SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

2027-2030 SECOG TRANSPORTATION IMPROVEMENT PROGRAM

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Representing 22 towns, cities, and boroughs in Southeastern Connecticut.

Table of Contents

Executive Summary

1. Overview
   - Purpose
   - Federal Requirements for TIPs
   - The Metropolitan Planning Organization
   - Geographic Area of the TIP
   - Statewide Transportation Improvement Program (STIP)
   - Conformance with Metropolitan Transportation Plan
   - Types of Projects Included in the TIP
   - Project Selection
   - Public Transportation Project Prioritization
2. STIP/TIP Project List
   - TIP Project Overview
   - Project Attributes
   - 2027-2030 TIP Project List
3. Financial Constraint
   - Financial Programs
4. Air Quality Measurement
5. Appendices
   - Appendix A: Acronyms
   - Appendix B: Project Information Sheets
   - Appendix C: Air Quality Conformity Resolution
   - Appendix D: Annual Urban Planning Certification
   - Appendix F: Resolution Adopting TIP
   - Appendix G: CTDOT Performance Based Planning and Programming

Executive Summary

The Transportation Improvement Program (TIP) is a four-year transportation planning document produced by the SECOG Metropolitan Planning Organization and is coordinated with the Statewide Transportation Improvement Program (STIP) produced by the State of Connecticut Department of Transportation (CTDOT). The TIP provides a list of projects and investments that will be implemented within the four-year period to improve transit, highways, bicycle facilities, and other modes of transportation. A Transportation Improvement Program (TIP) and the related STIP identify funding, monitoring air quality changes, and track key performance measures to improve public accountability and transparency.

Fiscal Constraint

This TIP programs transportation investment within the SECOG region for the four federal fiscal years including 2027-2030. The projects identified on the TIP project list are expected to be funded within the timespan of the document using available Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds and associated State and Local matching funds. The project list identifies all regional, multi-regional and statewide projects that are anticipated to utilize federal funding within our region. Federal revenue is constrained to the obligation amount set by CTDOT and by federal funding authorization as estimated in the Metropolitan Transportation Plan (2023-2050).

Table 1: Annual Obligation vs. Revenue for FWHA and FTA (in $1,000s)

Year	FHWA Obligation	FHWA Revenue	FTA Obligation	FTA Revenue
2027	254,534	254,534	5,674	5,674
2028	320,900	320,900	5,231	5,231
2029	285,828	285,828	5,241	5,241
2030	155,341	155,341	22,266	22,266
FYI	249,860	249,860	N/A	N/A
All Years	**1,266,463**	**1,266,463**	**38,412**	**38,412**

Air Quality Constraint

Conformity with established transportation-related emissions targets are a requirement of the Federal Clean Air Act Amendments (CAAA) Section 176(c) (42 U.S.C.7506(c)) and EPA conformity regulations (40 CFR 93 Subpart A) to ensure that the MTP and TIPs are consistent with air quality goals outlined in the State Implementation Plan (SIP) and that progress is being made towards achieving National Ambient Air Quality Standards (NAAQS).

The 2027-2030 TIP project selection process ensures consistency with the air quality conformity requirements. The STIP and the TIP projects meet the targets set by the EPA by balancing transportation projects anticipated to have a negative impact on air quality with those that reduce congestion and emissions such as traffic flow improvements, ridesharing, transit improvements, travel demand management, and bicycle and pedestrian facilities. The SECOG 2027-2030 TIP includes a resolution certifying compliance of the TIP for the Greater Connecticut Ozone Non-attainment Area, which includes Litchfield, Hartford, Tolland, New London and Windham Counties. The region is not required to adopt a resolution regarding Particulate Matter (PM 2.5). TIP air quality conformity is documented fully in CTDOT Ozone and PM2.5 Air Quality Conformity Determination (March 2026).

Public Process and Amendments

SECOG ensures that all interested parties have a reasonable opportunity to comment on the proposed TIP, consistent with SECOG's Public Participation and Consultation Process for Transportation Planning. SECOG uses the following public involvement techniques to achieve this goal during the adoption of new TIP cycles:

- Consultation with other local and state agencies during the development of the TIP
- Notifying the public via public notice, social media, web posting and direct distribution to interested parties.
- Providing public access to draft and approved TIP documents and links for STIP and air quality conformity on the SECOG website
- Hosting a hybrid public hearing and a 30-day comment period
- Amendments are made to the TIP at the SECOG board meeting monthly. The public may provide comments on TIP amendments during the public comment period at the beginning of the meeting.

SECOG's Public Involvement Process includes the following key dates:

- March 16, 2026 - Public Notice in The Day newspaper

- March 16 to April 16 – Public Comment Period; documents, mapping, and associated documents and translations available on www.secogct.gov
- March 26 - TIP Hybrid Public Hearing 6:30 PM (at SECOG and Online)
- May 5, 2026 – SECOG Executive Committee (acting as Transportation Committee) refers TIP to full SECOG MPO Board for adoption
- May 13, 2026 - SECOG MPO Board adoption of TIP
- October 1, 2026 – 2027-2030 TIP is effective

Public comments and questions are requested during the public comment period and may be addressed to office@secogct.gov, in writing to SECOG, 5 Connecticut Avenue Norwich, CT 06360 or at the public hearing or COG meeting. More information on the public process and amendments can be found in the Public Participation and Consultation Process for Transportation Planning document available on the SECOG's website. SECOG complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines, if assistance is needed to participate in the public hearing or access to the TIP contact SECOG at 860-889-2324.

Regional Impact

The 2027-2030 TIP will address transportation needs spanning all modes during the next four years identified. The TIP List and Project Information Sheets provide information for each project included in this plan. Some of the most significant investments within our region include:

- Bridge rehabilitation and reconstruction
  - Gold Star Bridge and walkway in New London and Groton
  - Mohegan Pequot Bridge in Montville and Preston
- Safety and non-motorist access upgrades on Route 32 in New London
- Bridge rehabilitation
- Safety improvements on Route 82 in Norwich
- Transportation Alternatives funded bicycle and pedestrian improvements in Groton, New London and Windham
- Signal modernization in various municipalities
- Transit vehicles for SEAT and WRTD
- SEAT electric bus facility
- Programs supporting maintenance and state of good repair

1. Overview

Purpose

Federal regulations (23 CFR § 450.326) require that each urbanized area have a continuing, cooperative and comprehensive transportation planning process in order to receive federal capital or operating funds. The Transportation Improvement Program (TIP) follows the federal fiscal year (FFY) which runs from October 1st to September 30th. It identifies projects by source of funding, jurisdictional responsibility, type of project, and year of funding. This program consists of priority projects which are to be carried out within the next four fiscal years, which include FFYs 2027, 2028, 2029, 2030 in addition to a future placeholder year, For Your Information (FYI).

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, bus, rail, bicycle, and pedestrian projects. The CTDOT produces a Statewide Transportation Improvement Program which includes all projects listed on CT regional TIPs. TIP documents may include, for informational purposes, non-federally funded projects occurring in the planning area.

The geographic location and extents of projects in the TIP that are location-specific are available via an online interactive map that contains links to the applicable section of the TIP document.

The TIP and the process of developing it provides the following information to the FHWA, FTA, CTDOT, transportation agencies and citizens:

1. Depicts the SECOG's priorities for expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
2. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements in Section 134 of Title 23, United States Code (USC), as amended; and
3. Demonstrates that the TIP is financially feasible.
4. Demonstrates that the TIP is constrained to air quality standards set by EPA

Federal Requirements for TIPs

The planning and programming regulations referenced above include specific requirements for development and content of TIPs which are summarized below and addressed within this document.

- **Time Period** – *The TIP must cover at least a four-year period and be updated at least every four years*. The financial and project tables included in this document cover FFYs 2027-2030. CTDOT and SECOG have established an 2-year update cycle.
- **Public Comment –** *The TIP process must provide opportunity for public review and comment.* The SECOG Public Participation and Consultation Process for Transportation Planning facilitates public involvement at various points within transportation plan and program development.
- **Specific Project Information –** *The TIP must list capital and non-capital surface transportation projects that will use federal funds and/or regionally significant projects requiring FHWA or FTA action. For each project or project phase, the TIP must include sufficient descriptions including the type of work, project termini and length, total cost, amount of federal funds, and responsible agency. Groupings may be used for projects that are not considered to be of appropriate scale for individual identification.* A complete detailed project listing is included in this TIP and organized by agency/project type.
- **Consistency with U.S. Department of Transportation Principles -** *Projects and project phases in the TIP must be consistent with U.S. Department of Transportation priorities.*
- **Consistency with the Transportation Plan –** *Each project or project phase in the TIP must be consistent with the Metropolitan Transportation Plan (also known as a Long-Range Transportation Plan).*
- **Financial Plan –** *The TIP must include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.*
- **Prioritization Process –** *The TIP should identify the criteria and process for prioritizing projects from the Metropolitan Transportation Plan for inclusion in the TIP.* Projects are prioritized in cooperation with CTDOT in the STIP and TIP to meet performance measure targets and address state, regional and municipal needs that are reflected in the Metropolitan Transportation Plan. Major projects are drawn from the Metropolitan Transportation Plan, which are included based on the goals of the Metropolitan Transportation Plan. Other projects identified through the Congestion Management Process, safety planning, operational

maintenance or enhancement project programming and a number of other sources may be considered within this process and supported for funding through the TIP.

- **Status of Projects from the Previous TIP –** *The TIP should list major projects from the previous TIP that were implemented or delayed.* Between TIP cycles, the TIP is amended by action of the Council of Governments, and approval by CTDOT and FHWA to reflect adjustments in schedule, cost and scope of projects. As projects move out of the current programming period, they are removed from the TIP.
- **Transportation Control Measures (TCMs) –** *The TIP should describe the process of implementing TCMs.* The SECOG's 2027-2030 TIP includes a resolution addressing nonconformity in the Greater Connecticut Ozone Nonattainment Area.
- **Air Quality –** *The TIP is to document conformity with the State Implementation Plan.* SECOG is in conformance to Connecticut's State Implementation Plan for meeting Clean Air Act requirements as indicated in the Air Quality Conformity Determination associated with this TIP. SECOG Resolution on Conformity with the Clean Air Act Ozone certifies this document's conformity with the Air Quality Conformity Determination and is located in the TIP appendices.

The Metropolitan Planning Organization

In addition to serving as a Regional Council of Governments, the SECOG is designated by the Governor of Connecticut as the Metropolitan Planning Organization (MPO) responsible for conducting transportation planning and endorsing a TIP in coordination with CTDOT and their related STIP.

SECOG works in partnership with the Connecticut Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to conduct transportation planning in the southeastern Connecticut region. The SECOG consults with state agencies, local organizations, and neighboring Regional Councils of Government on broader transportation planning efforts. To ensure that plans consider the needs of all stakeholders, SECOG consults with the entities listed above and engages the public through a public comment period. The SECOG's staff are responsible for regional planning, municipal services, and transportation planning.

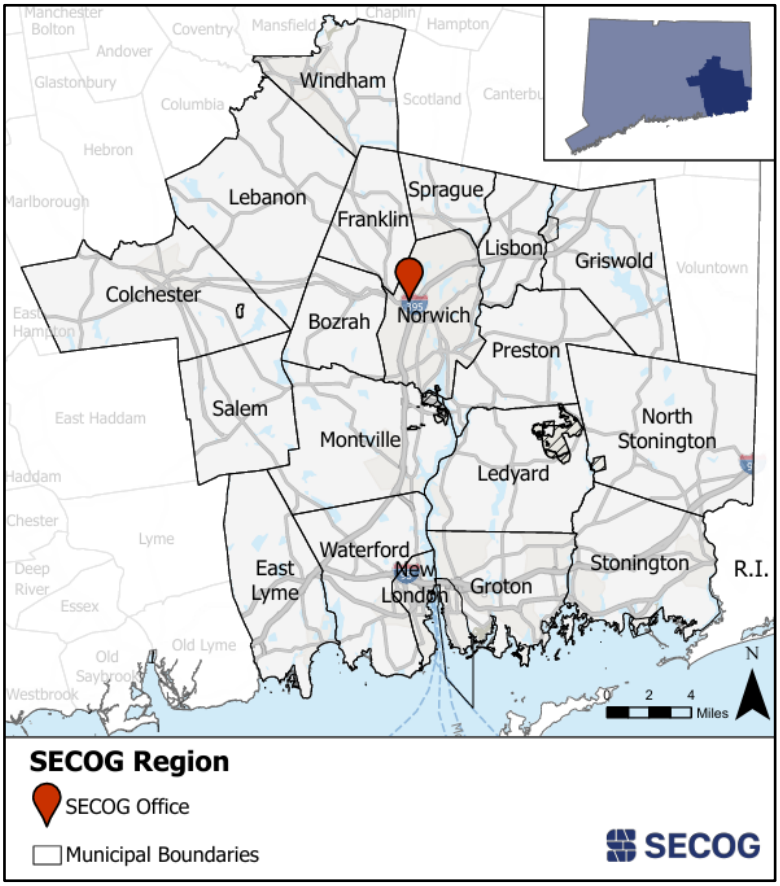
SECOG MPO Board members are the Chief Elected Officials of its 22 member municipalities. The Mashantucket Pequot Tribal Nation, the Mohegan Tribal Nation, the United States Coast Guard and United States Navy are included as non-voting affiliate board members of the SECOG MPO Board. Southeast Area Transit District and

Connecticut Department of Transportation are non-voting members of the SECOG MPO Board, however they are not considered members of the Council of Governments. The SECOG executive committee acts as the SECOG transportation committee, their role in the TIP process is to recommend the TIP for adoption by the MPO board. The MPO board adopts both bi-annually updated TIPs as well as more frequently adopted amendments to TIP listed projects.

On a four-year basis the MPO is required to certify our planning process. The SECOG MPO Board resolution, located in the appendices, indicates that we are in compliance with federal regulations when preparing, maintaining and updating the TIP, our Unified Planning Work Program and Metropolitan Transportation Plan. The SECOG MPO Board also certifies the adoption of the TIP by the MPO Board.

Geographic Area of the TIP

The Metropolitan Planning Area (MPA) is the geographic area in which the metropolitan transportation planning process must be carried out. SECOG's MPA represents twenty-two municipalities across the southeastern Connecticut region. The boundaries of the MPA are determined by agreement between the Governor and the SECOG.



Statewide Transportation Improvement Program (STIP)

The 2027-2030 Statewide Transportation Improvement Program (STIP) is a four-year planning document that lists all projects expected to be funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) participation during those years. The STIP has been developed in accordance with the provisions of Title 23, Section 135 of the United States Code, as amended by the Infrastructure Investment and Jobs Act (IIJA).

Administratively, all regional TIPs become aggregated into a STIP. Consequently, the STIP is developed in coordination with Federal agencies, State government and Metropolitan Planning Organizations (MPO) and in consultation with the Rural Council of Governments. The STIP must be fiscally constrained and assessed for impacts to air quality.

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference. The frequency and cycle for updating the TIP is compatible with the development and approval process for the STIP. The STIP begins as a compilation of the regional TIPs that have been adopted by the MPOs and develops into a comprehensive list of all highways (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. The STIP includes all federally funded projects proposed to begin between October 1st, 2026 and September 30th, 2030. The STIP is updated every two years and includes a minimum four-year listing of Federal-aid projects for approval by the FHWA and FTA.

Conformance with Metropolitan Transportation Plan

All projects are drawn from, or are consistent with, SECOG's Metropolitan Transportation Plan, the State Transportation Improvement Plan and the SECOG's Transportation Improvement Plan, CTDOT Capital Plan, and Bridge and Safety Programs. The projects reflect community goals and objectives and are assigned to the appropriate estimated project delivery dates based on the MPO's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP was developed in conformance with the Metropolitan Transportation Plan to ensure that projects address transportation plan priorities, reflect a comprehensive planning process, and the TIP was found to be consistent with the current Metropolitan Transportation Plan.

The current Metropolitan Transportation Plan (2023-2050) was adopted by the SECOG on March 15th, 2023. The development of the Metropolitan Transportation Plan included a needs assessment, financial analysis and included the identification of the social, economic, and environmental impacts for the fiscally constrained highway and transit projects.

Types of Projects Included in the TIP

Federal regulations require that any transportation project that will be funded with U.S. Department of Transportation funds must be included in the TIP. The types of projects listed below are eligible for federal funding.

- Projects on the federal aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).
- Public transportation (vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.).
- Projects that are not on the federal aid system but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.
- Regional projects requiring FHWA or FTA action or projects that have significant system impacts.

Project Selection

The TIP is developed cooperatively by the SECOG and agencies in the metropolitan planning area. Major projects in the TIP are drawn from the priority project listings in the Metropolitan Transportation Plan. Implementing agencies, CTDOT, SECOG Municipalities and Transit Districts, carry out the MTP through the TIP programming process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the transportation plan.

