUM RIVER	**TOTAL**	603	36 B	567	0	567 C	0
CAP SFY2006				**FEDERAL**	476	28	448	0	448	0
				STATE	123	4	119	0	119	0
0048-0186	ENFIELD	POST OFFICE ROAD	RECONSTRUCTION OF TOWN FARM RD & POST OFFICE RD, FROM RAFFIA RD TO ABBE RD	**TOTAL**	2,500	0	2,500	0	2,500 C	0
CAP SFY2007				**FEDERAL**	2,000	0	2,000	0	2,000	0
MULTI-FUNDED				**STATE**	500	0	500	0	500	0
0053-0172	GLASTONBURY	MAIN STREET	THE REHABILITATION OF MAIN ST [PHASE 2] FROM SCHOOL ST TO MEADOW RD	**TOTAL**	1,606	0	1,606	1,606 C	0	0
CAP SFY2006				**FEDERAL**	1,159	0	1,159	1,159	0	0
				STATE	0	0	0	0	0	0
0063-0560	HARTFORD	NEWINGTON AVENUE	RECONSTRUCTION OF NEWINGTON AVE FROM TOWNLINE TO NEW BRITAIN AVE WIDEN & INSTALL STORM DRAIN	**TOTAL**	2,391	180 B	2,211	0	2,211 C	0
CAP SFY2007				**FEDERAL**	1,913	144	1,769	0	1,769	0
				STATE	460	18	442	0	442	0
0063-0570	HARTFORD	ASYLUM STREET / CHURCH	RESURFACING/WIDENING OF ASYLUM ST FROM MAIN ST-TRUMBULL ST & CHURCH ST FROM HIGH ST-ANN ST	**TOTAL**	1,251	114 B	1,137	0	0	1,137 C
CAP SFY2006				**FEDERAL**	994	84	910	0	0	910
				STATE	242	15	227	0	0	227
0063-H135	HARTFORD	---	STP-HARTFORD URBAN PROGRAM DESIGN ACTIVITIES	**TOTAL**	5,500	500 A	5,000	500 A	500 A	4,000 A
				FEDERAL	4,400	400	4,000	400	400	3,200
				STATE	1,100	100	1,000	100	100	800
0076-0196	MANCHESTER	OLCOTT STREET	OLCOTT ST RECONSTRUCTION	**TOTAL**	1,536	140 B	1,396	1,396 C	0	0
				FEDERAL	1,240	112	1,128	1,128	0	0
				STATE	282	14	268	268	0	0
0076-0198	MANCHESTER	BUCKLAND STREET	PAVEMENT REHABILITATION 3" MILL & OVERLAY FROM TOLLAND TURNPIKE TO BUCKLAND HILLS RD	**TOTAL**	1,141	0	1,141	0	1,141 C	0
				FEDERAL	763	0	763	0	763	0
				STATE	0	0	0	0	0	0
0082-0287	MIDDLETOWN	66	INTRSCTN IMPRVMNTS ON SR66 AT BOSTON RD & OLD MILL RD	**TOTAL**	265	265 A	0	0	0	0
				FEDERAL	212	212	0	0	0	0
MULTI-FUNDED				**STATE**	53	53	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - HARTFORD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0082-0288	MIDDLETOWN	COUNTRY CLUB ROAD	RECONSTRUCTION OF COUNTRY CLUB RD	**TOTAL**	769	124 B	645	645 C	0	0
				FEDERAL	616	100	516	516	0	0
				STATE	141	12	129	129	0	0
0088-0160 CAP SFY2007 MULTI-FUNDED	NEW BRITAIN	HART STREET EXTENSION	HART ST EXT FROM SO MAIN ST TO ARCH ST	**TOTAL**	5,522	2,200 B	3,322	0	3,322 C	0
				FEDERAL	3,430	1,760	1,670	0	1,670	0
				STATE	884	220	664	0	664	0
0093-0161	NEWINGTON	MAPLE HILL AVE / CHURCH STREET	PAVEMENT REHABILITATION ON MAPLE HILL & CHURCH ST	**TOTAL**	874	0	874	874 C	0	0
				FEDERAL	722	0	722	722	0	0
				STATE	0	0	0	0	0	0
0110-H019 CAP SFY2007	PLYMOUTH	SOUTH MAIN STREET	REALIGN & RECONSTRUCT SO MAIN ST TO SOFTEN A 90 DEGREE CURVE	**TOTAL**	1,150	250 B	900	0	900 C	0
				FEDERAL	920	200	720	0	720	0
				STATE	205	25	180	0	180	0
0112-H009	PORTLAND	66	INTRSCTN IMPRVMNTS TO SR66 AT MIDDLE HADDAM RD & PAYNE BLVD	**TOTAL**	850	155 A	695	50 B	645 C	0
				FEDERAL	680	124	556	40	516	0
				STATE	170	31	139	10	129	0
0128-H029 CAP SFY2007	SIMSBURY	10	MINOR INTRSCTN IMPRVMNTS ON SR10 AT ELY LN & MINOR WIDENING OF SR10	**TOTAL**	1,785	350 A	1,435	50 B	0	1,385 C
				FEDERAL	1,384	280	1,104	40	0	1,064
				STATE	401	70	331	10	0	321
0146-0162 CAP SFY2006	VERNON	VERNON AVENUE	RECONSTRUCTION OF VERNON AVE FROM SOUTH ST TO HARTFORD TURNPIKE [SR30]	**TOTAL**	2,229	124 B	2,105	2,105 C	0	0
				FEDERAL	1,784	100	1,684	1,684	0	0
				STATE	433	12	421	421	0	0
0146-H029 MULTI-FUNDED	VERNON	74	RECONSTRUCTION OF UNION ST [ROUTE 74] FROM ORCHARD ST TO ELM ST	**TOTAL**	2,625	450 A	2,175	0	50 B	2,125 C
				FEDERAL	2,100	360	1,740	0	40	1,700
				STATE	525	90	435	0	10	425
0155-0159 CAP SFY2007	WEST HARTFORD	FARMINGTON AVENUE	RECONSTRUCTION OF FARMINGTON AVE FROM WHITING LN TO PROSPECT AVE	**TOTAL**	2,500	0	2,500	2,500 C	0	0
				FEDERAL	1,680	0	1,680	1,680	0	0
				STATE	820	0	820	820	0	0
0164-0226	WINDSOR	DAY HILL ROAD	INTRSCTN REALIGNMENT OF DAY HILL RD AT ADDISON RD	**TOTAL**	836	66 B	770	770 C	0	0
				FEDERAL	668	52	616	616	0	0
				STATE	161	7	154	154	0	0
				TOTAL	40,638	5,864	34,774	13,021	13,106	8,647
				FEDERAL	30,905	4,684	26,221	10,005	9,342	6,874
				STATE	7,350	762	6,588	2,417	2,398	1,773

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - NEW HAVEN

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0043-H019	EAST HAVEN	MAIN STREET	SIGNAL REPLACEMENT/UPGRADES ON MAIN ST & MESSINA DR	**TOTAL**	910	140 B	770	770 C	0	0
				FEDERAL	725	112	613	613	0	0
				STATE	185	28	157	157	0	0
0061-0140 CAP SFY2006	HAMDEN	WAITE STREET	REPLACEMENT OF WAITE ST BRIDGE O/ LAKE WHITNEY [BR #04168]	**TOTAL**	2,000	0	2,000	2,000 C	0	0
				FEDERAL	1,600	0	1,600	1,600	0	0
				STATE	400	0	400	400	0	0
0061-H031	HAMDEN	707	8 SIGNAL REPLACEMENTS ON SR707 [WHITNEY AVE]	**TOTAL**	1,363	30 B	1,333	1,333 C	0	0
				FEDERAL	1,090	24	1,066	1,066	0	0
				STATE	273	6	267	267	0	0
0079-0210 CAP SFY2006	MERIDEN	GRAVEL STREET	RECONSTRUCTION OF GRAVEL ST & BALDWIN AVE	**TOTAL**	6,370	350 B	6,020	0	1,800 C	4,220 C
				FEDERAL	5,080	280	4,800	0	1,440	3,360
				STATE	1,255	35	1,220	0	360	860
0092-0488 MULTI-FUNDED	NEW HAVEN	VARIOUS	PHASE 3D CENTRAL CONTROL SIGNAL SYSTEM APPROX 18 LOCATIONS	**TOTAL**	380	380 A	0	0	0	0
				FEDERAL	380	380	0	0	0	0
				STATE	0	0	0	0	0	0
0092-0582 CAP SFY2006 MULTI-FUNDED	NEW HAVEN	FERRY STREET	REHABILITATION OF THE FERRY ST BRIDGE [BR #03809]	**TOTAL**	3,845	845 A	3,000	3,000 C	0	0
				FEDERAL	2,400	0	2,400	2,400	0	0
				STATE	1,445	845	600	600	0	0
0092-0585 CAP SFY2007	NEW HAVEN	QUINNIPIAC AVENUE	RECONSTRUCTION OF QUINNIPIAC AVE FROM FULTON ST TO CLIFTON ST	**TOTAL**	5,205	80 B	5,125	0	3,625 C	1,500 C
				FEDERAL	4,164	64	4,100	0	2,900	1,200
				STATE	1,033	8	1,025	0	725	300
0156-H022 CAP SFY2007	WEST HAVEN WEST HAVEN	FARWELL STREET	REALIGNMENT & RECONSTRUCTION OF FARWELL ST & INTRSCTN IMPRVMNTS TO US1 AT FARWELL ST	**TOTAL**	3,340	500 B	2,840	0	2,840 C	0
				FEDERAL	2,672	400	2,272	0	2,272	0
				STATE	615	50	565	0	565	0
				TOTAL	23,413	2,325	21,088	7,103	8,265	5,720
				FEDERAL	18,111	1,260	16,851	5,679	6,612	4,560
				STATE	5,206	972	4,234	1,424	1,650	1,160

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - OTHER URBAN

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0009-0088	BETHEL	PLUMTREES ROAD	INTRSCTN IMPRVMNT ON PLUMTREES RD AT WALNUT HILL RD, WHITTLESLEY AVE REPLACEMENT OF BR #03706	**TOTAL**	1,298	1,298 Y	0	0	0	0
				FEDERAL	1,044	1,044	0	0	0	0
				STATE	254	254	0	0	0	0
0009-0089	BETHEL	302	REHABILITATION OF BR #02839 SR302 O/ BROOK TOWN OF BETHEL	**TOTAL**	1,305	1,305 Z	0	0	0	0
				FEDERAL	980	980	0	0	0	0
				STATE	325	325	0	0	0	0
0009-0091	BETHEL	WALNUT HILL ROAD	BRIDGE REPLACEMENT OF WALNUT HILL RD O/ LIMEKILN BROOK	**TOTAL**	1,088	0	1,088	1,088 Y	0	0
				FEDERAL	873	0	873	873	0	0
				STATE	215	0	215	215	0	0
0018-0118	BROOKFIELD	202	INTRSCTN IMPRVMNT OF US202 WITH SILVERMINE RD & ELBOW HILL RD	**TOTAL**	318	318 A	0	0	0	0
MULTI-FUNDED				**FEDERAL**	254	254	0	0	0	0
				STATE	64	64	0	0	0	0
0018-0124	BROOKFIELD	202	MINOR WIDENING FOR OPERATIONAL LANE-FEDERAL RD [SR202] FROM WHITE TURKEY RD TO SR133	**TOTAL**	2,500	2,500 X	0	0	0	0
MULTI-FUNDED				**FEDERAL**	2,000	2,000	0	0	0	0
				STATE	500	500	0	0	0	0
0095-0212	NEW MILFORD	GROVE STREET	RELOCATION OF GROVE ST FROM MILL ST NORTHERLY TO INTRSCTN OF SR67/US202, NEW MILFORD	**TOTAL**	8,212	4,424 X	3,788	0	0	3,788 C
CAP SFY2007	NEW MILFORD	67		**FEDERAL**	6,534	3,506	3,028	0	0	3,028
	NEW MILFORD	202		**STATE**	839	459	380	0	0	380
0095-0234	NEW MILFORD	67	RECONSTRUCTION & REALIGNMENT OF SR67	**TOTAL**	100	100 A	0	0	0	0
MULTI-FUNDED				**FEDERAL**	80	80	0	0	0	0
				STATE	20	20	0	0	0	0
0102-0278	NORWALK	95	INTERSTATE 95 AT US1 INTRCHNG #14 - PROVIDE REVISED ACCESS	**TOTAL**	1,213	1,213 A	0	0	0	0
MULTI-FUNDED	NORWALK	1		**FEDERAL**	1,103	1,103	0	0	0	0
				STATE	110	110	0	0	0	0
0103-0255	NORWICH	395	THE REALIGNMENT & RECONSTR OF I-395 NB RAMPS TO SR82 & REALIGN MAPLEWOOD CT	**TOTAL**	1,572	1,572 X	0	0	0	0
MULTI-FUNDED	NORWICH	82		**FEDERAL**	1,258	1,258	0	0	0	0
				STATE	314	314	0	0	0	0
0107-H008	OXFORD	188	REALIGNMENT & RECONSTRUCTION OF SR188 TO SOFTEN A 200' RADIUS HORIZ CURVE	**TOTAL**	260	200 A	60	0	60 B	0
MULTI-FUNDED				**FEDERAL**	208	160	48	0	48	0
				STATE	52	40	12	0	12	0
0114-H007	PROSPECT	SCOTT ROAD	MINOR WIDENING/REALIGNMENT OF SCOTT RD [APPROX 1200'] INCLUDING EXTENSION OF AUSTIN RD	**TOTAL**	700	10 B	690	690 C	0	0
CAP SFY2007				**FEDERAL**	560	8	552	552	0	0
				STATE	139	1	138	138	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - OTHER URBAN