Project prioritization is important, especially since Federal-aid transportation projects are finite. The project prioritization process is reflected and completed as part of the process of updating the MTP. In compliance with federal requirements for performance-based planning, the project prioritization process is structured to identify those projects that will provide the greatest contribution toward meeting the plan goals and associated performance targets. Evaluation criteria are developed and used to compare projects and are directly related to the goals. The fiscally constrained MTP plan includes the top ranked highway and transit capital projects. Other projects may be dependent on the availability of funding such as federal Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternatives Set-Aside Program (TAP), Carbon Reduction Program (CRP), and FTA funds. The MTP update process included extensive public and stakeholder outreach to inform the prioritization process.

Congestion Management

After the 2010 Census, SECOG was designated as a Transportation Management Area, and was required to undergo a Congestion Management Process (CMP). In 2020, when SECOG urban population fell below 200,000, SECOG petitioned and won

continuing recognition as a TMA. TMAs are required to regularly plan for congestion through the CMP. Recommendations from the 2017 CMP are included in the 2023 MTP. SECOG revised the CMP in 2025 and 2026 and will incorporate its findings in the 2027 MTP.

The CMP provides a systematic approach for managing congestion by defining a CMP network and identifying strategies to reduce trips and vehicle miles traveled, shift automobile trips to other modes, improve roadway operations, improve infrastructure, and add capacity. CMPs identify regional congested corridors and provide recommendations to alleviate regional congestion through either system management or demand management.

In addition to generation of stand-alone congestion focused projects, CMP data and recommendations are considered in transportation project scoping when geographically appropriate. In this way, transportation control measures are utilized to reduce air quality emissions through transportation investment. The CMP also functions as a means of targeted stakeholder engagement, each of our municipalities provide input into the plan document.

National Performance Management Measures

Federal regulation [23 CFR § 490] requires that all state departments of transportation and metropolitan planning organizations use a performance-based planning and programming approach known as Transportation Performance Management (TPM). TPM uses system information to make investment and policy decisions to achieve national performance goals.

As part of TPM, the U.S. Department of Transportation established performance measures related to safety, state of good repair, and system performance. The CTDOT sets targets for each performance measure, and MPOs and Transit Districts may approve the state targets or set their own. SECOG elects to endorse the state targets and coordinates with CTDOT to programmed projects to meet those targets. Targets will be reviewed periodically to ensure that the SECOG continues to concur with them.

Safety (PM-1) Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR §924, 23 CFR § 490]. In the MTP, performance measures are used to aid in making informed decisions about strategic investments and to evaluate projects. SECOG produces a Regional Safety Action Plan every 5 years which supplements the HSIP with regionally specific data, extensive public outreach and stakeholder

involvement and context sensitive recommendations that are data driven and utilize a safe systems approach.

Infrastructure (PM-2) Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR § 490] are identified in the MTP to assist in evaluating the pavement and bridge conditions on the National Highway System (NHS).

System Performance (PM-3) Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR § 490] is identified in the MTP to evaluate to ensure that coordination will be an ongoing activity between CTDOT and the SECOG.

Transit Asset Management (TAM) [49 CFR § 625, 630] is established to evaluate the "state of good repair of transit agency vehicles, facilities, and equipment" for transportation safety and operations. The SECOG coordinates and approves of transit district Public Transportation Asset Management Plans and performance reports in order to better consider these during the MTP planning and programming process.

Transit Safety [49 CFR § 673] is established to focus on improving transit safety performance for all modes of public transportation through the reduction of safety events, fatalities and injuries. The SECOG coordinates and approves of transit district Public Transportation Agency Safety Plans and performance reports in order to better coordinate and consider these during the MTP planning and programming process.

The targets for the above performance measures are identified in the Performance Measures section of the TIP.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is ensuring to ensure the adequate reconstruction, maintenance, and operation of the current transportation system. The State of Connecticut, SECOG, and its member municipalities program numerous maintenance projects. This program of street and highway projects ensures the investment in our existing transportation infrastructure is preserved while advancing new road projects in areas with demonstrated need. The responsibility for the daily maintenance and operation of the local infrastructure continues to lie with the owner of the road or local jurisdiction (CTDOT or local municipality).

Public Transportation Project Prioritization

Public transportation projects are typically funded through the Federal Transit Administration (FTA). The public transportation element of the TIP includes the capital improvement and operations programs of Southeast Area Transit District, Windham Regional Transit District, CTtransit and Shoreline East rail service. The prioritization process of transit projects originates from CTDOT Bureau of Public Transit in cooperation with bus and rail transit districts statewide. Comprehensive transit planning occurs at both district and statewide levels. Transit comprehensive plans provide recommendations based on analyses of route performance, employment growth, ridership trends, and peer comparison.

Financial Plan Statement

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources. The anticipated revenue sources are, therefore, reasonably expected to be in place when needed. Further information on expected federal revenues between 2023 and 2050 is available in the MTP. Fiscal constraint is demonstrated through the constraint report identifying revenue and obligations by year and funding source.

Public Involvement Process

The SECOG has an established procedure for adopting improvement programs and including the public in transportation planning. The SECOG's Public Participation and Consultation Process for Transportation Planning, published March 2025, outlines the core public participation plan, information availability and transparency, stakeholder consultation, modes of engagement, and opportunities for public comment.

Annual Listing of Obligated Projects

Pursuant to the provisions of 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(c)(5)(B), the SECOG published an annual listing of projects for which Federal funds have been obligated in the preceding year on the SECOG website.

TIP Amendment Process

The TIP may be modified according to the Transportation Improvement Program (TIP) Statewide Transportation Improvement Program (STIP) Amendment/Action/Notification Process. Changes to the TIP require different processes

to receive approval depending on their level of significance. In all cases, the approval process requires SECOG, CTDOT, and FHWA concurrence. The public is encouraged to comment on amendments to the TIP and are provided the opportunity to do so during the SECOG Board of Directors monthly meeting.
https://www.lincoln.ne.gov/files/sharedassets/public/planning/mpo/revprocess.pdf

Adoption of TIP 2027-2030

The TIP document is updated every two years and includes obligations for four years, plus an overprogramming year (FYI). The public and stakeholder process includes consultation with local and state agencies during the development of the TIP. These parties include our member municipalities and transit districts as well as CTDOT and other state agencies as needed. The public is provided an opportunity to provide comment on the TIP at a hybrid public hearing which must take place during the mandatory 30-day comment period. The public is encouraged to provide comment at the public hearing either in-person or virtually, via email or phone. In addition to a public notice in The Day newspaper of New London, the public comment period and request for comments are mailed directly to interested parties, noticed on the SECOG website and on SECOG's Facebook social media page. Documents and resources available on the website include TIP 2027-2030 Document, Spanish translation of the TIP executive summary, CTDOT STIP, Ozone and PM2.5 Air Quality Conformity Determination, TIP Project List and TIP Project Map. Print copies of the TIP Documents and Project List are available at the SECOG office for public review during business hours. The adoption of the TIP is certified with the SSECOG Board resolution, Adopting the FFY 2027-2030 Transportation Improvement Program, located in the TIP appendices.

SECOG's Public Involvement Process includes the following key dates:

- March 16, 2026 - Public Notice in The Day newspaper
- March 16 to April 16 – Public Comment Period; documents, mapping, and associated documents and translations available on www.secogct.gov
- March 26 - TIP Hybrid Public Hearing 6:30 PM (at SECOG and Online)
- May 5, 2026 – SECOG Executive Committee (acting as Transportation Committee) refers TIP to full SECOG MPO Board for adoption
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Conformity with Limited English Proficiency Policy and Title VI Requirements

Title VI of the Civil Rights Act of 1964 (Title VI), as amended, requires agencies receiving federal funding, including the SECOG, to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity due to race, color, national origin, age, sex, disability, or religion.

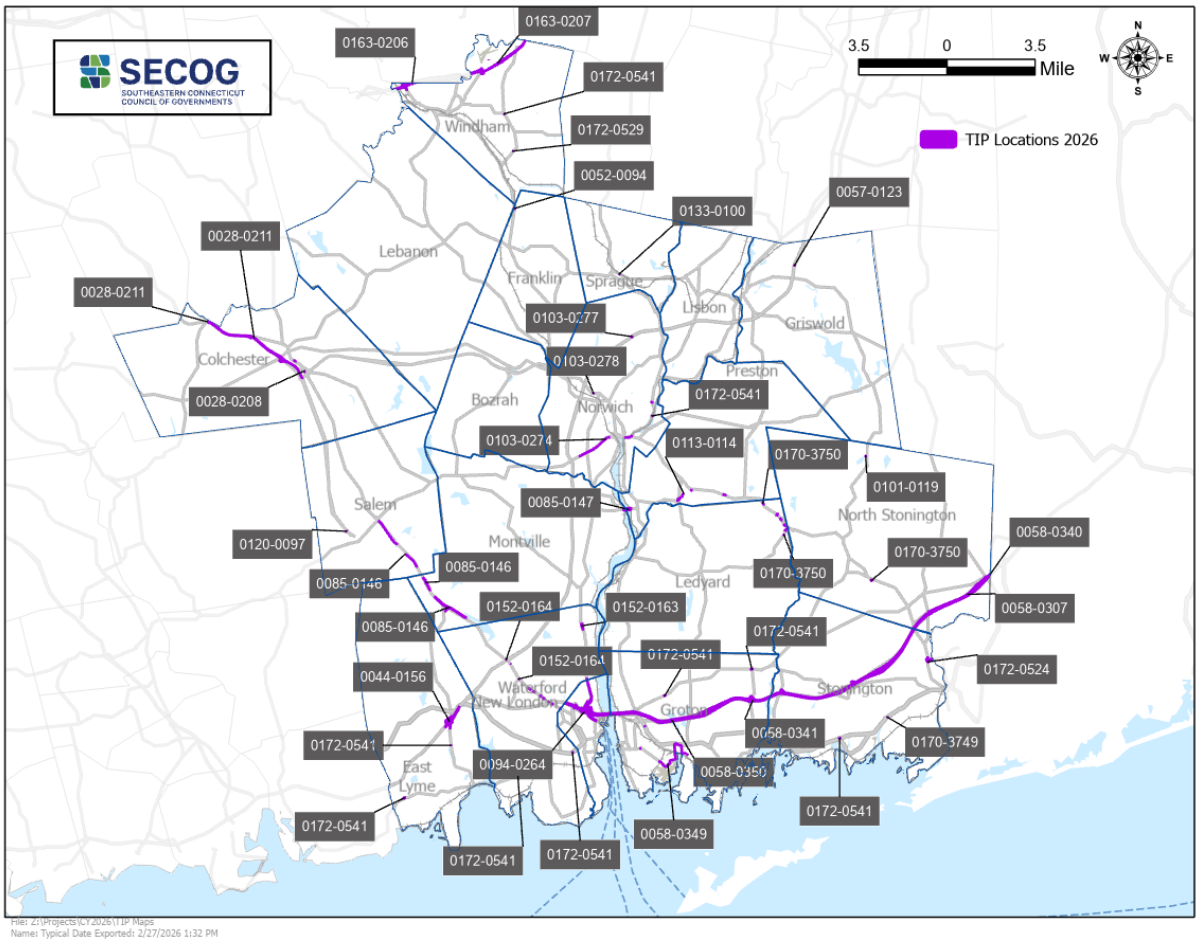
Within the TIP process, meeting notices include statements in English, Spanish, and Chinese inviting constituents with language needs to request translation services in advance of the meeting. Additionally, the executive summary of the TIP is provided in Spanish on our website. Notably, neither Spanish nor Chinese meet the threshold for federal Limited English Proficiency, however they are considered "safe harbor" language with more than 1000 speakers with limited English. Additional information about Title VI compliance is documented in Title VI and Limited English Proficiency Plan on the SECOG website.

Public Comments

Comment	SECOG Response
Dennis Goderre, Town Planner, Town of Montville – Request to include "Route 32 and 163 intersection Improvements, Montville, Connecticut – March 2026" in the TIP. [This project includes RT32 from north of RT163 to south of the Municipal driveway, and related sections of Maple Avenue and RT 163. Plans indicate bicycle and pedestrian adjacent to RT32, a southbound bus turnout, and on-street parking. Additional project elements include a pavilion, terraced lawn and street furniture and lawn. Total project cost $7,716,000 (Concept level estimate 2026)]	Regarding the Montville project on RT32, RT163, Maple Avenue and municipal properties. This project will require additional coordination to be included in the TIP. The TIP project list is constrained to projects submitted for air quality modeling in June 2025. The air quality model is rerun annually by CTDOT, there will be additional opportunities to be included in the TIP, if necessary. The TIP is a federal obligation plan, and no federal funds are obligated to this project at this time. Should the project be obligated federal funding, an amendment to the TIP would be adopted at the SECOG monthly meeting. This project should be included in the Metro. Transportation Plan. Thank you for your coordination on this regionally significant project. We look forward to additional coordination as the project is designed and implemented.

Joshua Cassidy, resident of East Lyme and college student in New London: The TIP in its current form does not adequately prioritize transit. More people are riding SEAT buses to the extent that in some cases, there is only standing room left on the bus. The same level of service is being provided to these buses even though the ridership has increased. There should be more funding for SEAT especially as it would help with air quality, and especially given the cost of owning a car and of gas prices. He would like more transit service for buses and rail service.	Due to the requirements of air quality constraint, projects chosen for the 2027 – 2030 TIP were finalized in July of 2025, SECOG's Board must adopt the TIP based on the July project list. Amendments to the TIP are approved at monthly COG meetings based upon coordination between the CTDOT, transit districts and COGs. TIPs fund capital transit purchases such as buses and buildings, while the CTDOT Capital Plan funds transit operations. SECOG advocates adequate funding for transit. Public comment is requested for the Metropolitan Transportation Plan which is to be updated in 2027.

2. STIP/TIP Project List



TIP Project Overview

The projects included in the 2027-2030 SECOG TIP are presented in the tables below. Additional project information and a spreadsheet of projects are available on the SECOG TIP website. Upon amendment, the spreadsheet will be updated; however, these tables in this document will remain as approved in May of 2026. The tables provide summary information about each individual project. In addition to a brief project description and its location, information is provided on the target year in which the project is expected to be undertaken, the phase of the project to be undertaken, as well as the distribution of funding responsibility. The STIP/TIP must be fiscally constrained such that the dollar amounts shown are derived from actual identified sources, and it is noted that funding sources may change during the course of the TIP

requiring an amendment. Additional project information is provided, when available, in the appendices and in the TIP Map.

Project Attributes

To aid in the understanding of the column headings, the following descriptions are provided.

- **Region:** Southeastern Connecticut is Region 13. (STIP projects are designated 70 through 75)
- **FACode:** Federal Act funding source for the project.
- **Proj#:** A CTDOT assigned identification number for the project.
- **TempP#:** Temporary project number, a hidden value the project spreadsheet.
- **Rte/Sys:** Route number or transit System where the project is located.
- **Town:** Location of project.
- **Description:** General description of project improvement.
- **Phase:** Portion of the project to be completed. Phases include:
    - ACQ - acquisition of capital equipment
    - All - all phases
    - CON - construction
    - FD - final design
    - PE - design/engineering
    - PD - preliminary design
    - PL - planning
    - ROW - rights-of-way acquisition
    - SF - staffing function
    - OTH - other (usually transit operating assistance)
- **Year:** The year funds will be obligated for the project phase. FYI indicates that initiation of the project is anticipated after the term of the TIP.
- **Tot(000)$:** Total cost of each phase of the project in thousands.
- **Fed(000)$:** Federal share of the total project cost in thousands.
- **Sta(000)$:** State share of the total project cost in thousands.
- **Loc(000)$:** Local share of the total project cost in thousands.