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0119-0108	ROXBURY	67	RECONSTRUCTION OF SR67; IN THE VICINITY OF BOTSFORD HILL RD	**TOTAL**	323	323 A	0	0	0	0
				FEDERAL	258	258	0	0	0	0
MULTI-FUNDED				**STATE**	65	65	0	0	0	0
0120-0079	SALEM	82	IMPRVMNTS TO SR82 & SR85 INCLUDING ADDING SHOULDERS & LT TURN LANES	**TOTAL**	1,000	1,000 B	0	0	0	0
	SALEM	85		**FEDERAL**	800	800	0	0	0	0
MULTI-FUNDED	MONTVILLE	85		**STATE**	200	200	0	0	0	0
0127-0083	SHERMAN	37	RECONSTRUCTION & REALIGNMENT OF SR37 FROM SR39 IN SHERMAN TO US7 IN NW MILFORD	**TOTAL**	680	680 X	0	0	0	0
	NEW MILFORD	39		**FEDERAL**	640	640	0	0	0	0
MULTI-FUNDED				**STATE**	40	40	0	0	0	0
0135-0230	STAMFORD	15	SR15 AT SR104 [INTRCHNG #34] RECONSTRUCT SR15 NB OFF RAMP & IMPRVMNTS ON SR104	**TOTAL**	1,085	1,085 A	0	0	0	0
	STAMFORD	104		**FEDERAL**	868	868	0	0	0	0
MULTI-FUNDED				**STATE**	217	217	0	0	0	0
0135-0270	STAMFORD	15	SR15; RESURFACING, BRIDGE & SAFETY IMPRVMNTS; FROM TL TO SR124 [NEW CANAAN]	**TOTAL**	720	720 A	0	0	0	0
				FEDERAL	576	576	0	0	0	0
MULTI-FUNDED				**STATE**	144	144	0	0	0	0
0136-0070	STERLING	14	VARIOUS IMPRVMNTS TO SR14 & SR14A IN TOWNS OF STERLING & PLAINFIELD	**TOTAL**	1,100	1,100 Z	0	0	0	0
	STERLING	14A		**FEDERAL**	350	350	0	0	0	0
MULTI-FUNDED	PLAINFIELD	14		**STATE**	750	750	0	0	0	0
0143-0176	TORRINGTON	202	INTRSCTN & ROADWAY IMPRVMNTS TO US202 AT TORRINGFORD WEST ST	**TOTAL**	1,000	0	1,000	0	600 B	400 C
				FEDERAL	800	0	800	0	480	320
MULTI-FUNDED				**STATE**	200	0	200	0	120	80
0143-H030	TORRINGTON	PINEWOODS ROAD	RECONSTRUCTION OF PINEWOODS RD & CULVERT REPLACEMENT	**TOTAL**	2,136	36 B	2,100	2,100 C	0	0
CAP SFY2006				**FEDERAL**	1,708	28	1,680	1,680	0	0
				STATE	424	4	420	420	0	0
0151-0296	WATERBURY	HOMER/CHASE AVENUE	MAJOR WIDENING OF HOMER ST & CHASE AVE FROM WATERVILLE ST TO NOTTINGHAM TERRACE	**TOTAL**	2,560	300 B	2,260	0	0	2,260 C
CAP SFY2007				**FEDERAL**	2,048	240	1,808	0	0	1,808
				STATE	482	30	452	0	0	452
0151-0297	WATERBURY	CHASE AVENUE	MAJOR WIDENING OF CHASE AVE FROM NOTTINGHAM TERRACE TO NO MAIN ST	**TOTAL**	2,620	300 B	2,320	0	0	2,320 C
				FEDERAL	2,096	240	1,856	0	0	1,856
				STATE	524	60	464	0	0	464
0153-0105	WATERTOWN	GUERNSEYTOWN ROAD	RECONSTRUCTION OF GUERNSEYTOWN RD FROM US6 TO EASTWOOD HALL RD INC MAJOR DRAINAGE	**TOTAL**	6,300	3,150 C	3,150	3,150 C	0	0
	WATERTOWN			**FEDERAL**	3,500	1,750	1,750	1,750	0	0
				STATE	2,800	1,400	1,400	1,400	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - OTHER URBAN

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0153-0111	WATERTOWN	---	GUERNSEYTOWN RD RECONSTRUCT FROM CRESTVIEW DR TO SKILTON RD	**TOTAL**	1,524	40 B	1,484	0	1,484 C	0
CAP SFY2006				**FEDERAL**	1,219	32	1,187	0	1,187	0
				STATE	301	4	297	0	297	0
0153-0112	WATERTOWN	SYLVAN LAKE ROAD	RECONSTRUCT SYLVAN LAKE RD, WIDEN TO UNIFORM 30', FLATTEN CRESTS, DRAINAGE, CROSS CULV	**TOTAL**	2,521	0	2,521	90 B	2,431 C	0
				FEDERAL	2,017	0	2,017	72	1,945	0
				STATE	504	0	504	18	486	0
0153-0113	WATERTOWN	SUNNYSIDE AVENUE	THE REALIGNMENT & RECONST OF SUNNYSIDE AVE FROM THE WTBY TOWN LINE WESTERLY	**TOTAL**	2,707	800 B	1,907	0	0	1,907 C
CAP SFY2007				**FEDERAL**	2,166	640	1,526	0	0	1,526
				STATE	461	80	381	0	0	381
0161-0124	WILTON	7	RECONSTRUCTION OF US7; FROM OLD DANBURY RD TO VICINITY OF OLMSTEAD HILL RD IN WILTON	**TOTAL**	356	356 A	0	0	0	0
				FEDERAL	285	285	0	0	0	0
MULTI-FUNDED				**STATE**	71	71	0	0	0	0
0162-H020	WINCHESTER	HOLABIRD AVENUE	RECONSTRUCTION OF HOLABIRD AVE FROM SR8 TO COLONY DR [850'] INCL REPLACEMENT OF BR #04060	**TOTAL**	2,279	10 B	2,269	0	0	2,269 C
CAP SFY2007				**FEDERAL**	1,823	8	1,815	0	0	1,815
				STATE	455	1	454	0	0	454
0167-0100	WOODBRIDGE WOODBRIDGE	63 67	SR63 & SR67- ADD SR63 BYPASS, LOWER VERT CURVE, IMPPROVE SSD RECONSTRUCT 300' OF SR67	**TOTAL**	394	394 A	0	0	0	0
				FEDERAL	315	315	0	0	0	0
MULTI-FUNDED				**STATE**	79	79	0	0	0	0
				TOTAL	47,871	23,234	24,637	7,118	4,575	12,944
				FEDERAL	36,363	17,423	18,940	4,927	3,660	10,353
				STATE	10,549	5,232	5,317	2,191	915	2,211

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0009-0093	BETHEL	WALNUT HILL ROAD	INTRSCTN REALIGNMENT OF WALNUT HILL RD AT HOYT RD	**TOTAL**	182	182 Z	0	0	0	0
				FEDERAL	164	164	0	0	0	0
				STATE	0	0	0	0	0	0
0015-0300	BRIDGEPORT	730	INTRSCTN IMPRVMNT ON SR730 AT BROADBRIDGE RD	**TOTAL**	610	610 Z	0	0	0	0
				FEDERAL	537	537	0	0	0	0
				STATE	73	73	0	0	0	0
0017-0140	BRISTOL	EMMETT STREET	MODERNIZE RR FLASHING LIGHTS, CROSSING SURFACE & ROADWAY [XING #500987-P]	**TOTAL**	1,023	155 X	868	0	868 C	0
				FEDERAL	1,023	155	868	0	868	0
				STATE	0	0	0	0	0	0
0017-0143	BRISTOL	CENTRAL STREET	MODERNIZE RR FLASHING LIGHTS, INSTALL GATES & RECONSTRUCT CROSSING SURFACE [XING #500989-D]	**TOTAL**	1,063	205 X	858	858 C	0	0
				FEDERAL	1,063	205	858	858	0	0
				STATE	0	0	0	0	0	0
0034-0305	DANBURY	37	REALIGNMENT & SIGNALIZATION OF THE INTRSCTN OF SR37 & STACEY RD	**TOTAL**	340	340 A	0	0	0	0
MULTI-FUNDED				**FEDERAL**	306	306	0	0	0	0
				STATE	34	34	0	0	0	0
0042-0297	EAST HARTFORD	502	WIDEN SR502 [SILVER LA] FROM 4 TO 5 LANES AT FORBES ST TO PROVIDE EXCLUSIVE E/W LT LANES	**TOTAL**	250	250 A	0	0	0	0
MULTI-FUNDED				**FEDERAL**	225	225	0	0	0	0
				STATE	25	25	0	0	0	0
0056-0282	GREENWICH	1	IMPROVE THE APPROACH ANGLE OF BYRAM RD TO BE PERPENDICULAR TO US1	**TOTAL**	297	90 X	207	0	207 C	0
				FEDERAL	267	81	186	0	186	0
				STATE	30	9	21	0	21	0
0063-0523	HARTFORD	VAN DYKE	RR CROSSING	**TOTAL**	850	125 A	725	0	0	725 C
				FEDERAL	850	125	725	0	0	725
				STATE	0	0	0	0	0	0
0076-0201	MANCHESTER	BROAD STREET	INTRSCTN IMPRVMNT AT BROAD & MIDDLE TURNPIKE WEST	**TOTAL**	186	0	186	186 C	0	0
				FEDERAL	167	0	167	167	0	0
				STATE	0	0	0	0	0	0
0077-0193	MANSFIELD	CIDER MILL ROAD	RR CROSSING	**TOTAL**	595	0	595	0	0	595 Y
				FEDERAL	595	0	595	0	0	595
				STATE	0	0	0	0	0	0
0077-0194	MANSFIELD	DEPOT ROAD	RR CROSSING	**TOTAL**	485	0	485	0	0	485 Y
				FEDERAL	485	0	485	0	0	485
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0082-0271	MIDDLETOWN	UNION STREET	RR CROSSING	**TOTAL**	466	100 A	366	0	0	366 C
				FEDERAL	466	100	366	0	0	366
				STATE	0	0	0	0	0	0
0082-0276	MIDDLETOWN	BUTTERNUT STREET	RR CROSSING	**TOTAL**	440	0	440	0	0	440 Y
				FEDERAL	440	0	440	0	0	440
				STATE	0	0	0	0	0	0
0083-0233	MILFORD	ORONOQUE ROAD	MODERNIZE RR FLASHING LIGHTS, INSTALL GATES & RECONSTRUCT CROSSING SURFACE [XING #503-878-W]	**TOTAL**	1,335	160 A	1,175	0	25 B	1,150 C
				FEDERAL	1,335	160	1,175	0	25	1,150
				STATE	0	0	0	0	0	0
0089-H018	NEW CANAAN	106	RECONSTRUCTION	**TOTAL**	20	0	20	0	0	20 B
				FEDERAL	18	0	18	0	0	18
MULTI-FUNDED				**STATE**	2	0	2	0	0	2
0093-0153	NEWINGTON NEWINGTON	175 173	WIDEN SR175 AT SR173 & AT MILL ST TO PROVIDE LT TURN LANES & REVISE SIGNALS	**TOTAL**	285	285 A	0	0	0	0
				FEDERAL	256	256	0	0	0	0
MULTI-FUNDED				**STATE**	29	29	0	0	0	0
0099-0114	NORTH CANAAN	7 44	INSTALL RR FLASHING LIGHTS & CROSSING SURFACE [XING #504172-C]	**TOTAL**	380	0	380	0	0	380 Y
				FEDERAL	380	0	380	0	0	380
				STATE	0	0	0	0	0	0
0099-0115	NORTH CANAAN	7 44	INSTALL FLASHING LIGHTS, GATES & CROSSING SURFACE [XING #504296-V]	**TOTAL**	1,065	150 A	915	25 B	890 C	0
				FEDERAL	1,065	150	915	25	890	0
				STATE	0	0	0	0	0	0
0099-0120	NORTH CANAAN	ORCHARD STREET	RR CROSSING	**TOTAL**	480	0	480	0	0	480 Y
				FEDERAL	480	0	480	0	0	480
				STATE	0	0	0	0	0	0
0099-0121	NORTH CANAAN	NORTH ELM STREET	RR CROSSING	**TOTAL**	610	0	610	0	0	610 Y
				FEDERAL	610	0	610	0	0	610
				STATE	0	0	0	0	0	0
0100-0171	NORTH HAVEN	22	INTRSCTN IMPRVMNTS ON SR22 AT POOL RD	**TOTAL**	988	370 X	618	618 C	0	0
				FEDERAL	872	333	539	539	0	0
				STATE	116	37	79	79	0	0
0102-0285	NORWALK	1	INTRSCTN IMPRVMNTS & OPERATIONAL LANE, US1 NORWALK	**TOTAL**	4,100	350 A	3,750	0	450 B	3,300 C
				FEDERAL	4,030	280	3,750	0	450	3,300
				STATE	70	70	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0102-0306	NORWALK	1	PROVIDE EB & WB US1 EXCLUDING LT TURN LANES & REALIGN CEDAR ST OPPOSITE FERRIS AVE	**TOTAL**	1,107	650 X	457	0	0	457 C
				FEDERAL	996	585	411	0	0	411
				STATE	111	65	46	0	0	46
0106-0113	ORANGE ORANGE	34 114	WIDEN BOTH NB & SB SR114 APPROACHES AT SR34 TO ADD EXCLUSIVE LT TURN LANES	**TOTAL**	1,097	282 X	815	815 C	0	0
				FEDERAL	988	254	734	734	0	0
				STATE	109	28	81	81	0	0
0107-H008 MULTI-FUNDED	OXFORD	188	REALIGNMENT & RECONSTRUCTION OF SR188 TO SOFTEN A 200' RADIUS HORIZ CURVE	**TOTAL**	810	0	810	0	0	810 C
				FEDERAL	729	0	729	0	0	729
				STATE	81	0	81	0	0	81
0109-0148	PLAINVILLE	NEAL COURT	RR CROSSING	**TOTAL**	610	0	610	0	0	610 Y
				FEDERAL	610	0	610	0	0	610
				STATE	0	0	0	0	0	0
0112-0108	PORTLAND	BROWNSTONE AVENUE	RR CROSSING	**TOTAL**	695	110 A	585	0	0	585 Y
				FEDERAL	695	110	585	0	0	585
				STATE	0	0	0	0	0	0