2027-2030 TIP Project List

TRANSIT PROJECTS

Region	FA Code	Proj#	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
13	5307C	0414-2027EQ	SEAT	NORWICH	SEAT - ADMIN CAPITAL/MISC SUPPORT FY 27	OTH	2027	300	240	60	0
13	5307C	0414-2027PA	SEAT	NORWICH	SEAT - PARATRANSIT VEHICLES FY 27	ACQ	2027	700	560	140	0
13	5307C	0414-2028EQ	SEAT	NORWICH	SEAT - ADMIN CAPITAL/MISC SUPPORT FY 28	OTH	2028	300	240	60	0
13	5307C	0414-2029CN	SEAT	NORWICH	SEAT - REPLACE SMALL BUSES (4) FY 29	ACQ	2029	625	500	125	0
13	5307C	0414-2029EQ	SEAT	NORWICH	SEAT - ADMIN CAPITAL/MISC SUPPORT FY 29	OTH	2029	500	400	100	0
13	5307C	0414-2030CN	SEAT	NORWICH	SEAT - FACILITY RENOVATIONS/EXPANSION FY 30	ALL	2030	20,000	16,000	4,000	0
13	5307C	0414-2030EQ	SEAT	NORWICH	SEAT - ADMIN CAPITAL/MISC SUPPORT FY 30	OTH	2030	800	640	160	0
13	5307C	0414-2030PA	SEAT	NORWICH	SEAT - PARATRANSIT VEHICLES FY 30	ACQ	2030	600	480	120	0

STATEWIDE TRANSIT PROJECTS

Region	FA Code	Proj#	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
70	5307C	0170-2027AD	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 27	OTH	2027	500	400	100	0
70	5307C	0170-2028AD	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 28	OTH	2028	500	400	100	0
70	5307C	0170-2030AD	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 30	OTH	2030	500	400	100	0

MULTI-REGION TRANSIT PROJECTS

Region	FA Code	Proj#	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
10,13,15	5311C	0474-2027CP	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2027	OTH	2027	550	440	110	0
10,13,15	5311C	0474-2028CP	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2028	OTH	2028	1,500	1,200	300	0
10,13,15	5311C	0474-2029CP	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2029	OTH	2029	200	160	40	0
10,13,15	5311C	0474-2030CP	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2030	OTH	2030	1,500	1,200	300	0
10,13,15	5311O	0474-2027DR	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING DIAL-A-RIDE - FY 2027	OTH	2027	625	313	206	106
10,13,15	5311O	0474-2027FR	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING FIXED ROUTE - FY 2027	OTH	2027	1,350	675	446	230
10,13,15	5311O	0474-2027JA	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING JOB ACCESS - FY 2027	OTH	2027	500	250	250	0
10,13,15	5311O	0474-2027WD	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING WILLIMANTIC-DANIELSON - FY 2027	OTH	2027	200	100	100	0
10,13,15	5311O	0474-2028DR	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING DIAL-A-RIDE - FY 2028	OTH	2028	350	175	116	60
10,13,15	5311O	0474-2028FR	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING FIXED ROUTE - FY 2028	OTH	2028	650	325	215	111
10,13,15	5311O	0474-2028JA	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING JOB ACCESS - FY 2028	OTH	2028	300	150	150	0
10,13,15	5311O	0474-2028WD	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING WILLIMANTIC-DANIELSON - FY 2028	OTH	2028	90	45	45	0
10,13,15	5311O	0474-2029DR	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING DIAL-A-RIDE - FY 2029	OTH	2029	650	325	215	111
10,13,15	5311O	0474-2029FR	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING FIXED ROUTE - FY 2029	OTH	2029	1,500	750	495	255
10,13,15	5311O	0474-2029JA	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING JOB ACCESS - FY 2029	OTH	2029	550	275	275	0
10,13,15	5311O	0474-2029WD	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING WILLIMANTIC-DANIELSON - FY 2029	OTH	2029	270	135	135	0
10,13,15	5311O	0474-2030DR	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING DIAL-A-RIDE - FY 2030	OTH	2030	450	225	149	77
10,13,15	5311O	0474-2030FR	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING FIXED ROUTE - FY 2030	OTH	2030	700	350	231	119
10,13,15	5311O	0474-2030JA	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING JOB ACCESS - FY 2030	OTH	2030	400	200	200	0
10,13,15	5311O	0474-2030WD	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING WILLIMANTIC-DANIELSON - FY 2030	OTH	2030	150	75	75	0
2,5,13	5310E	0170-2027UR	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN	OTH	2027	1,979	1,583	0	396
2,5,13	5310E	0170-2028UR	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN	OTH	2028	1,979	1,583	0	396
2,5,13	5310E	0170-2029UR	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN	OTH	2029	1,979	1,583	0	396
2,5,13	5310E	0170-2030UR	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN	OTH	2030	1,979	1,583	0	396
3,10,11,13,15	5311T	0170-2027TR	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2027	OTH	2027	500	500	0	0
3,10,11,13,15	5311T	0170-2028TR	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2028	OTH	2028	500	500	0	0
3,10,11,13,15	5311T	0170-2029TR	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2029	OTH	2029	500	500	0	0
3,10,11,13,15	5311T	0170-2030TR	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2030	OTH	2030	500	500	0	0
5,10,11,13,15	5310E	0170-2027RL	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-RURAL	OTH	2027	766	613	0	153
5,10,11,13,15	5310E	0170-2028RL	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-RURAL	OTH	2028	766	613	0	153

5,10,11,13	5310E	0170-2029RL	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-RURAL	OTH	2029	766	613	0	153
5,10,11,13	5310E	0170-2030RL	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-RURAL	OTH	2030	766	613	0	153

HIGHWAY PROJECTS

Region	FA Code	Proj#	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
13	BRFP	0052-0094	RT 32	FRANKLIN	NHS - REPLACE BR 00935 o/ NECRR	CON	FYI	27,500	22,000	5,500	0
13	BRFP	0057-0123	I-395	GRISWOLD	NHS - REPLACE BR 00293 o/ BISHOP CROSSING ROAD - AC ENTRY	CON	2027	0	0	0	0
13	BRFP	0057-0123	I-395	GRISWOLD	NHS - REPLACE BR 00293 o/ BISHOP CROSSING ROAD - AC CONVERSION	CON	2027	7,420	6,678	742	0
13	NHPP	0057-0123	I-395	GRISWOLD	NHS - REPLACE BR 00293 o/ BISHOP CROSSING ROAD - AC ENTRY	CON	2028	0	0	0	0
13	NHPP	0057-0123	I-395	GRISWOLD	NHS - REPLACE BR 00293 o/ BISHOP CROSSING ROAD - AC CONVERSION	CON	2028	7,180	6,462	718	0
13	BRFP	0058-0339	I-95 NB/SB	GROTON	NHS - REHAB BRS 01771 & 01772 o/ CT 12	CON	FYI	11,111	10,000	1,111	0
13	NHPP	0058-0339	I-95 NB/SB	GROTON	NHS - REHAB BRS 01771 & 01772 o/ CT 12	FD	2027	670	603	67	0
13	NHPP	0058-0339	I-95 NB/SB	GROTON	NHS - REHAB BRS 01771 & 01772 o/ CT 12	ROW	2027	50	45	5	0
13	NHPP	0058-0339	I-95 NB/SB	GROTON	NHS - REHAB BRS 01771 & 01772 o/ CT 12	CON	FYI	4,089	3,680	409	0
13	STPA	0058-0341	SR 614	GROTON	SIGNALIZATION AT I-95 INTERCHANGE NB & SB RAMPS & SANDY HOLLOW ROAD	CON	2027	5,620	4,496	1,124	0
13	TAPO	0058-0349	VARIOUS	GROTON	ON-ROAD BICYCLE IMPROVEMENTS	CON	2027	825	660	0	165
13	STPR	0070-0119	CT 616	LEBANON	REPLACE NON-NBI BR 07119 (CULVERT) o/ GOSHEN BROOK	CON	FYI	2,730	2,184	546	0
13	NHPP	0085-0146	CT 85	MONTVILLE/SALEM	CORRIDOR IMPROVEMENTS SOUTH OF CT 82 - AC ENTRY	CON	2028	0	0	0	0
13	NHPP	0085-0146	CT 85	MONTVILLE/SALEM	CORRIDOR IMPROVEMENTS SOUTH OF CT 82 - AC CONVERSION	CON	2028	3,000	3,000	0	0
13	BRFP	0085-0147	CT 2A	MONTVILLE/PRESTON	REHAB BR 03426 o/ THAMES RIVER, NEC RR AND P&W RR - AC ENTRY	CON	2027	0	0	0	0
13	BRFP	0085-0147	CT 2A	MONTVILLE/PRESTON	REHAB BR 03426 o/ THAMES RIVER, NEC RR AND P&W RR - AC CONVERSION	CON	2027	1,250	1,000	250	0
13	BRFP	0085-0147	CT 2A	MONTVILLE/PRESTON	REHAB BR 03426 o/ THAMES RIVER, NEC RR AND P&W RR - AC CONVERSION	CON	2028	17,500	14,000	3,500	0
13	BRFP	0085-0147	CT 2A	MONTVILLE/PRESTON	REHAB BR 03426 o/ THAMES RIVER, NEC RR AND P&W RR - AC CONVERSION	CON	2029	5,000	4,000	1,000	0
13	NHPP	0085-0147	CT 2A	MONTVILLE/PRESTON	REHAB BR 03426 o/ THAMES RIVER, NEC RR AND P&W RR - AC ENTRY	CON	2029	0	0	0	0
13	NHPP	0085-0147	CT 2A	MONTVILLE/PRESTON	REHAB BR 03426 o/ THAMES RIVER, NEC RR AND P&W RR - AC CONVERSION	CON	2029	9,220	7,376	1,844	0
13	BRFP	0094-0261	I-95 NB	NEW LONDON	BIP - NHS - REHAB BR 03819, NB GOLD STAR (PHS 1B &2) - AC ENTRY	CON	2027	0	0	0	0
13	BRFP	0094-0261	I-95 NB	NEW LONDON	BIP - NHS - REHAB BR 03819, NB GOLD STAR (PHS 1B &2) - AC CONVERSION	CON	2027	22,222	20,000	2,222	0
13	BRFP	0094-0261	I-95 NB	NEW LONDON	BIP - NHS - REHAB BR 03819, NB GOLD STAR (PHS 1B &2) - AC CONVERSION	CON	2028	66,667	60,000	6,667	0
13	BRFP	0094-0261	I-95 NB	NEW LONDON	BIP - NHS - REHAB BR 03819, NB GOLD STAR (PHS 1B &2) - AC CONVERSION	CON	2029	95,325	85,792	9,532	0
13	NHPP	0094-0261	I-95 NB	NEW LONDON	BIP - NHS - REHAB BR 03819, NB GOLD STAR (PHS 1B &2) - AC ENTRY	CON	2027	0	0	0	0
13	NHPP	0094-0261	I-95 NB	NEW LONDON	BIP - NHS - REHAB BR 03819, NB GOLD STAR (PHS 1B & 2) - AC CONVERSION	CON	2027	33,931	30,538	3,393	0
13	NHPP	0094-0261	I-95 NB	NEW LONDON	BIP - NHS - REHAB BR 03819, NB GOLD STAR (PHS 1B & 2) - AC CONVERSION	CON	2028	33,931	30,538	3,393	0
13	NHPP	0094-0261	I-95 NB	NEW LONDON	BIP - NHS - REHAB BR 03819, NB GOLD STAR (PHS 1B &2) - AC CONVERSION	CON	2029	11,709	10,538	1,171	0
13	NHPP	0094-0267	I-95	NEW LONDON/GROTON	GOLD STAR BR (02514A) PEDESTRIAN IMPROVEMENTS o/ THAMES RIVER - AC ENTRY	CON	2027	0	0	0	0
13	NHPP	0094-0267	I-95	NEW LONDON/GROTON	GOLD STAR BR (02514A) PEDESTRIAN IMPROVEMENTS o/ THAMES RIVER - AC CONVERSION	CON	2027	23,622	21,260	2,362	0
13	NHPP	0094-0267	I-95	NEW LONDON/GROTON	GOLD STAR BR (02514A) PEDESTRIAN IMPROVEMENTS o/ THAMES RIVER - AC CONVERSION	CON	2028	23,622	21,260	2,362	0
13	TAPO	0094-0269	WILLIAMS STREET	NEW LONDON	PED & BICYCLE IMPROVEMENTS (PHASE 2)	CON	2027	2,535	2,028	0	507
13	STPO	0094-0270	CT 32	NEW LONDON/WATERFORD	ROUTE 32 CORRIDOR IMPROVEMENTS	FD	2027	1,460	1,168	292	0
13	STPO	0094-0270	CT 32	NEW LONDON/WATERFORD	ROUTE 32 CORRIDOR IMPROVEMENTS	ROW	2027	50	40	10	0
13	NHPP	0094-0270	CT 32	NEW LONDON-WATERFORD	ROUTE 32 CORRIDOR IMPROVEMENTS	CON	FYI	32,875	26,300	6,575	0
13	STPR	0101-0119	CT 201	NORTH STONINGTON	CULVERT REPLACEMENT	CON	2027	1,780	1,424	356	0
13	STPO	0103-0274	CT 82	NORWICH	SAFETY IMPROVEMENTS FROM BANAS COURT TO FAIRMOUNT STREET - AC ENTRY	CON	2027	0	0	0	0

13	STPO	0103-0274	CT 82	NORWICH	SAFETY IMPROVEMENTS FROM BANAS COURT TO FAIRMOUNT STREET - AC CONVERSION	CON	2027	6,250	5,000	1,250	0
13	STPA	0103-0275	CT 82	NORWICH	SAFETY IMPROVEMENTS B/W NEW LONDON TURNPIKE AND DUNHAM STREET - AC ENTRY	CON	2028	0	0	0	0
13	STPA	0103-0275	CT 82	NORWICH	SAFETY IMPROVEMENTS B/W NEW LONDON TURNPIKE AND DUNHAM STREET - AC CONVERSION	CON	2028	7,205	5,764	1,441	0
13	STPA	0103-0275	CT 82	NORWICH	SAFETY IMPROVEMENTS B/W NEW LONDON TURNPIKE AND DUNHAM STREET - AC CONVERSION	CON	2029	7,205	5,764	1,441	0
13	STPO	0103-0275	CT 82	NORWICH	SAFETY IMPROVEMENTS B/W NEW LONDON TURNPIKE AND DUNHAM STREET - AC ENTRY	CON	2028	0	0	0	0
13	STPO	0103-0275	CT 82	NORWICH	SAFETY IMPROVEMENTS B/W NEW LONDON TURNPIKE AND DUNHAM STREET - AC CONVERSION	CON	2028	5,000	4,000	1,000	0
13	STPO	0103-0275	CT 82	NORWICH	SAFETY IMPROVEMENTS B/W NEW LONDON TURNPIKE AND DUNHAM STREET - AC CONVERSION	CON	2029	5,000	4,000	1,000	0
13	NHPP	0103-0285	CT 2	NORWICH	BRIDGE IMPROVEMENTS; NON-NBI BR. 07064 o/ UNNAMED BROOK	CON	FYI	1,300	1,040	260	0
13	STPR	0113-0113	CT 165	PRESTON	REHAB NON-NBI BRIDGE 07104 (CULVERT) o/ UNNAMED BROOK - AC ENTRY	CON	2028	0	0	0	0
13	STPR	0113-0113	CT 165	PRESTON	REHAB NON-NBI BRIDGE 07104 (CULVERT) o/ UNNAMED BROOK - AC CONVERSION	CON	2028	125	100	25	0
13	STPR	0113-0113	CT 165	PRESTON	REHAB NON-NBI BRIDGE 07104 (CULVERT) o/ UNNAMED BROOK - AC CONVERSION	CON	2029	1,945	1,556	389	0
13	BRFP	0120-0097	CT 11	SALEM	BRIDGE IMPROVEMENTS; BRS 02393/02394 o/ EIGHT MILE RIVER	CON	FYI	10,000	8,000	2,000	0
13	NHPP	0120-0097	CT 11	SALEM	BRIDGE IMPROVEMENTS; BRS 02393/02394 o/ EIGHT MILE RIVER	CON	FYI	4,000	3,200	800	0
13	STPA	0133-0100	CT 138	SPRAGUE	REPLACE DETERIORATED 30" CORRUGATED METAL PIPIE	CON	2027	3,060	2,448	612	0
13	NHPP	0152-0163	CT 32	WATERFORD	SIGNALIZED INT. IMPRVMTS AT SR 693 AND OLD NORWICH RD	CON	FYI	5,100	4,080	1,020	0
13	TAP-FLEX	0163-0207	TRAIL	WINDHAM	AIR LINE TRAIL IMPROVEMENTS	CON	2028	3,750	3,000	750	0
13	TAPSU	0163-0207	TRAIL	WINDHAM	AIR LINE TRAIL IMPROVEMENTS	FD	2027	375	300	75	0
13	TAPSU	0163-0207	TRAIL	WINDHAM	AIR LINE TRAIL IMPROVEMENTS	CON	2028	300	240	60	0

STATEWIDE HIGHWAY PROJECTS

Region	FA Code	Proj#	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
70	STPA	0170-3713	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2027	0	0	0	0
70	STPA	0170-3713	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2027	700	560	140	0
70	STPA	0170-3713	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2028	700	560	140	0
70	STPA	0170-3751		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0
70	STPA	0170-3751		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,894	1,515	379	0
70	STPA	0170-3751		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,933	1,546	387	0
70	STPA	0170-3751		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,972	1,578	394	0
70	STPA	0170-3752		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0
70	STPA	0170-3752		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,630	1,304	326	0
70	STPA	0170-3752		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,630	1,304	326	0
70	STPA	0170-3752		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,630	1,304	326	0
70	STPA	0170-3753		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0
70	STPA	0170-3753		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,229	983	246	0
70	STPA	0170-3753		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,229	983	246	0
70	STPA	0170-3753		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,229	983	246	0
70	HSIP	0170-3780		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC ENTRY (S154)	CON	2027	0	0	0	0
70	HSIP	0170-3780		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION (S154)	CON	2027	2,100	2,100	0	0
70	HSIP	0170-3780		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION (S154)	CON	2028	2,100	2,100	0	0
70	HSIP	0170-3780		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION (S154)	CON	2029	2,100	2,100	0	0
70	TAPB	0170-5032		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0
70	TAPB	0170-5032		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	137	110	27	0
70	TAP-FLEX	0170-5032		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0
70	TAP-FLEX	0170-5032		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	398	318	80	0
70	TAPH	0170-5032		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0
70	TAPH	0170-5032		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	156	124	31	0
70	TAPNH	0170-5032		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0
70	TAPNH	0170-5032		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	89	72	18	0
70	BRDG-RF	0170-BRDG	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2027	93,750	75,000	18,750	0
70	BRDG-RF	0170-BRDG	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2028	93,750	75,000	18,750	0
70	BRDG-RF	0170-BRDG	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2029	93,750	75,000	18,750	0
70	BRDG-RF	0170-BRDG	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2030	93,750	75,000	18,750	0