0116-0125	REDDING	LONG RIDGE ROAD	MODERNIZE RR FLASHING LIGHTS, INSTALL GATES & RECONSTRUCT CROSSING SURFACE [XING #500593-A]	**TOTAL**	1,549	345 X	1,204	1,204 C	0	0
				FEDERAL	1,549	345	1,204	1,204	0	0
				STATE	0	0	0	0	0	0
0116-0127	REDDING	NORTH MAIN STREET	MODERNIZE RR FLASHING LIGHTS, INSTALL GATES & RECONSTRUCT CROSSING SURFACE [XING #500-583-U]	**TOTAL**	785	110 A	675	0	0	675 Y
				FEDERAL	785	110	675	0	0	675
				STATE	0	0	0	0	0	0
0117-0153	RIDGEFIELD	102	PROVIDE FOR 200' OF UNINTERRUPTED STOPPING SIGHT LINE THROUGHOUT THE CURVES	**TOTAL**	494	190 X	304	304 C	0	0
				FEDERAL	445	171	274	274	0	0
				STATE	49	19	30	30	0	0
0134-0141 MULTI-FUNDED	STAFFORD	319	REALIGN SR319 BETWEEN GAIL RD & FURNACE AVE TO REDUCE RUN-OFF ACCIDENTS IN CURVES	**TOTAL**	230	230 A	0	0	0	0
				FEDERAL	207	207	0	0	0	0
				STATE	23	23	0	0	0	0
0138-0212	STRATFORD STRATFORD STRATFORD	1 108 113	INTRSCTN IMPRVMNTS ON US1 IN STRATFORD AT SR108 & SR113	**TOTAL**	1,234	0	1,234	150 B	1,084 C	0
				FEDERAL	1,234	0	1,234	150	1,084	0
				STATE	0	0	0	0	0	0
0138-0224	STRATFORD	110	INTRSCTN IMPRVMNTS; SR110 AT MAIN ST PUTNEY [SOUTH JUNCTION]	**TOTAL**	730	316 X	414	414 C	0	0
				FEDERAL	657	284	373	373	0	0
				STATE	73	32	41	41	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0139-0103	SUFFIELD	HARVEY LANE	INSTALL RR FLASHING LIGHTS A SURFACE [XING #500-754-T]	**TOTAL**	1,078	160 A	918	0	25 B	893 C
				FEDERAL	1,078	160	918	0	25	893
				STATE	0	0	0	0	0	0
0139-0104	SUFFIELD	SUFFIELD STREET	RR CROSSING	**TOTAL**	720	110 A	610	0	0	610 Y
				FEDERAL	720	110	610	0	0	610
				STATE	0	0	0	0	0	0
0142-0145	TOLLAND	195	WIDEN SR195 AT WALBRIDGE HILL RD TO PROVIDE NB BYPASS & REGRADE SIDESLOPE TO INCREASE SSD	**TOTAL**	180	180 A	0	0	0	0
				FEDERAL	162	162	0	0	0	0
MULTI-FUNDED				**STATE**	18	18	0	0	0	0
0143-0176	TORRINGTON	202	INTRSCTN & ROADWAY IMPRVMNTS TO US202 AT TORRINGFORD WEST ST	**TOTAL**	292	292 A	0	0	0	0
				FEDERAL	263	263	0	0	0	0
MULTI-FUNDED				**STATE**	29	29	0	0	0	0
0146-0169	VERNON	83	WIDEN SR83 FROM 4 TO 5 LANES B & 'B' & REVISE SIGNALS	**TOTAL**	1,275	600 X	675	675 C	0	0
				FEDERAL	1,148	540	608	608	0	0
				STATE	127	60	67	67	0	0
0148-0182	WALLINGFORD	CLINTONVILLE AVENUE	RR CROSSING	**TOTAL**	525	0	525	0	110 A	415 Y
				FEDERAL	525	0	525	0	110	415
				STATE	0	0	0	0	0	0
0148-0190	WALLINGFORD WALLINGFORD	5 702	WIDENING OF US5 TO PROVIDE OPPOSING LT TURN LANES AT SR702 & TOELLES RD	**TOTAL**	216	216 X	0	0	0	0
				FEDERAL	190	190	0	0	0	0
MULTI-FUNDED				**STATE**	26	26	0	0	0	0
0152-0142	WATERFORD	BENIM AVENUE	RR CROSSING	**TOTAL**	535	0	535	0	110 A	425 Y
				FEDERAL	535	0	535	0	110	425
				STATE	0	0	0	0	0	0
0153-0118	WATERTOWN	73	REALIGNMENT OF MAIN ST [SR73] IN THE VICINITY OF ABANDONED RR OVERPASS	**TOTAL**	450	450 A	0	0	0	0
				FEDERAL	405	405	0	0	0	0
MULTI-FUNDED				**STATE**	45	45	0	0	0	0
0158-0201	WESTPORT WESTPORT	57 136	INTRSCTN IMPRVMNTS ON SR57/SR136 AT WESTON RD, & SR57/SR136 AT CLINTON AVE	**TOTAL**	191	191 A	0	0	0	0
				FEDERAL	172	172	0	0	0	0
MULTI-FUNDED				**STATE**	19	19	0	0	0	0
0170-H888	STATEWIDE	---	DESIGN OF TRAFFIC SIGNALS AT HIGH FREQ ACCIDENT LOCATIONS - ANNUAL	**TOTAL**	1,184	296 A	888	296 A	296 A	296 A
				FEDERAL	1,184	296	888	296	296	296
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0171-0298	DISTRICT I	---	TRAFFIC CONTROL SIGNAL INSTALLATIONS & REVISIONS AT SLOSSS LOCATIONS IN DIST I	**TOTAL**	505	0	505	505 C	0	0
				FEDERAL	505	0	505	505	0	0
				STATE	0	0	0	0	0	0
0171-0300	DISTRICT I	---	TRAFFIC CONTROL SIGNAL INSTALLATIONS & REVISIONS AT SLOSSS LOCATIONS IN DIST I	**TOTAL**	505	0	505	505 C	0	0
				FEDERAL	505	0	505	505	0	0
				STATE	0	0	0	0	0	0
0172-0336	DISTRICT II	---	TRAFFIC CONTROL SIGNAL INSTALLATIONS & REVISIONS AT SLOSSS LOCATIONS IN DIST II-FY 04/05	**TOTAL**	303	0	303	303 C	0	0
				FEDERAL	303	0	303	303	0	0
				STATE	0	0	0	0	0	0
0173-0291	BRIDGEPORT	1	INTRSCTN IMPRVMNTS; US1, FAIRFIELD & BRIDGEPORT	**TOTAL**	260	260 B	0	0	0	0
	FAIRFIELD	1		**FEDERAL**	260	260	0	0	0	0
MULTI-FUNDED				**STATE**	0	0	0	0	0	0
0173-0327	DISTRICT III	---	TRAFFIC CONTROL SIGNAL INSTALLATIONS & REVISIONS AT SLOSSS LOCATIONS-WITH ROW	**TOTAL**	114	10 B	104	0	104 C	0
				FEDERAL	114	10	104	0	104	0
				STATE	0	0	0	0	0	0
0173-0345	DISTRICT III	---	TRAFFIC CONTROL SIGNAL INSTALLATIONS & REVISIONS AT SLOSSS LOCATIONS IN DIST III	**TOTAL**	525	20 B	505	505 C	0	0
				FEDERAL	525	20	505	505	0	0
				STATE	0	0	0	0	0	0
0174-0303	DISTRICT IV	---	TRAFFIC CONTROL SIGNAL INSTALLATIONS & REVISIONS AT SLOSSS LOCATIONS IN DIST IV	**TOTAL**	323	20 B	303	0	303 C	0
				FEDERAL	323	20	303	0	303	0
				STATE	0	0	0	0	0	0
				TOTAL	34,572	8,410	26,162	7,363	4,472	14,327
				FEDERAL	33,446	7,751	25,695	7,046	4,451	14,198
				STATE	1,089	641	448	298	21	129

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RURAL

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0004-0123	AVON	44	MAJOR WIDENING & REALIGNMENT OF US44 [AVON MT] FROM SR10 TO THE W HARTFORD TOWN LINE	**TOTAL**	800	800 A	0	0	0	0
				FEDERAL	640	640	0	0	0	0
MULTI-FUNDED				**STATE**	160	160	0	0	0	0
0019-0105	BROOKLYN	169	REALIGNMENT OF SR169 AT SR205 A "T" INTRSCTN 110M SO & BYPASS SHOULDERS ON SR205	**TOTAL**	820	349 X	471	471 C	0	0
CAP SFY2006	BROOKLYN	205		**FEDERAL**	588	211	377	377	0	0
				STATE	232	138	94	94	0	0
0020-0102	BURLINGTON	4	REALIGN THE "S" CURVES ON SR4 BETWEEN SR489 [BELDEN RD] & MOUNTAIN SPRINGS RD	**TOTAL**	2,235	375 X	1,860	0	1,860 C	0
CAP SFY2006				**FEDERAL**	1,825	337	1,488	0	1,488	0
				STATE	410	38	372	0	372	0
0022-0101	CANTERBURY	668	TRUSS REPAIR, PAINTING, & DECK REPLACEMENT ON BR #01649; SR668 O/ THE QUINEBAUG RIVER	**TOTAL**	2,055	225 A	1,830	0	1,830 C	0
CAP SFY2006				**FEDERAL**	1,644	180	1,464	0	1,464	0
				STATE	411	45	366	0	366	0
0026-0118	CHESTER	148	REPLACEMENT OF BR #02695 SR148 O/ GREAT BROOK TOWN OF CHESTER	**TOTAL**	825	25 B	800	800 C	0	0
				FEDERAL	640	0	640	640	0	0
				STATE	185	25	160	160	0	0
0029-0095	COLEBROOK	8	THE RECONSTRUCTION OF RTE 8 AT DEER HILL RD & ROBERTSVILLE RD TO IMPROVE SIGHT DISTANCES	**TOTAL**	1,661	410 X	1,251	1,251 C	0	0
CAP SFY2006				**FEDERAL**	1,329	328	1,001	1,001	0	0
				STATE	332	82	250	250	0	0
0037-0097	DURHAM	17	CULVERT REPLACEMENT ON SR17, NORTHERN INTRSCTN WITH STAGE COACH RD, DURHAM	**TOTAL**	250	70 X	180	180 C	0	0
				FEDERAL	144	0	144	144	0	0
				STATE	106	70	36	36	0	0
0038-0083	EASTFORD	244	VARIOUS IMPRVMNTS TO SR244 IN THE TOWNS OF EASTFORD & POMFRET	**TOTAL**	3,331	255 A	3,076	225 B	0	2,851 C
CAP SFY2007	POMFRET	244		**FEDERAL**	2,665	204	2,461	180	0	2,281
				STATE	666	51	615	45	0	570
0041-0113	EAST HAMPTON	66	ROADWAY & INTRSCTN IMPRVMNT TO SR66, SR196, & OLD MARLBOROUGH RD	**TOTAL**	2,002	400 X	1,602	0	1,602 C	0
CAP SFY2007				**FEDERAL**	1,602	320	1,282	0	1,282	0
				STATE	400	80	320	0	320	0
0047-0105	ELLINGTON	140	RECONSTRUCTION OF SR140 FROM SR83 TO SR30	**TOTAL**	1,876	1,876 A	0	0	0	0
				FEDERAL	1,406	1,406	0	0	0	0
MULTI-FUNDED				**STATE**	470	470	0	0	0	0
0077-H041	MANSFIELD	89	SPOT SAFETY IMPRVMNTS ON SR89 IN THE VICINITY OF MT HOPE RD	**TOTAL**	1,410	200 A	1,210	80 B	1,130 C	0
				FEDERAL	1,128	160	968	64	904	0
				STATE	282	40	242	16	226	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RURAL

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0091-0108	NEW HARTFORD BARKHAMSTED	219 219	PAVEMENT RESURFACING & SAFETY IMPRVMNTS ON SR219 IN NEW HARTFORD & BARKHAMSTED	**TOTAL** **FEDERAL** **STATE**	5,577 4,432 1,145	627 X 472 155	4,950 3,960 990	0 0 0	0 0 0	4,950 C 3,960 990
0091-0114 **CAP SFY2006**	NEW HARTFORD	219	RECONSTRUCTION OF SR219 VICINITY OF JOHNNYCAKE LN	**TOTAL** **FEDERAL** **STATE**	2,090 1,672 418	390 X 312 78	1,700 1,360 340	1,700 C 1,360 340	0 0 0	0 0 0
0119-0108 **MULTI-FUNDED**	ROXBURY	67	RECONSTRUCTION OF SR67; IN THE VICINITY OF BOTSFORD HILL RD	**TOTAL** **FEDERAL** **STATE**	2,320 1,856 464	290 X 232 58	2,030 1,624 406	0 0 0	0 0 0	2,030 C 1,624 406
0119-0110	ROXBURY	317	REPLACE 5' ACCMP WITH TWIN 10'X 5'CONCRETE BOX CULVERT	**TOTAL** **FEDERAL** **STATE**	680 480 200	80 X 0 80	600 480 120	600 C 480 120	0 0 0	0 0 0
0127-0083 **MULTI-FUNDED**	SHERMAN SHERMAN	37 39	RECONSTRUCTION & REALIGNMENT OF SR37 FROM SR39 IN SHERMAN TO US7 IN NW MILFORD	**TOTAL** **FEDERAL** **STATE**	8,106 6,484 1,622	1,163 A 930 233	6,943 5,554 1,389	0 0 0	0 0 0	6,943 C 5,554 1,389
0136-0070 **CAP SFY2007** **MULTI-FUNDED**	STERLING STERLING PLAINFIELD	14 14A 14	VARIOUS IMPRVMNTS TO SR14 & SR14A IN TOWNS OF STERLING & PLAINFIELD	**TOTAL** **FEDERAL** **STATE**	7,147 5,680 1,467	3,564 Z 2,814 750	3,583 2,866 717	0 0 0	0 0 0	3,583 C 2,866 717
0161-0124 **MULTI-FUNDED**	WILTON	7	RECONSTRUCTION OF US7; FROM OLD DANBURY RD TO VICINITY OF OLMSTEAD HILL RD IN WILTON	**TOTAL** **FEDERAL** **STATE**	1,924 1,539 385	1,924 A 1,539 385	0 0 0	0 0 0	0 0 0	0 0 0
0166-H009	WOLCOTT	69	NEW TRAFFIC CONTROL SIGNAL & GEOMETRIC IMPRVMNTS ON SR69 AT WOODTICK RD	**TOTAL** **FEDERAL** **STATE**	555 444 111	170 A 136 34	385 308 77	0 0 0	25 B 20 5	360 C 288 72
0167-0100 **CAP SFY2006** **MULTI-FUNDED**	WOODBRIDGE WOODBRIDGE	63 67	SR63 & SR67- ADD SR63 BYPASS, LOWER VERT CURVE, IMPPROVE SSD RECONSTRUCT 300' OF SR67	**TOTAL** **FEDERAL** **STATE**	1,670 1,300 370	45 B 0 45	1,625 1,300 325	1,625 C 1,300 325	0 0 0	0 0 0
				TOTAL **FEDERAL** **STATE**	47,334 37,498 9,836	13,238 10,221 3,017	34,096 27,277 6,819	6,932 5,546 1,386	6,447 5,158 1,289	20,717 16,573 4,144

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION ENHANCEMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0014-0152	BRANFORD	---	INCREASE TIDAL FLUSHING WITH SOME TYPE OF TIDE GATE & FLOOD PROOF LOW LYING HOMES	**TOTAL**	640	165 A	475	475 C	0	0
				FEDERAL	512	132	380	380	0	0
				STATE	95	0	95	95	0	0
0048-0184	ENFIELD	190	TRANSPORTATION ENHANCMENT PROJ ROUTE 190 MULTI-USE TRAIL ENFIELD/SUFFIELD	**TOTAL**	933	0	933	933 C	0	0
				FEDERAL	746	0	746	746	0	0
				STATE	187	0	187	187	0	0
0068-0194	KILLINGLY	---	QUINEBAUG RIVER TRAIL PHASE 3	**TOTAL**	1,918	268 X	1,650	1,650 C	0	0
				FEDERAL	1,534	214	1,320	1,320	0	0
				STATE	0	0	0	0	0	0
0128-H030	SIMSBURY	VARIOUS	DESIGN & CONSTRUCTION OF APPROX 1650' OF BICYCLE/ PEDESTRIAN FACILITY	**TOTAL**	1,158	70 A	1,088	0	0	1,088 C
				FEDERAL	926	56	870	0	0	870
				STATE	14	14	0	0	0	0
0144-0169	TRUMBULL	PEQUONNOCK VALLEY	HOUSATONIC RAILWAY RAILS-TO-TRAILS CONSERVATION PROJ PEQUONNOCK VALLEY, TRUMBULL	**TOTAL**	910	45 B	865	865 C	0	0
				FEDERAL	728	36	692	692	0	0
				STATE	0	0	0	0	0	0
0156-0159	WEST HAVEN	---	RESTORE TIDAL FLUSHING & FLOOD PROOF, IF NECESSARY, LOW LYING PROPERTIES	**TOTAL**	539	139 A	400	400 C	0	0
				FEDERAL	431	111	320	320	0	0
				STATE	0	0	0	0	0	0
0156-0160	WEST HAVEN	---	RESTORE TIDAL FLUSHING & FLOOD PROOF, IF NECESSARY, LOW LYING PROPERTIES	**TOTAL**	349	90 A	259	259 C	0	0
				FEDERAL	280	72	208	208	0	0
				STATE	0	0	0	0	0	0
				TOTAL	6,447	777	5,670	4,582	0	1,088
				FEDERAL	5,157	621	4,536	3,666	0	870
				STATE	296	14	282	282	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - WORCESTER