70	BRDG-RF	0170-BRDG	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	FYI	93,750	75,000	18,750	0
70	SFTY-RP	0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2027	43,750	35,000	8,750	0
70	SFTY-RP	0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2028	43,750	35,000	8,750	0
70	SFTY-RP	0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2029	43,750	35,000	8,750	0
70	SFTY-RP	0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2030	43,750	35,000	8,750	0
70	SFTY-RP	0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	FYI	43,750	35,000	8,750	0
70	NHPP	170C-ENHS	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2027	0	0	0	0
70	NHPP	170C-ENHS	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2027	15,000	12,000	3,000	0
70	NHPP	170C-ENHS	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2028	15,000	12,000	3,000	0
70	NHPP	170C-ENHS	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2029	15,000	12,000	3,000	0
70	NHPP	170C-ENHS	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2030	15,000	12,000	3,000	0
70	NHPP	170C-ENHS	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	FYI	15,000	12,000	3,000	0
70	NHPP	170S-FNHS	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0
70	NHPP	170S-FNHS	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2027	2,000	1,600	400	0
70	NHPP	170S-FNHS	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2028	2,000	1,600	400	0
70	NHPP	170S-FNHS	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2029	2,000	1,600	400	0
70	NHPP	170S-FNHS	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2030	2,000	1,600	400	0
70	NHPP	170S-FNHS	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0
70	NHPP	170S-SNHS	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0
70	NHPP	170S-SNHS	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2027	2,250	1,800	450	0
70	NHPP	170S-SNHS	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2028	2,250	1,800	450	0
70	NHPP	170S-SNHS	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2029	2,250	1,800	450	0
70	NHPP	170S-SNHS	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2030	2,250	1,800	450	0
70	NHPP	170S-SNHS	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	FYI	2,250	1,800	450	0
70	STPA	170S-SNON	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0
70	STPA	170S-SNON	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2027	500	400	100	0
70	STPA	170S-SNON	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2028	500	400	100	0
70	STPA	170S-SNON	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2029	500	400	100	0
70	STPA	170S-SNON	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2030	500	400	100	0
70	STPA	170S-SNON	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	FYI	500	400	100	0
70	STPA	ASST-MGMT		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0
70	STPA	ASST-MGMT		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2030	2,000	1,600	400	0
70	STPA	ASST-MGMT		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	FYI	8,000	6,400	1,600	0
70	NHPP	BRDG-LRNH	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0
70	NHPP	BRDG-LRNH	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2027	1,050	840	210	0
70	NHPP	BRDG-LRNH	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2028	1,050	840	210	0
70	NHPP	BRDG-LRNH	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2029	1,050	840	210	0
70	NHPP	BRDG-LRNH	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2030	1,050	840	210	0
70	NHPP	BRDG-LRNH	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	FYI	1,050	840	210	0
70	STPA	BRDG-MGMT		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0
70	STPA	BRDG-MGMT		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2030	1,700	1,360	340	0
70	STPA	BRDG-MGMT		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	FYI	6,800	5,440	1,360	0
70	HSIP	CHMP-XXXX	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY (SIPH)	OTH	2027	0	0	0	0
70	HSIP	CHMP-XXXX	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION (SIPH)	OTH	2027	5,084	4,575	0	508
70	HSIP	CHMP-XXXX	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION (SIPH)	OTH	2028	5,084	4,575	0	508
70	HSIP	CHMP-XXXX	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION (SIPH)	OTH	2029	5,084	4,575	0	508
70	HSIP	CHMP-XXXX	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION (SIPH)	OTH	2030	5,084	4,575	0	508
70	HSIP	CHMP-XXXX	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION (SIPH)	OTH	FYI	5,084	4,575	0	508
70	STPA	CTSS-OIPX	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC ENTRY	OTH	2027	0	0	0	0
70	STPA	CTSS-OIPX	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2027	6,460	5,168	1,292	0
70	STPA	CTSS-OIPX	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2028	6,460	5,168	1,292	0

70	STPA	CTSS-OIPX	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2029	6,460	5,168	1,292	0
70	STPA	CTSS-OIPX	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2030	6,460	5,168	1,292	0
70	STPA	CTSS-OIPX	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	FYI	6,460	5,168	1,292	0
70	STPA	MASP-INSP	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2029	0	0	0	0
70	STPA	MASP-INSP	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2029	700	560	140	0
70	STPA	MASP-INSP	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2030	700	560	140	0
70	STPA	MASP-INSP	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	FYI	2,100	1,680	420	0
70	STPA	PVMT-MARK	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC ENTRY	CON	2027	0	0	0	0
70	STPA	PVMT-MARK	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2027	12,000	12,000	0	0
70	STPA	PVMT-MARK	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2028	12,000	12,000	0	0
70	STPA	PVMT-MARK	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2029	12,000	12,000	0	0
70	STPA	PVMT-MARK	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2030	12,000	12,000	0	0
70	STPA	PVMT-MARK	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	FYI	12,000	12,000	0	0
70	STPA	PVMT-MGMT		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0
70	STPA	PVMT-MGMT		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2030	1,250	1,000	250	0
70	STPA	PVMT-MGMT		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	FYI	5,000	4,000	1,000	0
70	STPA	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	STPA	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	352	282	70	0
70	STPA	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	352	282	70	0
70	STPA	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	352	282	70	0
70	STPA	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	706	564	142	0
70	TAPB	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPB	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	137	110	27	0
70	TAPB	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	137	110	27	0
70	TAPB	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	137	110	27	0
70	TAPB	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	274	219	55	0
70	TAP-FLEX	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAP-FLEX	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	399	319	80	0
70	TAP-FLEX	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	399	319	80	0
70	TAP-FLEX	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	399	319	80	0
70	TAP-FLEX	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	798	638	160	0
70	TAPH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	156	124	31	0
70	TAPH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	156	124	31	0
70	TAPH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	156	124	31	0
70	TAPH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	310	248	62	0
70	TAPNH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPNH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	90	72	18	0
70	TAPNH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	90	72	18	0
70	TAPNH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	90	72	18	0
70	TAPNH	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	180	144	36	0
70	TAPO	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPO	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	85	68	17	0
70	TAPO	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	85	68	17	0

70	TAPO	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	85	68	17	0
70	TAPO	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	136	109	27	0
70	TAPR	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPR	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	80	64	16	0
70	TAPR	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	80	64	16	0
70	TAPR	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	80	64	16	0
70	TAPR	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	160	128	32	0
70	TAPSU	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPSU	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	27	22	5	0
70	TAPSU	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	27	22	5	0
70	TAPSU	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	27	22	5	0
70	TAPSU	TAPX-ENGX		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	56	45	11	0

MULTI-REGION HIGHWAY PROJECTS

Region	FA Code	Proj#	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
72	HSIP	0172-0541	VARIOUS	DISTRICT 2	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC ENTRY (SIPH)	CON	2028	0	0	0	0
72	HSIP	0172-0541	VARIOUS	DISTRICT 2	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC CONVERSION (SIPH)	CON	2028	2,802	2,522	280	0
72	HSIP	0172-0541	VARIOUS	DISTRICT 2	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC ENTRY (VRUS)	CON	2028	0	0	0	0
72	HSIP	0172-0541	VARIOUS	DISTRICT 2	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC CONVERSION (VRUS)	CON	2028	3,000	2,700	300	0
76	CMAQ	TDMX-CTXX	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	2027	1,722	1,377	344	0
76	CMAQ	TDMX-CTXX	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	2028	1,722	1,377	344	0
76	CMAQ	TDMX-CTXX	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	2029	1,722	1,377	344	0
76	CMAQ	TDMX-CTXX	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	2030	1,722	1,377	344	0
76	CMAQ	TDMX-CTXX	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	FYI	1,722	1,377	344	0
11,13	NHPP	0104-0117	I-95 SB	OLD LYME/EAST LYME	RECONFIGURE EXITS 71/72 - AC ENTRY	CON	2028	0	0	0	0
11,13	NHPP	0104-0117	I-95 SB	OLD LYME/EAST LYME	RECONFIGURE EXITS 71/72 - AC CONVERSION	CON	2028	11,111	10,000	1,111	0
11,13	NHPP	0104-0117	I-95 SB	OLD LYME/EAST LYME	RECONFIGURE EXITS 71/72 - AC CONVERSION	CON	2029	10,506	9,455	1,051	0

3. Financial Constraint

Financial Programs

There are three main sources of funds within the TIP: Federal Transportation Appropriations (including Federal Transit Administration and Federal Highway Administration funds), State monies (primarily in the form of bond authorizations), and Local funds. This is a comprehensive list of funding categories. Programs not represented in the current TIP are indicated with an asterisk (*). Abbreviated funding codes (FA CODES) are denoted in parenthesis.

Federal Funding

Federal Funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the Infrastructure Investment and Jobs Act (aka: IIJA, Bipartisan Infrastructure Law (BIL) and will be amended to address subsequent federal authorizations. Funding authorized in the BIL includes both formula and discretionary funding Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program or under discretionary program solicitation.

Federal Transit Administration Programs

FTA Section 5307 Urbanized Area Formula Grant Program (5307C, 5307O*, 5307E*, 5307Q*, 5307S*)

The FTA Section 5307 funds make federal resources available to urbanized areas (consisting of a population of 50,000 or more) for transit capital and operating assistance. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible

expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule.

Program funds are allocated to individual urbanized areas according to a formula based on the size of the population. Within Connecticut Section 5307 funds are pooled and then first applied to the highest priority bus needs statewide. The pooling of Section 5307 funds has proven 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.

CTDOT 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. The federal share may be up to 90 percent for the cost of vehicle related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The federal share may not exceed 50 percent of the net project cost of operating assistance.

FA Codes: 5307C -Urbanized Area Formula Funds; 5307O – Operating/Subsidy; 5307E – Enhancements; 5307Q – Earmark; and 5307S – Flex Funds.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310E, 5310C*)

The FTA Section 5310 Program provides funding for capital and operating expenses to remove barriers to transportation services and expand transportation mobility for older adults and persons with disabilities. Funds are apportioned based on each state's share of the population for these two groups. Eligible recipients of this program include private nonprofit organizations, state or local government authorities, and operators of public transportation. There are three subsets of this program: Traditional Section 5310 Capital, Nontraditional Section 5310 Capital, and Section 5310 Operating. The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The Norwich-New London Urbanized Area is eligible for other urban formula funds annually, and is also eligible for some rural funding at the discretion of the CTDOT.

FA Codes: 5310E – Program Enhanced Mobility; 5310C – Capital for Services to Elderly & Disabled).

FTA Section 5311 Formula Grants for Rural Areas (5311C, 5311O, 5311T)

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 with populations of less than 50,000. The funds are used to reimburse rural transits districts for operating administrative deficits (5311O) on a 50/33/17 (federal/state/local) matching ratio, and for transit operators to purchase wheelchair accessible vans and small buses on an 80/20 (federal/state) ratio (5311C). The FTA Section 5311T program provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operations in non-urbanized areas. There is no federal requirement for a local match.

FA Codes: 5311C - Capital, 5311O – Operating, 5311T – Rural Transportation Assistance Programs (RTAP).

FTA Section 5312 Public Transportation Innovation Program* (5312)

This program provides discretionary funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. Research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation are eligible activities. Eligible recipients are determined for each competition and may include state DOTs, public transportation systems, non-profit and for-profit entities, universities, among others. Funds may be allocated on a discretionary basis.

FTA Section 5337 State of Good Repair Program* (5337)

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. These funds are also eligible for developing and implementing Transit Asset Management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can be offered balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. The Federal share provides 80 percent funding.

FTA Section 5339 Bus and Bus Facility Formula Grants* (5339, 5339D, 5339C)

The FTA Section 5339 provides funds to states and transit districts to replace, rehabilitate and purchase buses and related equipment and to construct bus related facilities. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the Bus and Bus Facilities Competitive Program (5339D) and the Low or No Emissions Bus Vehicle Program.

FA Codes include the following: 5939 – formula funds; 5339D – discretionary Funds; 5339C – LoNo Emission Bus Vehicle Program.

Federal Highway Administration Programs

Bridge Program (BRDG-RP)

Formula funding distributed to States for bridge replacement, rehabilitation, preservation, protection and construction program. This program funds bridges on and off of the National Highway System that exceed 20 feet in length.

Bridge Formula Program (BRFP)

Bridge Formula Program is a formula program providing funds for the replacement, rehabilitation, preservation, protection and construction of highway bridges, ensuring safety and functionality on the National Highway System

BRFP: IIJA Bridge Formula Program – Flex/Anywhere

Congestion Mitigation and Air Quality Program (CMAQ)

The CMAQ program provides flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are intended to help achieve the goal of the 1990 federal Clean Air Act Amendments. Examples of eligible activities include: transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels. All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State.

For a State that has a nonattainment or maintenance area for fine particulate matter (PM2.5), an amount equal to 25% of the amount of State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM2.5 designated area. Connecticut is divided into two Air Quality geographies, CT Portion of NY-NJ-LI Area (Attainment-Maintenance Area) and Greater CT Area (Attainment Area). CTDOT sets aside a portion of CMAQ funds for the solicitation of project proposals from the Councils of Governments. The solicitation of funds aligns with the transportation funding authorization bill and is competitive, statewide.

Ferry Boat Program (FBP)*

This program is administered by the FHWA to fund the construction of ferry boats and ferry terminal facilities. The FAST Act modified the funding formula, giving more weight to the number of passengers carried by ferry systems. There are no eligible ferry services within the SECOG region at this time.

Highway Safety Improvement Program (HSIP, SFTY-RP)

This program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve hazardous road location or feature or address a highway safety problem. As a state which does not meet safety targets, Connecticut also is required to direct HSIP funds to safety projects and may not transfer them to other program areas. The federal share is generally 90%.

FA Codes include: HSIP – Safety Projects, CHAMP Safety Service Patrol; SIPR – research; SFTY-RP – statewide safety report;154 – Impaired Driving program

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

States may use NHPP funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway if Interstate System and NHS Bridge Condition provision requirements are satisfied. States are also encouraged to bundle multiple bridge projects using NHPP funds as one project under one project agreement and it places requirements on how that bundling is to be conducted. Eligibility categories for installation of vehicle-to-infrastructure communication equipment were introduced in the FAST Act.

The NHS within the SECOG region consists of all the Interstate and limited access highways including I-95, I-395, Route 2, Route 2A and Route 11. Additionally portions of major roadways including Route 1, Route 2, Route 6, Route 11, Route 12, Route 32, Route 66, Route 78, Route 82, Route 85, Route 117, Route 184, Route 195, Route 349, Route 437, Route 639, Route 641, Route 623 and Route 908.

The funding ratio for the NHPP program is 80 percent federal funds to be matched by 20 percent State funds.

National Highway Freight Program* (NFRP)

The NFRP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10 percent of its NFRP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Starting in FFY 2018, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NFRP funds.

Surface Transportation Block Grant Program (STBG)

The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The STP funds are intended to benefit minor arterial and collector roadways rather than the more critical principal arterials funding by the NPPP and other programs. The Surface Transportation Block Grant Program under the FAST Act continues all prior STP eligibility and adds a few new ones.

Surface Transportation Program (STPA, STPB*, STPH*, STPNH*, STPO, STPS*, STPSU*, STPW*)

The Surface Transportation Program is the largest and most flexible of of the Surface Transportation Block Grant programs. Funds are sub-allocated for use in census-defined urban and rural areas according to a formula that is based on the area's relative share of the State's population. The largest urban areas with population greater than 200,000 receive suballocated funding. CTDOT prioritizes the use of remaining funds in Other (population 50,000 - 200,000, STPO), Small Urban (population 5,000 - 50,000, STPSU), Rural Areas (STPR) and, the statewide Anywhere (STPA) funds.

SECOG is eligible for use of STPO, SPTSU, STPA and STPR based upon the 2020 census defined urban areas. The Norwich-New London Urban Area (STPO), utilizes STP Other (STPO) funding. Smaller urban areas such as Westerly, Colchester and Windham urban areas may use STPSU or STPA. Rural areas of SECOG are eligible for STP-R. All areas of SECOG have STPA eligibility.

Historically, urban areas with population greater than 200,000, TMAs, were responsible for determining how to spend STP-Urban funds in the SECOG region. Since the establishment of the Local Transportation Capital Improvement Program (LOTCIP), the CTDOT programs STP-Urban funds within the region in coordination with SECOG.