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-15
					FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
0141-0152	THOMPSON	BUCKLEY HILL ROAD	RECLAMATION OF BUCKLEY HILL RD	**TOTAL**	600	300 C	300	300 C	0	0
				FEDERAL	480	240	240	240	0	0
				STATE	120	60	60	60	0	0
				TOTAL	600	300	300	300	0	0
				FEDERAL	480	240	240	240	0	0
				STATE	120	60	60	60	0	0

SUMMARY OF SUGGESTED TEA-21 FEDERAL PROGRAM SOURCES

AVIATION

- - - - - - - - - - - FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004 - - - - - - - - - -

FEDERAL PROGRAM AND FINANCING BREAKDOWN

		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	- - - - - - - - Additional Funds Required - - - - - - - - by Fiscal Year's Ending		
					FFY2006	FFY2007	FFY2008-2015
---		0	0	0	0	0	0
	GRAND TOTAL	0	0	0	0	0	0
	ANTICIPATED FEDERAL AID	0	0	0	0	0	0
	REQUESTED STATE SHARE	0	0	0	0	0	0
	ANTICIPATED OTHER FUNDS	0	0	0	0	0	0

SUMMARY OF SUGGESTED TEA-21 FEDERAL PROGRAM SOURCES

WATERWAYS

- - - - - - - - - - - FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004 - - - - - - - - - -

FEDERAL PROGRAM AND FINANCING BREAKDOWN

		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	- - - - - - - - Additional Funds Required - - - - - - - - by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-2015
PROJ SPECIFIC FUND - FHWA		497	497	0	0	0	0
	GRAND TOTAL	497	497	0	0	0	0
	ANTICIPATED FEDERAL AID	497	497	0	0	0	0
	REQUESTED STATE SHARE	0	0	0	0	0	0
	ANTICIPATED OTHER FUNDS	0	0	0	0	0	0

SUMMARY OF SUGGESTED TEA-21 FEDERAL PROGRAM SOURCES

PUBLIC TRANSPORTATION

- - - - - - - - - - - FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004 - - - - - - - - - -

FEDERAL PROGRAM AND FINANCING BREAKDOWN

		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	- - - - - - - -Additional Funds Required - - - - - - - - by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-2015
CONGESTION MITIGATION AND AIR QUALITY PROGRAM		113,654	56,951	56,703	11,592	11,866	33,245
SECTION 3037 JOB ACCESS AND REVERSE COMMUTE PROGRAM		2,975	2,975	0	0	0	0
SECTION 5307 CAPITAL AND OPERATING PROGRAM		1,177,419	227,161	950,258	252,508	218,164	479,586
SECTION 5309 CAPITAL FUNDING PROGRAM		473,924	104,060	369,864	113,874	48,000	207,990
SECTION 5310 CAPITAL PROGRAM		5,600	0	5,600	1,400	1,400	2,800
SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING R		13,450	462	12,988	3,170	3,052	6,766
	GRAND TOTAL	1,787,022	391,609	1,395,413	382,544	282,482	730,387
	ANTICIPATED FEDERAL AID	1,022,980	282,341	740,639	211,257	131,263	398,119
	REQUESTED STATE SHARE	746,390	105,878	640,512	167,737	147,633	325,142
	ANTICIPATED OTHER FUNDS	17,652	3,390	14,262	3,550	3,586	7,126

SUMMARY OF SUGGESTED TEA-21 FEDERAL PROGRAM SOURCES

HIGHWAY OPERATIONS

- - - - - - - - - - - FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004 - - - - - - - - - -

FEDERAL PROGRAM AND FINANCING BREAKDOWN

		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	- - - - - - - - Additional Funds Required - - - - - - - - by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-2015
BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHA		58,654	8,307	50,347	21,425	12,016	16,906
BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)		1,000,808	270,061	730,747	87,464	81,679	561,604
BRIDGE ON-SYSTEM DISCRETIONARY (HIGHWAY BR REPLACE		21,270	13,615	7,655	7,655	0	0
CONGESTION MITIGATION AND AIR QUALITY PROGRAM		54,988	11,100	43,888	17,355	26,533	0
HIGH PRIORITY DEMONSTRATION PROJECTS		24,945	5,650	19,295	19,295	0	0
HIGH PRIORITY PROJECTS		44,115	36,660	7,455	6,119	985	351
INNOVATIVE BRIDGE		500	500	0	0	0	0
INTERSTATE DISCRETIONARY		1,490	1,490	0	0	0	0
INTERSTATE MAINTENANCE		410,153	131,340	278,813	60,901	62,328	155,584
INTERSTATE TRADE-IN EASTERN CONNECTICUT		31,183	31,183	0	0	0	0
INTERSTATE-4R DISCRETIONARY		2,303	2,303	0	0	0	0
NATIONAL CORRIDOR PLANNING AND DEVELOPMENT		4,789	4,789	0	0	0	0
NATIONAL HIGHWAY SYSTEM		983,288	278,788	704,500	60,602	62,505	581,393
NATIONAL HIGHWAY TRANSPORTATION SYSTEM		14,079	0	14,079	6,994	4,000	3,085
RURAL SECONDARY		448	448	0	0	0	0
SECTION 1102 SAFETY REDISTRIBUTION		9,547	9,547	0	0	0	0
SURFACE TRANSPORTATION PROGRAM - ANYWHERE		1,349,027	504,665	844,362	110,621	109,827	623,914
SURFACE TRANSPORTATION PROGRAM - BRIDGEPORT		24,027	2,651	21,376	12,399	2,500	6,477
SURFACE TRANSPORTATION PROGRAM - HARTFORD		40,638	5,864	34,774	13,021	13,106	8,647
SURFACE TRANSPORTATION PROGRAM - NEW HAVEN		23,413	2,325	21,088	7,103	8,265	5,720
SURFACE TRANSPORTATION PROGRAM - OTHER URBAN		47,871	23,234	24,637	7,118	4,575	12,944
SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZA		34,572	8,410	26,162	7,363	4,472	14,327
SURFACE TRANSPORTATION PROGRAM - RURAL		47,334	13,238	34,096	6,932	6,447	20,717
SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION EN		6,447	777	5,670	4,582	0	1,088
SURFACE TRANSPORTATION PROGRAM - WORCESTER		600	300	300	300	0	0
	GRAND TOTAL	4,236,489	1,367,245	2,869,244	457,249	399,238	2,012,757
	ANTICIPATED FEDERAL AID	3,563,820	1,132,233	2,431,587	382,666	339,174	1,709,747
	REQUESTED STATE SHARE	659,909	231,647	428,262	70,044	57,373	300,845
	ANTICIPATED OTHER FUNDS	12,760	3,365	9,395	4,539	2,691	2,165

SUMMARY OF NON TEA-21 FEDERAL PROGRAM SOURCES

MODE AND FINANCING BREAKDOWN		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-2015
		FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
AVIATION		194,578	46,656	147,922	13,180	20,187	114,555
WATERWAYS		6,842	6,842	0	0	0	0
PUBLIC TRANSPORTATION		0	0	0	0	0	0
HIGHWAY OPERATIONS		0	0	0	0	0	0
	GRAND TOTAL	201,420	53,498	147,922	13,180	20,187	114,555
	ANTICIPATED FEDERAL AID	149,549	29,437	120,112	11,435	16,377	92,300
	REQUESTED STATE SHARE	42,084	14,919	27,165	1,676	3,722	21,767
	ANTICIPATED OTHER FUNDS	9,787	9,142	645	69	88	488

SUMMARY OF SUGGESTED NON-FEDERAL PROGRAM SOURCES

MODE AND FINANCING BREAKDOWN		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2006-2015)	Additional Funds Required by Fiscal Year's Ending FFY2006	FFY2007	FFY2008-2015
		FUNDS ESTIMATED IN 2005 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
AVIATION		67,206	46,280	20,926	2,135	1,320	17,471
WATERWAYS		8,003	5,303	2,700	200	300	2,200
PUBLIC TRANSPORTATION		1,216,702	38,667	1,178,035	4,638	7,785	1,165,612
HIGHWAY OPERATIONS		511,208	46,000	465,208	51,208	46,000	368,000
	GRAND TOTAL	1,803,119	136,250	1,666,869	58,181	55,405	1,553,283
	ANTICIPATED FEDERAL AID	43,040	0	43,040	0	0	43,040
	REQUESTED STATE SHARE	1,759,729	136,250	1,623,479	58,181	55,405	1,509,893
	ANTICIPATED OTHER FUNDS	350	0	350	0	0	350

SUMMARY OF MASS TRANSIT OPERATING SUBSIDIES

MASS TRANSIT OPERATING SUBSIDIES		Estimated Total Funds	Available Funds*	Total Additional Funds Required (SFY2006-2015)	Additional Funds Required by Fiscal Year's Ending SFY2006	SFY2007	SFY2008-2015
		FUNDS ESTIMATED IN 2004 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2004					
Bus							
	TOTAL	1,539,098	94,938	1,444,160	106,166	148,666	1,189,328
	ANTICIPATED FEDERAL AID**	11,198	1,018	10,180	1,018	1,018	8,144
	REQUESTED STATE SHARE	1,482,272	89,772	1,392,500	101,000	143,500	1,148,000
	ANTICIPATED OTHER FUNDS***	45,628	4,148	41,480	4,148	4,148	33,184
Rail							
	TOTAL	955,851	74,352	881,499	80,040	89,059	712,400
	ANTICIPATED FEDERAL AID**	0	0	0	0	0	0
	REQUESTED STATE SHARE	955,851	74,352	881,499	80,040	89,059	712,400
	ANTICIPATED OTHER FUNDS***	0	0	0	0	0	0

MASS TRANSIT OPERATING SUBSIDIES - TOTAL OF ALL CATEGORIES

	TOTAL	2,494,949	169,290	2,325,659	186,206	237,725	1,901,728
	ANTICIPATED FEDERAL AID**	11,198	1,018	10,180	1,018	1,018	164,124
	REQUESTED STATE SHARE	2,438,123	164,124	2,273,999	181,040	232,559	1,860,400
	ANTICIPATED OTHER FUNDS***	45,628	0	41,480	4,148	4,148	33,184

Special Notes: *"Available Funds" represents only SFY2005 for this summary.

****Bus SubsidiesOnly -The federal matching share for the rural transportation services as well as federal operating assistance received by ConnDOT and the transit districts are included in the table.**

***** Bus SubsidiesOnly -Although some local communities contribute to the operation of bus transit service, estimates of such assistance is not included in this table.**

SUMMARY OF PROJECTED CAPITAL PROGRAM

FUNDS ESTIMATED IN 2004 DOLLARS $(000) AND UPDATED AS OF SEPTEMBER 2004

AUTHORIZATION	Total Additional Funds Required (SFY2006-2015)	--Additional Funds Required--- by Fiscal Year's Ending SFY2006	SFY 2007	SFY2008-2015
AVIATION				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	20.00	2.00	2.00	16.00
FEDERAL	55.00	5.50	5.50	44.00
OTHER	0.00	0.00	0.00	0.00
DEPT. FACILITIES				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	64.00	6.40	6.40	51.20
FEDERAL	0.00	0.00	0.00	0.00
OTHER	0.00	0.00	0.00	0.00
HAZARDOUS WASTE				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	60.00	6.00	6.00	48.00
FEDERAL	0.00	0.00	0.00	0.00
OTHER	0.00	0.00	0.00	0.00
INTERSTATE				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	115.00	11.50	11.50	92.00
FEDERAL	1,035.00	103.50	103.50	828.00
OTHER	0.00	0.00	0.00	0.00
INTRASTATE				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	253.00	22.50	28.10	202.40
FEDERAL	926.50	82.40	102.90	741.20
OTHER	0.00	0.00	0.00	0.00
OTHER R & BR				
APPROPRIATIONS	101.00	10.00	10.20	80.80
BONDS	0.00	0.00	0.00	0.00
FEDERAL	151.00	15.10	15.10	120.80
OTHER	0.00	0.00	0.00	0.00

FUNDS ESTIMATED IN 2004 DOLLARS $(000) AND UPDATED AS OF SEPTEMBER 2004

AUTHORIZATION	Total Additional Funds Required (SFY2006-2015)	--Additional Funds Required--- by Fiscal Year's Ending SFY2006	SFY2007	SFY2008-2015
RESURFACING				
APPROPRIATIONS	10.00	1.00	1.00	8.00
BONDS	490.00	49.00	49.00	392.00
FEDERAL	450.00	45.00	45.00	360.00
OTHER	0.00	0.00	0.00	0.00
SAFETY				
APPROPRIATIONS	12.00	1.20	1.20	9.60
BONDS	0.00	0.00	0.00	0.00
FEDERAL	90.00	9.00	9.00	72.00
OTHER	0.00	0.00	0.00	0.00
STATE BRIDGE				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	200.00	20.00	20.00	160.00
FEDERAL	750.00	75.00	75.00	600.00
OTHER	0.00	0.00	0.00	0.00
STP/URBAN SYSTEMS				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	80.00	8.00	8.00	64.00
FEDERAL	320.00	32.00	32.00	256.00
OTHER	0.00	0.00	0.00	0.00
TRANSIT				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	340.00	34.00	34.00	272.00
FEDERAL	943.00	94.30	94.30	754.40
OTHER	0.00	0.00	0.00	0.00
WATERWAYS				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	2.50	0.20	0.30	2.00
FEDERAL	0.00	0.00	0.00	0.00
OTHER	0.00	0.00	0.00	0.00

SUMMARY OF PROJECTED CAPITAL PROGRAM

- - - - - - - - - - - FUNDS ESTIMATED IN 2004 DOLLARS $(000) AND UPDATED AS OF SEPTEMBER 2004 - - - - - - - - - -

AUTHORIZATIONS - TOTAL OF ALL CATEGORIES		Total Additional Funds Required (FFY2006-2015)	--Additional Funds Required--- by Fiscal Year's Ending SFY2006	SFY2007	SFY2008-2015
APPROPRIATIONS		123.00	12.20	12.40	98.40
BONDS		1,624.50	159.60	165.30	1,299.60
FEDERAL		4,720.50	461.80	482.30	3,776.40
OTHER		0.00	0.00	0.00	0.00
	Grand Total	6,468.00	633.60	660.00	5,174.40

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State of Connecticut
Department of Transportation

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