FA Codes include ST STPB - Bridgeport, STPH - Hartford, STPNH – New Haven, STPO – Other Urban, STPR – Rural, STPS - Springfield, STPSU – Small Urban, STPW - Waterbury

Transportation Alternatives Program (TAPB, TAPFLEX, TAPH, TAPNH, TAPO, TAPR, TAPS, TAPSU)

The TA program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvements such as historic preservation, environmental mitigation related to storm water and habitat connectivity, recreational trails, and safe routes to school projects. Similar to the STP, a portion of TAP is sub-allocated based on population with specific urban area allocations for urban areas with populations greater than 200,000(Bridgeport, Hartford, New Haven and Stamford), statewide allocations for urban areas of populations between 50,0000-199,999(TAPO) and populations between 5,000 – 49,999(TAPSU), and a flexible statewide pot (STPFLEX). All TAP projects are required to be funded through a competitive process. TA permits the use of funding for both Safe Routes to School and Recreational Trails; however, the funds are no longer suballocated for those programs.

National Highway Traffic Safety (NHTS*) / Section 154 Penalty Funds (Sect 154)*

The State of Connecticut is currently assessed a 2.5% annual penalty from its NHPP and STP programs where funds are transferred to the State's 402 Safety Program because it does not meet Federal Open Container Legislation Requirements under 23 U.S.C. 154. The Department programs these funds towards Impaired Driving and Hazard Elimination Programs. These Programs are intended to change behaviors, save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, and roadway safety improvements.

Carry-over Funds from Prior Transportation Legislation

This section gives a brief explanation of funds from other transportation legislation (e.g., FAST) that are still available (Carry-over) under the IIJA Act and the eligible uses of each category:

Interstate Maintenance (IM)*

The IM 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, an overpass 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.

Recreational Trails (RTP)*

This program is funded under the Transportation Alternative Program umbrella, beginning under Map-21, and provides funding to the Department of Energy and Environmental Protection (DEEP) to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Funding ratios are 80 percent federal and 20 percent local. While Transportation Alternatives funds may still be transferred into this program; DEEP and CTDOT have agreed to bond state funds to replace this program to reduce permitting and administrative burdens to applicants.

Safe Routes to School (SRSI)*

This program (in MAP-21 and FAST Act is funded under the Transportation Alternative Program umbrella) is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funds are to be administered

by CTDOT to provide financial assistance to State, local, and regional agencies, including non-profit organizations that demonstrate the ability to meet the requirements of the program. The federal share is 100%.

Bridge Programs* (NHPP-BRX* on-system, BRZ* off-system)

The National Highway Performance Program's bridge-specific funds (NHPP-BRX) were the primary source of federal funding for "on-system" bridges. The program provided 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. CTDOT 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 BRZ program funds the rehabilitation and replacement of deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid Road system such as bridges on local roads or rural minor collectors.

CTDOT has a program of regularly inspecting and rating the condition of State and local bridges on the NBI. 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. Therefore, most of the funded projects are municipal bridges.

Value Pricing Pilot Program* (VPPP)

Congress has mandated this program as an experimental program to learn the potential of different value pricing approaches for reducing congestion. The grant program supports efforts by State and local governments or other public authorities to establish, monitor and evaluate value pricing projects, and to report on their effects. A pricing project under this program may include tolls on Interstate highways. Federal funds can be used to support pre-implementation costs, including costs of public participation and pre-project planning for up to 3 years, and to support project implementation costs for up to 3 years.

High Priority Projects* (HPP)

This was a program under TEA-21 and continued under SAFETEA-LU, MAP-21 and carried over to the FAST-Act. The funds are for specific projects identified by Congress. These projects are commonly referred to as demonstration projects.

State Funding

State resources are sufficient to match federal dollars obligated in the TIP and STIP. Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This STF pays for operating expenses of the Department of Transportation; the State funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds. The major sources of STF funds are the motor fuels tax, sales and use tax, vehicle fines and fees, and petroleum products gross earnings tax, which, combined, make up approximately 97 percent of the total fund revenue.

Local Funding

Some projects included in the TIP require a local match to federal funds. The municipality in which the job takes place provides this. Typically, a local match is required when the municipality is the project sponsor or where the funds were solicited through the COG. Local funding sources may include bonding, tax revenue, Local Capital Improvement Program (LOCIP), or other sources.

Financial Plan

The following financial plan is intended to fulfill the Transportation Improvement Program (TIP) requirements of U.S. Title 23, Section 134(h)(2)(B) and Section 450.324(e) of the Metropolitan Planning Regulations. The Southeastern Connecticut Council of Governments is the designated Metropolitan Planning Organization in Southeastern Connecticut. Sole responsibility for adopting the regional TIP rests with SECOG acting as the MPO. All projects contained in the TIP are consistent with the fiscally constrained MPO Metropolitan Transportation Plan and a Statewide Long-Range Transportation Plan. The Connecticut Department of Transportation, in cooperation with the MPOs, developed a revenue estimate for the development of the Metropolitan Transportation Plan (MTP).

Revenue projections in the 2023 MTP are based upon the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law (BIL)) providing funding authorization for infrastructure, including roads, bridges, mass transit, water infrastructure, resilience and broadband. The USDOT was authorized $567.5B for FHWA and FTA to fund transportation in federal

fiscal years 2022-2026. BIL/IIJA funding authorization have been extended. Within the term of the 2027-2030 TIP, a new transportation funding authorization is anticipated; inconsistencies between this document and future authorizations will be addressed in monthly amendments to the TIP and in the 2027 MTP.

CTDOT estimated that the State of Connecticut would be allocated $53,570,365,877 in federal funding between 2023 and 2050 through FHWA and FTA allocations. The process of revenue projection compounds FFY 2023 funding levels at one-and-one-half percent (1.5%) annual growth for the term of the MTP. CTDOT reduces the total allocation by the sum of major projects of statewide significance. The balance of the funding is divided among the MPOs and Rural Councils of Governments based upon formulas that include a minimum allocation, vehicle miles traveled, average travel time index, and lane miles. $5,073,539,091 is available to be expended in southeastern Connecticut over the next 27 years. Available funding is divided into three categories of expenditure: $1,271,849,963 for system improvements; $2,069,344,128 for system maintenance; and $1,732,300,000 for major projects of statewide significance. CTDOT has a greater role in determining the use of System Maintenance and Major Projects priorities. Table 1 shows that the MTP projected revenue exceeds the expected expenditure for all time periods within the MTP. Transit and Highway specific revenue projections were not provided by CTDOT. Bus and Rail expenditures were not projected beyond the near term for this region within the MTP.

Formula federal funding typically requires a non-federal funding match. State matching funds come from the Special Transportation Fund (STF) and Special Tax Obligation (STO) Bonds. The STF is funded through motor vehicle fuels tax, the petroleum products gross earning tax (PGET), and Highway Use Fees levied on certain heavy, multi-unit highway vehicles. Per state regulation, STO bonds may pay for transportation infrastructure, related debt and operations.

One-third of BIL's authorization, $50.8B of the $154B, is available through competitive, discretionary grants. These grant allocations do not factor in the revenue projection. Grant eligibility and terms are program specific; see the program descriptions below.

FHWA

The proposed TIP for 2027-2030 includes $1.5 billion in highway investment including $1.3 billion in federal funds, $246 million in state funds and just over $3 million in local funds (Table 2). Highway investments exclusive to the SECOG region make up $513.5 million; $966.9 million will be spent on statewide projects and $36

million will be spent on multi-regional projects (Tables 3, 12 and 24). FHWA-funded projects are listed in the TIP project list first by geography and then by program. Regional projects have a specific location within the SECOG region and are typically capital improvement or maintenance projects. Statewide projects include a wide array of maintenance, asset management, safety programs, and program administration projects deployed statewide. Multi-regional projects include maintenance and transportation demand management projects that are deployed based on CTDOT maintenance district geography or the "Greater CT" air quality geography referenced in the CTDOT Ozone and PM2.5 Air Quality Conformity Determination (March 2026).

FTA

The 2027-2030 TIP includes $50.8 million dollars in transit investment including $38.4 million in federal funds, $9.1 million in state funds and just over $3 million in local funds (Table 27). Transit investments exclusive to the SECOG region make up $23.8 million; $1.5 million will be spent on statewide projects and $25.5 million will be spent on multi-regional projects (Tables 29, 32, 33).

FTA funded projects are listed in the TIP project list first by geography and then by program. Regional projects include funding for SEAT transit district and senior and disabled transportation within the SECOG region. Statewide projects include bus replacement, transit planning, and shelter enhancements deployed statewide. At a multi-regional geography, Windham Regional Transit District is provided with both capital and operating funding, and senior and disabled transportation is funded for urban and rural areas.

For each geography, tables are provided for each funding program.

Table 2: FTA (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	7,970	5,674	1,412	885
2028	6,935	5,231	985	719
2029	7,540	5,241	1,385	915
2030	28,345	22,266	5,335	745
FYI	N/A	N/A	N/A	N/A
All Years	**50,790**	**38,412**	**9,116**	**3,263**

Table 3: Multi-Regional FTA (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	6,470	4,474	1,112	885
2028	6,135	4,591	825	719
2029	6,415	4,341	1,160	915
2030	6,445	4,746	955	745
FYI	N/A	N/A	N/A	N/A
All Years	**25,465**	**18,152**	**4,051**	**3,263**

Table 4: Regional FTA - 5307C (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	1,000	800	200	0
2028	300	240	60	0
2029	1,125	900	225	0
2030	21,400	17,120	4,280	0
FYI	N/A	N/A	N/A	N/A
All Years	**23,825**	**19,060**	**4,765**	**0**

Table 5: Statewide FTA - 5307C (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	500	400	100	0
2028	500	400	100	0
2029	N/A	N/A	N/A	N/A
2030	500	400	100	0
FYI	N/A	N/A	N/A	N/A
All Years	**1,500**	**1,200**	**300**	**0**

Table 6: Multi-Regional FTA - 5311C (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	550	440	110	0
2028	1,500	1,200	300	0
2029	200	160	40	0
2030	1,500	1,200	300	0
FYI	N/A	N/A	N/A	N/A
All Years	**3,750**	**3,000**	**750**	**0**

Table 7: Multi-Regional FTA - 5311O (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	2,675	1,338	1,002	336
2028	1,390	695	525	170
2029	2,970	1,485	1,120	366
2030	1,700	850	655	196
FYI	N/A	N/A	N/A	N/A
All Years	**8,735**	**4,368**	**3,301**	**1,067**

Table 8: Multi-Regional FTA - 5310E (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	2,745	2,196	0	549
2028	2,745	2,196	0	549
2029	2,745	2,196	0	549
2030	2,745	2,196	0	549
FYI	N/A	N/A	N/A	N/A
All Years	**10,980**	**8,784**	**0**	**2,196**

Table 9: Multi-Regional FTA - 5311T (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	500	500	0	0
2028	500	500	0	0
2029	500	500	0	0
2030	500	500	0	0
FYI	N/A	N/A	N/A	N/A
All Years	**2,000**	**2,000**	**0**	**0**

Table 10: FHWA (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	303,018	254,534	47,303	1,180
2028	377,675	320,900	56,267	508
2029	338,432	285,828	52,096	508
2030	190,541	155,341	34,692	508
FYI	306,791	249,860	56,422	508
All Years	**1,516,457**	**1,266,463**	**246,780**	**3,214**

Table 11: Statewide FHWA (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	190,176	155,469	34,199	508
2028	190,761	155,937	34,315	508
2029	190,801	155,969	34,323	508
2030	188,819	153,964	34,347	508
FYI	206,364	167,999	37,857	508
All Years	**966,921**	**789,338**	**175,041**	**2,542**

Table 12: Multi-Regional FHWA (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	1,722	1,377	344	0
2028	18,635	16,599	2,036	0
2029	12,227	10,833	1,395	0
2030	1,722	1,377	344	0
FYI	1,722	1,377	344	0
All Years	**36,028**	**31,564**	**4,464**	**0**

Table 13: Regional FHWA (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	111,120	97,688	12,761	672
2028	168,279	148,364	19,916	0
2029	135,404	119,026	16,377	0
2030	N/A	N/A	N/A	N/A
FYI	98,705	80,484	18,221	0
All Years	**513,508**	**445,561**	**67,275**	**672**

Table 14: Regional FHWA - BRFP (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	30,892	27,678	3,214	0
2028	84,167	74,000	10,167	0
2029	100,325	89,792	10,532	0
2030	N/A	N/A	N/A	N/A
FYI	48,611	40,000	8,611	0
All Years	**263,995**	**231,470**	**32,524**	**0**

Table 15: Regional FHWA - NHPP (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	58,273	52,446	5,827	0
2028	67,733	61,260	6,473	0
2029	20,929	17,914	3,015	0
2030	N/A	N/A	N/A	N/A
FYI	47,364	38,300	9,064	0
All Years	**194,298**	**169,919**	**24,379**	**0**

Table 16: Regional FHWA - STPA (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	8,680	6,944	1,736	0
2028	7,205	5,764	1,441	0
2029	7,205	5,764	1,441	0
2030	N/A	N/A	N/A	N/A
FYI	N/A	N/A	N/A	N/A
All Years	**23,090**	**18,472**	**4,618**	**0**

Table 17: Regional FHWA - TAPO (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	3,360	2,688	0	672
2028	N/A	N/A	N/A	N/A
2029	N/A	N/A	N/A	N/A
2030	N/A	N/A	N/A	N/A
FYI	N/A	N/A	N/A	N/A
All Years	**3,360**	**2,688**	**0**	**672**

Table 18: Regional FHWA - STPR (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	1,780	1,424	356	0
2028	125	100	25	0
2029	1,945	1,556	389	0
2030	N/A	N/A	N/A	N/A
FYI	2,730	2,184	546	0
All Years	**6,580**	**5,264**	**1,316**	**0**

Table 19: Regional FHWA - STPO (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	7,760	6,208	1,552	0
2028	5,000	4,000	1,000	0
2029	5,000	4,000	1,000	0
2030	N/A	N/A	N/A	N/A
FYI	N/A	N/A	N/A	N/A
All Years	**17,760**	**14,208**	**3,552**	**0**

Table 20: Regional FHWA - TAP-FLEX (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	N/A	N/A	N/A	N/A
2028	3,750	3,000	750	0
2029	N/A	N/A	N/A	N/A
2030	N/A	N/A	N/A	N/A
FYI	N/A	N/A	N/A	N/A
All Years	**3,750**	**3,000**	**750**	**0**

Table 21: Regional FHWA - TAPSU (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	375	300	75	0
2028	300	240	60	0
2029	N/A	N/A	N/A	N/A
2030	N/A	N/A	N/A	N/A
FYI	N/A	N/A	N/A	N/A
All Years	**675**	**540**	**135**	**0**

Table 22: Statewide FHWA - STPA (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	24,413	21,930	2,483	0
2028	24,804	22,243	2,561	0
2029	24,844	22,275	2,569	0
2030	24,962	22,370	2,592	0
FYI	41,566	35,652	5,914	0
All Years	**140,589**	**124,470**	**16,119**	**0**

Table 23: Statewide FHWA - HSIP (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	7,184	6,675	0	508
2028	7,184	6,675	0	508
2029	7,184	6,675	0	508
2030	5,084	4,575	0	508
FYI	5,084	4,575	0	508
All Years	**31,718**	**29,176**	**0**	**2,542**

Table 24: Statewide FHWA - TAPB (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	137	110	27	0
2028	137	110	27	0
2029	137	110	27	0
2030	137	110	27	0
FYI	274	219	55	0
All Years	**822**	**658**	**164**	**0**

Table 25: Statewide FHWA - TAP-FLEX (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	398	318	80	0
2028	399	319	80	0
2029	399	319	80	0
2030	399	319	80	0
FYI	798	638	160	0
All Years	**2,393**	**1,914**	**479**	**0**

Table 26: Statewide FHWA - TAPH (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	156	124	31	0
2028	156	124	31	0
2029	156	124	31	0
2030	156	124	31	0
FYI	310	248	62	0
All Years	**932**	**746**	**186**	**0**

Table 27: Statewide FHWA - TAPNH (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	89	72	18	0
2028	90	72	18	0
2029	90	72	18	0
2030	90	72	18	0
FYI	180	144	36	0
All Years	**539**	**432**	**108**	**0**

Table 28: Statewide FHWA - BRDG-RP (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	93,750	75,000	18,750	0
2028	93,750	75,000	18,750	0
2029	93,750	75,000	18,750	0
2030	93,750	75,000	18,750	0
FYI	93,750	75,000	18,750	0
All Years	**468,750**	**375,000**	**93,750**	**0**

Table 29: Statewide FHWA - SFTY-RP (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	43,750	35,000	8,750	0
2028	43,750	35,000	8,750	0
2029	43,750	35,000	8,750	0
2030	43,750	35,000	8,750	0
FYI	43,750	35,000	8,750	0
All Years	**218,750**	**175,000**	**43,750**	**0**

Table 30: Statewide FHWA - NHPP (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	20,300	16,240	4,060	0
2028	20,300	16,240	4,060	0
2029	20,300	16,240	4,060	0
2030	20,300	16,240	4,060	0
FYI	20,300	16,240	4,060	0
All Years	**101,500**	**81,200**	**20,300**	**0**

Table 31: Statewide FHWA - TAPO (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	N/A	N/A	N/A	N/A
2028	85	68	17	0
2029	85	68	17	0
2030	85	68	17	0
FYI	136	109	27	0
All Years	**390**	**312**	**78**	**0**

Table 32: Statewide FHWA - TAPR (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	N/A	N/A	N/A	N/A
2028	80	64	16	0
2029	80	64	16	0
2030	80	64	16	0
FYI	160	128	32	0
All Years	**399**	**319**	**80**	**0**

Table 33: Statewide FHWA - TAPSU (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	N/A	N/A	N/A	N/A
2028	27	22	5	0
2029	27	22	5	0
2030	27	22	5	0
FYI	56	45	11	0
All Years	**138**	**110**	**28**	**0**

Table 34: Multi-Regional FHWA - HSIP (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	N/A	N/A	N/A	N/A
2028	5,802	5,222	580	0
2029	N/A	N/A	N/A	N/A
2030	N/A	N/A	N/A	N/A
FYI	N/A	N/A	N/A	N/A
All Years	**5,802**	**5,222**	**580**	**0**

Table 35: Multi-Regional FHWA - CMAQ (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	1,722	1,377	344	0
2028	1,722	1,377	344	0
2029	1,722	1,377	344	0
2030	1,722	1,377	344	0
FYI	1,722	1,377	344	0
All Years	**8,609**	**6,887**	**1,722**	**0**

Table 36: Multi-Regional FHWA - NHPP (in $1,000s)				
Year	**Total**	**Federal**	**State**	**Local**
2027	N/A	N/A	N/A	N/A
2028	11,111	10,000	1,111	0
2029	10,506	9,455	1,051	0
2030	N/A	N/A	N/A	N/A
FYI	N/A	N/A	N/A	N/A
All Years	**21,617**	**19,455**	**2,162**	**0**

Table 1: Annual Obligation vs. Revenue for FWHA and FTA (in $1,000s)				
Year	**FHWA Obligation**	**FHWA Revenue**	**FTA Obligation**	**FTA Revenue**
2027	254,534	254,534	5,674	5,674
2028	320,900	320,900	5,231	5,231
2029	285,828	285,828	5,241	5,241
2030	155,341	155,341	22,266	22,266
FYI	249,860	249,860	N/A	N/A
All Years	**1,266,463**	**1,266,463**	**38,412**	**38,412**

4. Air Quality Measurement

The Clean Air Act Amendments (CAAA) of 1990 and federal transportation regulations and legislation recognized the major contributions of transportation sources to the overall national air quality problem. "Conformity" with established targets is a requirement of the Federal Clean Air Act Amendments (CAAA) Section 176(c) (42 U.S.C.7506(c)) and EPA conformity regulations (40 CFR 93 Subpart A). These regulations require that each new MTP and TIP conform to the State Implementation Plan (SIP) before the MTP and TIPs are approved by the MPO or accepted by the United States Department of Transportation (USDOT). This ensures that the MTP and TIPs are consistent with air quality goals, and that progress is being made towards achieving National Ambient Air Quality Standards (NAAQS).

Connecticut emissions analysis is done for two air quality districts: Greater Connecticut Area (Litchfield, Hartford, Tolland Windham, and New London County and CT Portion of NY-NJ-CT Area (Fairfield, New Haven and Middletown County). The air quality districts span multiple MPOs, therefore CTDOT coordinates emission analysis and conformity determination for TIPs and MTPs. The model analyzes both ozone and PM2.5. The conformity determination is updated for each new TIP or Metropolitan Transportation Plan and may be updated more frequently as needed.

Each region submits its draft TIP and MTP to the CTDOT and the CTDOT in turn combines the TIPs and MTPs for all appropriate regions and conducts the analysis on each pollutant's impact for each air quality district in relation to the established Motor Vehicle Emissions Budgets (MVEB). For the 2023-2050 MTP and the 2027-2030 TIP, summer day emission estimates for ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NOx), and annual emission estimates for particulate matter 2.5 microns or smaller (PM2.5) and NOx as a precursor were developed for years 2026, 2030, 2035, 2045, and 2055 forecast years.

The model considers the built condition of projects; not temporary emissions cause during construction. Typically, only projects anticipated to increase capacity are considered in the model. The CTDOT and SECOG program projects to meet air quality targets including congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and bicycle and pedestrian facilities. The Model included the following SECOG projects:

CTDOT Ozone and PM2.5 Air Quality Conformity Determination (March 2026) documents that CTDOT has assessed its compliance with the applicable conformity

criteria requirements of the 1990 CAAA. Based upon this analysis, it is concluded that all elements of the 2027-2030 TIPs and the 2023-2050 Metropolitan Transportation Plans conform to applicable SIP and 1990 CAAA Conformity Guidance criteria and the approved transportation conformity budgets.

5. Appendices

Appendix A: Acronyms

ACQ: Capital Acquisition Activities
ACS: American Community Survey by the United States Census Bureau
ADA: Americans with Disabilities Act
BIL: Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act
BRX: Bridge On-System Replacement and Rehabilitation Programs
BRZ: Bridge Off-System Replacement and Rehabilitation Programs
CAAA: Clean Air Act Amendments of 1990. A law establishing new national ambient air quality standards (NAAQS) and a timetable for their achievement. The CAAA imposes different attainment requirements on different areas of the country depending on the degree of deviation from the standard. In Connecticut, the western portion of the state, which has the worst air pollution problem, is designated under the Act as "severe" while the remainder of the state, which has less of an air pollution problem, is only designated as "serious." Under this complex administrative structure, transportation infrastructure projects that occur in New Britain, for example, affect us in southeastern Connecticut, and vice versa.
CMAQ: Congestion Mitigation and Air Quality Program
COG or SECOG: Southeastern Connecticut Council of Governments. A regional public organization created under the Connecticut General Statutes comprised of the chief elected officials of the 22 towns and boroughs in southeastern Connecticut.
CON: Construction
CT: Connecticut
CTDEEP: Connecticut Department of Energy and Environmental Protection
CTDOT: Connecticut Department of Transportation. CTDOT is the primary planning, administrative and implementation arm of the State of Connecticut for all matters relating to transportation infrastructure, including public transit. The SECOG regional transportation planning program is conducted in cooperation with CTDOT.
EIS: Environmental Impact Statement. A requirement of the National Environmental Policy Act triggered by major infrastructure projects of both potentially high cost and high environmental and social impact.
EPA: United States Environmental Protection Agency
FAA: Federal Aviation Administration. The FAA is a branch of the Federal Department of Transportation responsible for the regulation, administration and, for certain purposes, funding of airport-related planning, construction, and operations.
FA Code: Federal Authorization (Funding)

FAST-ACT: Fixing America's Surface Transportation Act. PL 114-94 was signed on December 4, 2015. It is the umbrella Federal Transportation Act which represents the legal mechanism through which federal funds are transferred to states for improving the nation's transportation system.
FBD: Ferry Boat Discretionary Programs
FD: Final Design
FFY: Federal Fiscal Year
FHWA: Federal Highway Administration. The FHWA is a division of the Federal Department of Transportation. It is the main source of funding for the regional transportation planning program and for the implementation of highway infrastructure Improvements.
FTA: Federal Transit Administration. Like FHWA, the FTA is a division of the Federal Department of Transportation. It, too, is a source of funding for both planning and project implementation. However, the primary focus of FTA is public transit.
HPP: High Priority Programs
HSIP/SIPH: Highway Safety Improvement Program
HOV: High Occupancy Vehicles
IIJA: Infrastructure Investment and Jobs Act
IM: Interstate Maintenance Programs
I-MD: Interstate Maintenance Discretionary Program
ITS: Intelligent Transportation System
LOCIP: Local Capital Improvement Program
LOTCIP: Local Transportation Capital Improvement Program
MAP-21: Moving Ahead for Progress in the 21st Century Act
MPO: Metropolitan Planning Organizations
MTP: Metropolitan Transportation Plan. Formerly known as the Regional Transportation Plan, the MTP is a document which identifies highway, transit and other transportation needs over a twenty-year period. Its primary function is to act as the background document for the Transportation Improvement Program (TIP). Like the TIP, it is annually updated. New federal regulations restrict the inclusion of transportation projects included in the RTP to those for which there is reasonable probability that funding will be available (fiscal constraint). Regional transportation plans must not include any project that jeopardizes the state's ability to achieve conformity with the national ambient air quality standards under the State Implementation Plan (SIP).
MPO: Metropolitan Planning Organization. An MPO is a public body, designated by the Governor, which operates under federal regulations. It is empowered to carry out the regional transportation planning responsibilities as set forth in the ISTEA. In 1974, the Southeastern Connecticut Regional Planning Agency (SCRPA), the predecessor to the SECOG, was designated the MPO for southeastern Connecticut. In 1993, this designation was transferred to the Council of Governments.

MVEB: Motor Vehicle Emissions Budget
NAAQS: National Ambient Air Quality Standards are emissions budgets authorized by the Clean Air Act of 1990.
NCPD: National Corridor Planning Development
NHPP: National Highway Performance Program
NHTS: National Highway Traffic Safety
NJ: New Jersey
NOx: Carbon Monoxide
NY: New York
OTH: Other Activities
PD: Preliminary Design
PE: Preliminary Engineering
PM2.5: Particulate matter smaller than 2.5 microns
Proj#: CTDOT Assigned Project Number
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
REP: Repurposing Earmarks Program
ROW: Rights of Way
Rte or RT: Route
SAFETEA-LU: Safe, Accountable, Flexible, and Efficient Transportation Equity A Legacy for Users Act
SIP: State Implementation Plan. A state plan, prepared by the Connecticut Department of Environmental Protection, which depicts how the state will achieve the National Ambient Air Quality Standards (NAAQS).
SRSI: Safe Routes to School Program
Sta$(000): State Dollars in Thousands
STF: Special Transportation Fund
STIP: State Transportation Improvement Program. The STIP is a four-year implementation schedule of highway and transit improvement projects for the entire state for which funding has been earmarked. Federal regulations mandate that the STIP be annually updated and be consistent with the State Transportation Plan. STIPs must also be both fiscally constrained and be in conformance with the State Implementation Plan (SIP) for air quality.
STP: Surface Transportation Program
Sys: System
TAP: Transportation Alternative Program
TCM: Transportation Control Measures
TCSP: Transportation & Community & System Preservation Program
TEA-21: Transportation Equity Act for the Twenty First Century

TIP: Transportation Improvement Program. The TIP is a four-year implementation schedule of regional highway and transit improvement projects for which funding has been earmarked. Federal regulations mandate that the TIP be annually updated and be consistent with the regional transportation plan. TIPs must also be both fiscally constrained and be in conformance with the State Implementation Plan (SIP) for air quality.
TMA: Transportation Management Area
Tot$(000): Total Project Dollars in Thousands
UA/UZA: Urbanized Areas
U.S.C.: United States Code
VOC: Volatile Organic Contaminant (Particulate Matter)

Appendix B: Project Information Sheets

CTDOT provide additional information sheets for many of the TIP listed projects. Below, where available project information sheets are provided to clarify the scope of the project. Project information sheets are typically static during the lifespan of the project, for accurate cost and schedule, refer to the most up to date TIP list.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 9/23/2022

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Jacob Booth

PE or PL Project ID: **DOT00520094PE**
FD Project ID: **DOT00520094FD**
RW Project ID: **DOT00520094RW**
CN Project ID: **DOT00520094CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): (30 Characters) 25	Bridge #00935 Replacement
Project Description (long): (254 Characters) 102	NHS - Replacement of Bridge No. 00935 carrying Route 32 over New England Central Railroad in Franklin.
Justification: (1333 Characters) 1098	Bridge No. 00935, built in 1941 and reconstructed in 1990, is currently in poor condition. The superstructure is rated 4 (poor) due to the girders having bottom flange losses greater than 5% in multiple critical locations. An RSR will be completed to determine if a superstructure replacement or full bridge replacement is required at this bridge. Bridge List No. 35. The PE phase includes a PD/FD split. This project affects one asset type (bridge), as identified in the Department's TAMP, and will help towards improving on the CTDOT Performance Measure of 95% for State Maintained Roadway Bridges in a State of Good Repair (by number). This project will improve this metric by 0.02%. Also, for the Federal Performance Measures of under 10% NHS Poor (by deck area), this project will improve (decrease) this metric by 0.03%. The Federal Measure of %NHS Good (by deck area) may also be improved (increase), if the scope of work is a full replacement or a rehabilitation that results in condition ratings of "7" or higher for all the bridge components, which would improve this metric by 0.03%.
Project Manager: Jacob Booth	
Project Engineer: Dhvani Patel	PPI # PP052-0003. Requires individual STIP entry because on the NHS and over $5 million.
Scope Code: BP 2	BP 2 - Bridge List Program

Requested Schedule (Proj. Manager):			Assigned Schedule (Capital Planning):	
11/23/2022	PE(PD) Start	PE PAED is 9/8/28	PE Auth	
1/10/2024	Design Approval/FD/RW		FD/RW Auth	
1/28/2026	FDP		FDP	
3/11/2026	DCD		DCD	
4/8/2026	ADV		ADV	

☑ State ADV
☐ Town ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$1,060,000
FD	$778,000
Total	**$1,838,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$15,700,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$15,700,000**

Project Grand Total (Sum of Project Types) = $17,588,000

Submitted by: (sign & date)

Project Manager Jacob A. Booth Digitally signed by Jacob A. Booth Date: 2022.09.28 13:20:44-04'00'

Principal Engineer Digitally signed by Derick Lessard, P.E. Date: 2022.10.11 08:27:15-04'00'

Approved by: (sign & date)

Division Chief Sweeney, Bartholomew Digitally signed by Sweeney, Bartholomew DN: E=Bartholomew.Sweeney@ct.gov, CN="Sweeney, Bartholomew", OU=Floor 3, OU=Headquarters, OU=DOT-Users, DC=DOT, DC=CT, DC=GOV Date: 2022.10.17 15:11:56-04'00'

10/18/2022

Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):							RPM		Project ID	DOT00520094PE		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$848,000	12062	22108	ZSTPR	$212,000	13033	41393	ZSTEZ				
PE													
PE													
PE													
		$848,000				$212,000				$0			
	Total	$1,060,000											

Estimates for FD of PE portion:							RPM		Project ID	DOT00520094FD			
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$622,400	12062	22108	ZSTPR	$155,600	13033	41393	ZSTEZ				
FD													
FD													
FD													
		$622,400				$155,600				$0			
	Total	$778,000											

Estimates for Rights of Way:							RPM		Project ID	DOT00520094RW			
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000					$50,000	13033	43123	ZSTEZ				
RW													
RW													
RW													
		$0				$50,000				$0			
	Total	$50,000											

Estimates for Construction:							RPM		Project ID	DOT00520094CN			
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$12,560,000	12062	22108	ZBRFP	$3,140,000	13033	41393	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$12,560,000				$3,140,000				$0			
	Total	$15,700,000											

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 12/2/2021

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Alvaro Garcia

PE or PL Project ID: **DOT00570123PE**
FD Project ID: **DOT00570123FD**
RW Project ID: **DOT00570123RW**
CN Project ID: **DOT00570123CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 27 (30 Characters)	Bridge 00293 Rehabilitation
Project Description (long): 88 (254 Characters)	NHS - Rehabilitation of Bridge 00293 carrying I-395 over Bishop Crossing Rd in Griswold.

Justification: 1202 (1333 Characters)

Bridge 00293, built in 1958 and reconstructed in 1992, is in poor condition and has several deficiencies. The superstructure is rated a "4". Repairs are required to the fascia girders and pier caps. Several bearings are in need of replacement. Full field painting is recommended as 25% of the steel protective coating has either failed or is in poor condition. Additionally, waterproof membrane and overlay will also be included in this project. Bridge List No. 35. The PE phase includes a PD/FD split.

***This project affects one asset type (bridge), as identified in the Department's TAMP, and will help towards improving on the CTDOT Performance Measure of 95% for State Maintained Roadway Bridges in a State of Good Repair (by number). This project will improve this metric by 0.02%. Also, for the Federal Performance Measures of under 10% NHS Poor (by deck area), this project will improve (decrease) this metric by 0.05%. The Federal Measure of %NHS Good (by deck area) may also be improved (increase), if the scope of work is a full replacement or a rehabilitation that results in condition ratings of "7" or higher for all of the bridge components, which would improve this metric by 0.05%.

Project Manager: Alvaro Garcia

Project Engineer: Dhvani Patel

PPI # PP057-0009. Bridge is on NBI and NHS. OBL description to start with "NHS -" for tracking of poor Bridge 00293.

PE PAED is 01/07/2028

Scope Code: BP 2 — BP 2 - Bridge List Program

Requested Schedule (Proj. Manager):		Assigned Schedule (Capital Planning):	
4/6/2022	PE(PD) Start	PE Auth	
9/20/2023	Design Approval/FD/RW	FD/RW Auth	
5/28/2025	FDP	FDP	
7/9/2025	DCD	DCD	
8/6/2025	ADV	ADV	

☑ State ADV
☐ Town ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$580,000
FD	$394,000
Total	**$974,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$6,100,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$6,100,000**

Project Grand Total (Sum of Project Types) = $7,124,000

Submitted by: (sign & date)

Project Manager (Print Name) Jacob Booth — Digitally signed by Jacob Booth, Date: 2022.01.10 08:15:00-05'00'

Principal Engineer (Print Name) Louis D. Bacho — Digitally signed by Louis D. Bacho, DN: C=US, E=louis.bacho@ct.gov, O=CT Department of Transportation, OU=CE Bridge, CN=Louis D. Bacho, Date: 2022.01.10 08:58:54-05'00'

Approved by: (sign & date)

Division Chief (Print Name) Sweeney, Bartholomew — Digitally signed by Sweeney, Bartholomew, DN: E=Bartholomew.Sweeney@ct.gov, CN=Sweeney, Bartholomew, OU=Epic3, OU=Headquarters, OU=DOT-Users, DC=DOT, DC=CT, DC=GOV, Date: 2022.01.10 18:08:43-05'00'

1/12/2022

Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):								RPM		Project ID		DOT00570123PE	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$522,000	12062	22108	ZNHPP	$58,000	13033	41393	ZSTEZ				
PE													
PE													
PE													
		$522,000				$58,000				$0			
Total		$580,000											

Estimates for FD of PE portion:								RPM		Project ID		DOT00570123FD	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$354,600	12062	22108	ZNHPP	$39,400	13033	41393	ZSTEZ				
FD													
FD													
FD													
		$354,600				$39,400				$0			
Total		$394,000											

Estimates for Rights of Way:								RPM		Project ID		DOT00570123RW	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$45,000	12062	22108	ZNHPP	$5,000	13033	41393	ZSTEZ				
RW													
RW													
RW													
		$45,000				$5,000				$0			
Total		$50,000											

Estimates for Construction:								RPM		Project ID		DOT00570123CN	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000					$6,100,000	13033	43123	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$0				$6,100,000				$0			
Total		$6,100,000											

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 12/3/2021

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Alvaro Garcia

PE or PL Project ID: **DOT00580339PE**
FD Project ID: **DOT00580339FD**
RW Project ID: **DOT00580339RW**
CN Project ID: **DOT00580339CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 27 (30 Characters)	Bridge #01771 & 01772 Rehab
Project Description (long): 128 (254 Characters)	NHS - Rehabilitation of Bridge 01771 carrying I-95 Southbound and bridge 01772 carrying I-95 Northbound over Route 12 in Groton.

Justification: 731 (1333 Characters)

Bridge 01771, built in 1964, is in poor condition and the superstructure is rated a "4". Repairs required include beam end repairs and replacing the bearings at the pier caps. Bridge 01772, which is rated a "5" and was added due to its proximity (sister bridge - built the same year as 01771), also requires beam end repairs and bearings replacement. Deterioration forecasts also predict the need for a rehabilitation project for Bridge 01772 within the next few years. Full field painting is recommended for both bridges as up to 15% of the painted system has failed and is continuing to deteriorate. Waterproof membrane and overlay will also be included in this project. Bridge List No. 35. The PE phase includes a PD/FD split.

This project affects one asset type (bridge), as identified in the Department's TAMP, and will help towards improving on the CTDOT Performance Measure of 95% for State Maintained Roadway Bridges in a State of Good Repair (by number). This project will improve this metric by 0.02%. Also, for the Federal Performance Measures of under 10% NHS Poor (by deck area), this project will improve (decrease) this metric by 0.05% (1345.24 sq. meters). The Federal Measure of %NHS Good (by deck area) may also be improved (increase), if the scope of work is a full replacement or a rehabilitation that results in condition ratings of "7" or higher for all of the bridge components, which would improve this metric by 0.08% (2200.38 sq. meters).

Project Manager: Alvaro Garcia

Project Engineer: Dhvani Patel

PPI # PP058-0012. "NHS" to be included in project description to track poor bridge 01771.

Scope Code: BP 2 — BP 2 - Bridge List Program

Requested Schedule (Proj. Manager):

4/13/2022	PE(PD) Start	
9/27/2023	Design Approval/FD/RW	
6/4/2025	FDP	PAED is 1/14/2028
7/16/2025	DCD	
8/13/2025	ADV	

☑ State ADV
☐ Town ADV

Assigned Schedule (Capital Planning):

PE Auth	
FD/RW Auth	
FDP	
DCD	
ADV	

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$925,000
FD	$670,000
Total	**$1,595,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$13,000,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$13,000,000**

Project Grand Total (Sum of Project Types) = $14,645,000

Submitted by: (sign & date)

Project Manager (Print Name) Jacob Booth — Digitally signed by Jacob Booth Date: 2022.01.10 08:22:16-05'00'

Principal Engineer (Print Name) Andrew J. Cardinali — Digitally signed by Andrew J. Cardinali, P.E. DN: E=andrew.cardinali@ct.gov, CN="Andrew J. Cardinali, P.E.", OU=Department of Transportation, OU=Supervising Engineer, OU=Consultant Bridge Design, O=State of Connecticut, L=Newington, S=Connecticut, C=US Date: 2022.01.18 07:51:45-05'00'

Approved by: (sign & date)

Division Chief (Print Name) Sweeney, Bartholomew — Digitally signed by Sweeney, Bartholomew DN: E=Bartholomew.Sweeney@ct.gov, CN="Sweeney, Bartholomew", OU=Floor-3, OU=Headquarters, OU=DOT-Users, DC=DOT, DC=CT, DC=GOV Date: 2022.01.19 20:06:02-05'00'

Darren Meyers 1/25/2022

Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):						RPM			Project ID	DOT00580339PE		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$832,500	12062	22108	ZNHPP	$92,500	13033	41393	ZSTEZ				
PE													
PE													
PE													
		$832,500				$92,500				$0			
	Total	$925,000											

Estimates for FD of PE portion:						RPM			Project ID	DOT00580339FD			
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$603,000	12062	22108	ZNHPP	$67,000	13033	41393	ZSTEZ				
FD													
FD													
FD													
		$603,000				$67,000				$0			
	Total	$670,000											

Estimates for Rights of Way:						RPM			Project ID	DOT00580339RW			
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$45,000	12062	22108	ZNHPP	$5,000	13033	41393	ZSTEZ				
RW													
RW													
RW													
		$45,000				$5,000				$0			
	Total	$50,000											

Estimates for Construction:						RPM			Project ID	DOT00580339CN			
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000					$13,000,000	13033	43123	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$0				$13,000,000				$0			
	Total	$13,000,000											

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 3/29/2022

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Marissa Pfaffinger

PE or PL Project ID: **DOT00580341PE**
FD Project ID: **DOT00580341FD**
RW Project ID: **DOT00580341RW**
CN Project ID: **DOT00580341CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 30 (30 Characters)	I-95 Int. 89 Ramp Improvements
Project Description (long): 237 (254 Characters)	Signalization of SR 614 (Allyn St) at I-95 Interchange 89 NB & SB Ramps & Sandy Hollow Rd in Groton; pavement marking revisions; closure of sidewalk gap; bridge #01786 (SR 614 over I-95) joint replacement & beam end work; mill & overlay.
Justification: 756 (1333 Characters)	Originally proposed to be included in Project 58-307 (from 2004 I-95 East Study - broken out for time and scope). Project includes signalization of SR 614 at I-95 NB and SB Ramps and Sandy Hollow Road - 3 new signalized intersections; closure of sidewalk gap along SR 614 to Sandy Hollow Road intersection; and bridge #01786 joint replacement and beam end work. Due to the roadway geometry changes, extensive pavement marking changes and the recommended bridge work, the entire project limits will be milled and overlaid. Project is needed to address geometric and operational deficiencies at both I-95 ramps and SR 614, including peak-hour congestion at ramp termini, which currently spills back onto I-95 mainline. The PE phase includes a PD/FD split.
Project Manager: Joseph Arsenault	PPI # PP058-0011.
Project Engineer: Byong Kim	PE PAED is 3/31/28

Scope Code: OI 1 — OI 1 - Intersection Improvement

Requested Schedule (Proj. Manager):		Assigned Schedule (Capital Planning):	
ASAP; latest 9/28/22	PE(PD) Start	PE Auth	
2/28/2024	Design Approval/FD/RW	FD/RW Auth	
8/20/2025	FDP	FDP	
10/1/2025	DCD	DCD	
10/29/2025	ADV	ADV	

☑ State ADV
☐ Town ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$500,000
FD	$375,000
Total	**$875,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$5,620,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$5,620,000**

Project Grand Total (Sum of Project Types) = $6,545,000

Submitted by: (sign & date)
Not Required
Project Manager
Marissa L. Pfaffinger — Digitally signed by Marissa L Pfaffinger Date: 2022.04.04 10:44:49-04'00'
Principal Engineer - Marissa L Pfaffinger

Approved by: (sign & date)
Michael N. Calabrese — Digitally signed by Calabrese, Michael Date: 2022.04.11 22:25:48-04'00'
Division Chief - Michael N. Calabrese
Darren Meyers 4/12/2022
Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):								RPM		Project ID		DOT00580341PE	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$400,000	12062	22108	ZSTPA	$100,000	13033	41404	ZSTEZ				
PE													
PE													
PE													
		$400,000				$100,000				$0			
Total		$500,000											

Estimates for FD of PE portion:								RPM		Project ID		DOT00580341FD	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$300,000	12062	22108	ZSTPA	$75,000	13033	41404	ZSTEZ				
FD													
FD													
FD													
		$300,000				$75,000				$0			
Total		$375,000											

Estimates for Rights of Way:								RPM		Project ID		DOT00580341RW	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$40,000	12062	22108	ZSTPA	$10,000	13033	41404	ZSTEZ				
RW													
RW													
RW													
		$40,000				$10,000				$0			
Total		$50,000											

Estimates for Construction:								RPM		Project ID		DOT00580341CN	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$4,496,000	12062	22108	ZSTPA	$1,124,000	13033	41404	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$4,496,000				$1,124,000				$0			
Total		$5,620,000											

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING - NO PPI

DATE: 3/11/2024

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: Devin M. Racicot/VHB-CLE

PE or PL Project ID: **DOT00580349PE**
FD Project ID: **DOT00580349FD**
RW Project ID: **DOT00580349RW**
CN Project ID: **DOT00580349CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): (30 Characters)	Depot Rd to Thomas Rd Bike Imp
Project Description (long): (254 Characters)	Provide an on-road bicycle route including bicycle lanes and share the road pavement markings by re-striping Industrial Drive, Depot Road, Route 1, and SR 649 (South Road/Tower Avenue) in Groton.
Justification: (1333 Characters)	This project was selected for funding under the Transportation Alternatives Program as a result of a 2019 statewide solicitation of the CT Councils of Governments. The Depot Road to Thomas Road Bicycle Improvements project will include the re-striping of Industrial Drive, Depot Road, Route 1, and SR 649 (South Road/Tower Avenue) to create bicycle lanes and share the road pavement markings. Strip shoulder widening will be constructed along SR 649 to create minimum roadway widths for the bicycle lanes. A PE phase is being established for the Municipality's design costs only. The PE phase includes a PD/FD split. CTDOT and CLE oversight charges during design will be covered under projects DOT01705032PE (federally eligible activities) and DOT01703442PE (federally ineligible activities).
Project Manager: Devin M. Racicot **Project Engineer:** James F. Kulpa, VHB	Finance notes: OBL COMMENT to document 2019 COG solicitation. The demand deposit amount for CN is a placeholder value so that coding is included in Core-CT; actual demand deposit to be based on the PAL. While this project is located in the Norwich-New London urbanized area, it is being programmed with TAP-Other Urban funds, based on funding availability, since no new TAPNL funds are being apportioned after FY23 due to 2020 census results.

Scope Code: **CI 1(L)** CI 1(L) - Non-vehicular System Enhancement (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

	ASAP	PE(PD) or PL Start
	10/1/2025	Design Approval/FD/RW
☐ State ADV	1/20/2027	FDP
☑ Town ADV	2/17/2027	DCD
	3/17/2027	ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$122,500
FD	$122,500
Total	**$245,000**

Project Type	EST Amount Requested
RW	$100,000
Total	**$100,000**

Project Type CN

Activity	EST Amount Requested
CT	$825,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$825,000**

Project Grand Total (Sum of Project Types) = $1,170,000

Submitted by: (sign & date)	**Approved by:** (sign & date)
Principal Engineer - Michael S. Cherpak	**Assistant Chief Engineer - James A. Fallon**
Division Chief - Michael N. Calabrese	**Director of Capital Services - Darren E. Meyers**

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split): RPM **Project ID** DOT00580349PE

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	ME0000	$98,000	12062	22108	ZTAZO					$24,500	12062	22108	ZTIKZ
PE													
PE													
PE													
		$98,000				$0				$24,500			
Total		**$122,500**	80%	0%	20%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion: RPM **Project ID** DOT00580349FD

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	ME0000	$98,000	12062	22108	ZTAZO					$24,500	12062	22108	ZTIKZ
FD													
FD													
FD													
		$98,000				$0				$24,500			
Total		**$122,500**	80%	0%	20%	100%							
			Fed	State	Other	Total							

Estimates for Rights of Way: RPM **Project ID** DOT00580349RW

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$80,000	12062	22108	ZTAZO					$20,000	12062	22108	ZTIKZ
RW													
RW													
RW													
		$80,000				$0				$20,000			
Total		**$100,000**	80%	0%	20%	100%							
			Fed	State	Other	Total							

Estimates for Construction: RPM **Project ID** DOT00580349CN

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$660,000	12062	22108	ZTAZO					$154,000	12062	22108	ZTIKZ
CN	CT0000									$11,000	12062	30361	ZDDCZ
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$660,000				$0				$165,000			
Total		**$825,000**	80%	0%	20%	100%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 7/26/2022

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Jacob Booth

PE or PL Project ID: **DOT00850147PE**
FD Project ID: **DOT00850147FD**
RW Project ID: **DOT00850147RW**
CN Project ID: **DOT00850147CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): (30 Characters)	Mohegan-Pequot Br #03426 Rehab
Project Description (long): (254 Characters)	Rehabilitation of the Mohegan-Pequot Bridge No. 03426 carrying Route 2A over the Thames River, New England Central Railroad and Providence & Worcester Railroad between Montville and Preston.
Justification: (1333 Characters)	Movement at the piers during normal activity has been noted as being excessive and possibly placing undue stress on the Pin and Hangers. A pier analysis will be conducted to determine a repair method and the Pin and Hanger assembly will also be repaired. A new fender system for the piers will be included in the project scope. An RSR will be done to determine if further rehabilitation of this bridge will be required. The PE phase includes a PD/FD split.
Project Manager:	Sowatei Lomotei
Project Engineer:	
	This project is being initiated under the Major Bridge Program, a program developed to address the Department's Major Structures within our bridge inventory and maintain their major components in a State of Good Repair. This rehabilitation project is being programmed using additional reauthorization funding from the Infrastructure Investment and Jobs Act (IIJA). PPI # PP085-0004.
Scope Code: BP 1	BP 1 - Major Bridge Rehab/Replacement

Requested Schedule (Proj. Manager):			Assigned Schedule (Capital Planning):	
	10/5/2022	PE(PD) Start	PE Auth	
	2/14/2024	Design Approval/FD/RW	FD/RW Auth	
☑ State ADV	8/27/2025	FDP	FDP	
☐ Town ADV	10/8/2025	DCD PE PAED is 4/7/2028	DCD	
	11/5/2025	ADV	ADV	

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$655,000
FD	$454,000
Total	**$1,109,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$7,600,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$7,600,000**

Project Grand Total (Sum of Project Types) = $8,759,000

Submitted by: (sign & date)

Project Manager Jacob A. Booth Digitally signed by Jacob A. Booth Date: 2022.09.07 12:40:40-04'00'

Principal Engineer N/A, DC only

Approved by: (sign & date)

Division Chief Sweeney, Bartholomew Digitally signed by Sweeney, Bartholomew DN: E=Bartholomew.Sweeney@ct.gov, CN="Sweeney, Bartholomew", OU=Floor3, OU=Headquarters, OU=DOT-Users, DC=DOT, DC=CT, DC=GOV Date: 2022.09.14 09:42:29-04'00'

Darren Meyers 9/15/2022

Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split): RPM **Project ID** DOT00850147PE

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$524,000	12062	22108	ZNHPP	$131,000	13033	41393	ZSTEZ				
PE													
PE													
PE													
		$524,000				$131,000				$0			
Total		**$655,000**											

Estimates for FD of PE portion: RPM **Project ID** DOT00850147FD

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$363,200	12062	22108	ZNHPP	$90,800	13033	41393	ZSTEZ				
FD													
FD													
FD													
		$363,200				$90,800				$0			
Total		**$454,000**											

Estimates for Rights of Way: RPM **Project ID** DOT00850147RW

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000					$50,000	13033	43123	ZSTEZ				
RW													
RW													
RW													
		$0				$50,000				$0			
Total		**$50,000**											

Estimates for Construction: RPM **Project ID** DOT00850147CN

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$6,080,000	12062	22108	ZBRFP	$1,520,000	13033	41393	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$6,080,000				$1,520,000				$0			
Total		**$7,600,000**											

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING - NO PPI

DATE: 2/14/2019

To: Patricia A. Hustus
Capital Services Division
Bureau of Finance & Administration

MOD # RPM

From: J. Trio for Priti Bhardwaj

FD Project ID:
PE or PL Project ID:
RW Project ID:
CN Project ID: **DOT00940261CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 29 (30 Characters)	Rehab Br #03819 NB - Phase 1B
Project Description (long): 250 (254 Characters)	Phase 1B of rehabilitation for Bridge #03819 NB (Gold Star Memorial Bridge) carrying I-95 over Thames River and local roads in New London/Groton. This is a breakout of project 94-235 to address structural steel strengthening of the west girder spans.
Justification: 986 (1333 Characters)	A major rehabilitation of the Gold Star Memorial Bridge #03819 NB is needed (Bridge #02514 A/B for I-95 SB is being addressed separately under project 94-252). All work for Bridge #03819 was originally planned to be constructed under project 94-235. However, it was subsequently decided to address this bridge in three phases under 3 separate construction contracts. This breakout project is for Phase 1B, and will include the replacement or sister-girder augmentation of the existing 2-girder support system on the west spans and will complete the superstructure strengthening started in Phase 1A, to bring this bridge to current permit load standards. Phase 1A (Project 94-256), which will precede Phase 1B, will strengthen the deck- truss approach spans and accomplish substructure repairs. Phase 2 (Project 94-235), which will begin after Phase 1B is complete, will include replacement of the bridge deck, replace sign supports and accomplish minor painting of steel elements.
Project Manager:	**Priti Bhardwaj**
Project Engineer:	**Francisco Fadul**

Scope Code: BP 1 — BP 1 - Major Bridge Rehab/Replacement

Requested Schedule (Proj. Manager):		Assigned Schedule (Capital Planning):	
N/A - under 94-235	**PE(PD) Start**	PE Auth	
N/A - under 94-235	**Design Approval/FD/RW**	FD/RW Auth	
1/13/2021	**FDP**	FDP	
2/24/2021	**DCD**	DCD	
3/24/2021	**ADV**	ADV	

☑ State ADV
☐ Town ADV

Estimates by Activity (Minor Phase):

Total EST in Core-CT	Estimate in Core-CT for RPM/MOD #	EST Amount Requested	Activity
$0	$0	$0	PE
$0	$0	$0	NF
$0	**$0**	**$0**	

Total EST in Core-CT	Estimate in Core-CT for RPM/MOD #	EST Amount Requested	Activity
$0	$0	$0	RW
$0	$0	$0	NF
$0	**$0**	**$0**	

Activity	Total EST in Core-CT	Estimate in Core-CT for RPM / MOD#	EST Amount Requested
CT	$0	$0	$48,000,000
CG	$0	$0	$0
IN	$0	$0	$0
NI	$0	$0	$0
NF	$0	$0	$0
UT	$0	$0	$0
RF	$0	$0	$0
SF	$0	$0	$0
TF	$0	$0	$0
CM	$0	$0	$0
	$0	**$0**	**$48,000,000**

Preceding MOD #		**Current MOD #**	**RPM**	**Total EST Amount in Core-CT for All Phases**	**$0**
Preceding MOD Amt	**$0**	**Current MOD Amt**	**$0**		

Submitted by: (sign & date)	**Approved by:** (sign & date)
Principal Engineer (Print Name)	**Engineering Administrator - Scott A. Hill**
Division Chief (Print Name)	**Capital Planning - Darren E. Meyers**

Preliminary Engineering Estimates by Activity / Fund / SID:									RPM		Project ID		0
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000												
PE													
PE													
PE													
		$0				$0				$0			
PE SUM:		$0											

Rights of Way Estimates by Activity / Fund / SID:									RPM		Project ID		0
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000												
RW													
RW													
RW													
		$0				$0				$0			
RW SUM:		$0											

Construction Estimates by Activity / Fund / SID:									RPM		Project ID		DOT00940261CN
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$43,200,000	12062	22108	ZNHBR	$4,800,000	13033	41393	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$43,200,000				$4,800,000				$0			
CN SUM:		$48,000,000											

Budgets by Activity (Minor Phase):

DOTPE Budget in Core-CT	Activity
$0	PE
$0	NF
$0	

DOTRW Budget in Core-CT	Activity
$0	RW
$0	NF
$0	

Activity	DOTCN Budget in Core-CT
CT	$0
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
	$0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 9/11/2023

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Jacob Booth

PE or PL Project ID: **DOT00940267PE**
FD Project ID: **DOT00940267FD**
RW Project ID: **DOT00940267RW**
CN Project ID: **DOT00940267CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): (30 Characters) 25	Gold Star Bridge Ped Impr
Project Description (long): (254 Characters) 192	This project will provide a multi-use path on the Gold Star Memorial Bridge Southbound (Bridge No. 02514A) carrying I-95 over the Thames River including access points in New London and Groton.
Justification: (1333 Characters) 310	A multi-use path on the Gold Star Memorial Bridge will improve pedestrian and cyclist access across the Thames River to connect communities in New London and Groton. The project will include approach connections to and from existing local bicycle and pedestrian networks. The PE phase includes a PD/FD split.
	PE(PD) is being funded with 100% State funds at the request of Engineering in order to expedite the start of design. Per Engineering, PE(FD) and CN to be funded with Federal funds.
Project Manager: Jacob Booth	
Project Engineer:	PPI # PP058-0018. Federal funds for CN phase to be phase financed over FY25/26 with $5M in FY25 and balance in FY26. Per PPI, anticipated CN duration is 1 season (CY26).

Scope Code: CI 1 — CI 1 - Non-vehicular System Enhancements (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

	ASAP	PE(PD) or PL Start
	4/17/2024	Design Approval/FD/RW
☑ State ADV	6/25/2025	FDP
☐ Town ADV	8/6/2025	DCD
	9/3/2025	ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$2,500,000
FD	$2,000,000
Total	**$4,500,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$44,000,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$44,000,000**

Project Grand Total (Sum of Project Types) = $48,550,000

Submitted by: (sign & date)

Project Manager: Jacob A. Booth — Digitally signed by Jacob A. Booth Date: 2023.09.12 09:21:17-04'00'

Principal Engineer: Bao Chuong — Digitally signed by Bao Chuong, P.E. Date: 2023.09.14 11:22:20-04'00'

Approved by: (sign & date)

Division Chief: Sweeney, Bartholomew — Digitally signed by Sweeney, Bartholomew DN: E=Bartholomew.Sweeney@ct.gov, CN="Sweeney, Bartholomew", OU=Floor3-DOHeadquarters, OU=DOT-Users, DC=DOT, DC=CT, DC=GOV Date: 2023.09.14 11:38:55-04'00'

Darren Meyers 9/18/23

Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):									RPM		Project ID	DOT00940267PE		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000					$2,500,000	13033	43123	ZSTEZ				
PE													
PE													
PE													
		$0				$2,500,000				$0			
	Total	**$2,500,000**	0%	100%	0%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion:									RPM		Project ID	DOT00940267FD		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$1,800,000	12062	22108	ZNHPP	$200,000	13033	41393	ZSTEZ				
FD													
FD													
FD													
		$1,800,000				$200,000				$0			
	Total	**$2,000,000**	90%	10%	0%	100%							
			Fed	State	Other	Total							

Estimates for Rights of Way:									RPM		Project ID	DOT00940267RW		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000					$50,000	13033	43123	ZSTEZ				
RW													
RW													
RW													
		$0				$50,000				$0			
	Total	**$50,000**	0%	100%	0%	100%							
			Fed	State	Other	Total							

Estimates for Construction:									RPM		Project ID	DOT00940267CN		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$39,600,000	12062	22108	ZNHPP	$4,400,000	13033	41393	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$39,600,000				$4,400,000				$0			
	Total	**$44,000,000**	90%	10%	0%	100%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING - NO PPI

DATE: 4/15/2024

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: Devin M. Racicot/VHB-CLE

PE or PL Project ID:
FD Project ID:
RW Project ID: **DOT00940269RW**
CN Project ID: **DOT00940269CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 28 (30 Characters)	Williams Street Improvs Ph 2
Project Description (long): 241 (254 Characters)	Approximately 1,800 linear feet of bicycle and pedestrian improvements along Williams Street (SR 635) from Gordon Court to Huntington Street in New London. This is phase 2 of Williams Street improvements; phase 1 under Project No. 0094-0258.
Justification: 639 (1333 Characters)	This project was selected for funding under the Transportation Alternatives Program as a result of a 2022 hybrid solicitation of the CT Councils of Governments. Phase 2 of the Williams Street Improvement Project will include the construction of concrete sidewalk, granite curbing, ornamental lighting, decorative crosswalks, parking improvements, landscaping and pavement markings. This project is for RW and CN phases only; PE phase is fully funded by City funds. CTDOT and CLE oversight charges during design to be covered under projects DOT01705032PE (federally eligible activities) and DOT01703442PE (federally ineligible activities).
Devin M. Racicot **Project Engineer:** **James F. Kulpa, VHB**	Finance notes: OBL COMMENT to document 2022 hybrid COG solicitation. The demand deposit amount for CN is a placeholder value so that coding is included in Core-CT; actual demand deposit to be based on the PAL. While this project is located in the Norwich-New London urbanized area, it is being programmed with TAP-Other Urban funds, based on funding availability, since no new TAPNL funds are being apportioned after FY23 due to 2020 census results.

Scope Code: **CI 1(L)** CI 1(L) - Non-vehicular System Enhancements (Local)

Requested Schedule (Project Manager):

☐ State ADV	N/A (PE funded by City)	PE(PD) or PL Start
☑ Town ADV	12/31/2025	Design Approval/FD/RW
	3/10/2027	FDP
	4/7/2027	DCD
	5/5/2027	ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$0
FD	$0
Total	**$0**

Project Type	EST Amount Requested
RW	$100,000
Total	**$100,000**

Project Type CN

Activity	EST Amount Requested
CT	$2,505,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$2,505,000**

Project Grand Total (Sum of Project Types) = $2,605,000

Submitted by: (sign & date)	**Approved by:** (sign & date)
Principal Engineer - Michael S. Cherpak	**Assistant Chief Engineer - James A. Fallon**
Division Chief - Michael N. Calabrese	**Director of Capital Services - Darren E. Meyers**

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split): RPM **Project ID** 0

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000												
PE													
PE													
PE													
		$0				$0				$0			
	Total	**$0**	0%	0%	0%	0%							
			Fed	State	Other	Total							

Estimates for FD of PE portion: RPM **Project ID** 0

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000												
FD													
FD													
FD													
		$0				$0				$0			
	Total	**$0**	0%	0%	0%	0%							
			Fed	State	Other	Total							

Estimates for Rights of Way: RPM **Project ID** DOT00940269RW

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$80,000	12062	22108	ZTAZO					$20,000	12062	22108	ZTIKZ
RW													
RW													
RW													
		$80,000				$0				$20,000			
	Total	**$100,000**	80%	0%	20%	100%							
			Fed	State	Other	Total							

Estimates for Construction: RPM **Project ID** DOT00940269CN

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$2,028,000	12062	22108	ZTAZO					$477,000	12062	22108	ZTIKZ
CN										$30,000	12062	30361	ZDDCZ
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$2,028,000				$0				$507,000			
	Total	**$2,535,000**	80%	0%	20%	100%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 2/1/2022

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Marissa Pfaffinger

PE or PL Project ID: **DOT01010119PE**
FD Project ID: **DOT01010119FD**
RW Project ID: **DOT01010119RW**
CN Project ID: **DOT01010119CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): (30 Characters) 28	Culvert Replacement - CT 201
Project Description (long): (254 Characters) 247	Replace twin 48" CMPs under CT Route 201 in North Stonington, due to failing condition, with either twin 48" Reinforced Concrete Pipes (RCPs) or Concrete Box Culvert with concrete endwalls, pending hydraulic analysis/environmental considerations.

Justification: (1333 Characters) 862	CTDOT District 2 Maintenance has requested replacement of the twin Corrugated Metal Pipes (CMPs). The existing CMPs were installed in 1939 as part of the construction of Route 201 (Cossaduck Hill Road) to carry Ashwillet Brook under Route 201 from Anderson's Pond. By 2009, the condition of the CMPs had deteriorated to the point where section losses and joint separation were causing backfill material to get washed away and the formation of voids. This condition necessitated corrective action that was performed by CTDOT Maintenance. In the years since, the roadway has continued to settle with frequent pavement patches needed to keep the roadway functional. Condition has reached a point where maintenance efforts are no longer sufficient and a project is needed to address for the continued stability of the roadway. The PE phase includes a PD/FD split.
Project Manager: Scott Bushee **Project Engineer:** Michael Laurice	PPI # PP101-0004. CT 201 is a Rural Major Collector. While all phases of the project are being programmed for 80% Federal funds to start, FY26 "Drai-nage" placeholder under FIF-Roadway in OBL to be reduced by $1.78M based on total estimated cost and schedule of CN phase.

Scope Code: RP 4 — RP 4 - Miscellaneous Roadway Projects

	Requested Schedule (Proj. Manager):		Assigned Schedule (Capital Planning):
☑ State ADV	4/27/2022	PE(PD) Start	PE Auth
☐ Town ADV	1/31/2024	Design Approval/FD/RW	FD/RW Auth
	9/3/2025	FDP	FDP
	10/15/2025	DCD	DCD
	11/12/2025	ADV	ADV

PE PAED is 4/14/2028

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$700,000
FD	$300,000
Total	**$1,000,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$1,780,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$1,780,000**

Project Grand Total (Sum of Project Types) = $2,830,000

Submitted by: (sign & date)
Not Required
Project Manager
Digitally signed by Marissa L Pfaffinger Date: 2022.02.03 17:26:50-05'00'
Principal Engineer - Marissa L Pfaffinger

Approved by: (sign & date)
Digitally signed by Calabrese, Michael Date: 2022.02.03 20:50:59-05'00'
Division Chief - Michael N. Calabrese
2/7/2022
Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):								RPM		Project ID		DOT01010119PE	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$560,000	12062	22108	ZSTPR	$140,000	13033	41404	ZSTEZ				
PE													
PE													
PE													
		$560,000				$140,000				$0			
Total		$700,000											

Estimates for FD of PE portion:								RPM		Project ID		DOT01010119FD	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$240,000	12062	22108	ZSTPR	$60,000	13033	41404	ZSTEZ				
FD													
FD													
FD													
		$240,000				$60,000				$0			
Total		$300,000											

Estimates for Rights of Way:								RPM		Project ID		DOT01010119RW	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$40,000	12062	22108	ZSTPR	$10,000	13033	41404	ZSTEZ				
RW													
RW													
RW													
		$40,000				$10,000				$0			
Total		$50,000											

Estimates for Construction:								RPM		Project ID		DOT01010119CN	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$1,424,000	12062	22108	ZSTPR	$356,000	13033	41404	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
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CN													
		$1,424,000				$356,000				$0			
Total		$1,780,000											

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 9/12/2018

To: **Patricia A. Hustus**
Capital Services Division
Bureau of Finance & Administration

MOD # RPM

From: J. Trio for Marissa Washburn

FD Project ID: **DOT01030274FD**
PE or PL Project ID: **DOT01030274PE**
RW Project ID: **DOT01030274RW**
CN Project ID: **DOT01030274CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 27 (30 Characters)	CT 82 Int. Improvs. Phase 1
Project Description (long): 253 (254 Characters)	Safety improvement project to replace three signalized intersections with modern roundabouts along CT Route 82 in Norwich, and install a continuous raised median between the intersections, between Maple Street and Fairmount Street (MP 27.51 - MP 28.13).
Justification: 1205 (1333 Characters)	This project will address the high crash rate along this section of CT 82, which experienced 154 crashes with 69 injuries (2011-2013) and contains two SLOSSS locations. Multiple shopping plazas and commercial businesses line the roadway and there is a high percentage of angle-type crashes when motorists turn left into these businesses. Additionally, the existing four-lane cross section does not provide storage for left-turning vehicles, contributing to read-end crashes and creating capacity concerns when vehicles are stopped to turn. This roundabout concept was studied under Project 103-257 and will address the crash problem by prohibiting left turns but allowing for U-turns at the roundabouts. It was analyzed against other alternatives using the IHSDM and shown to have the highest safety benefit. This is the first of two projects recommended for the CT 82 corridor. The design of this segment is anticipated to be less complex than the other project and is therefore anticipated to be constructed first. The PE phase includes a PD/FD split and will be partially funded with earmark funds repurposed under Demo IDs CT069 and CT143 as part of the FFY 2018 earmark repurposing initiative.
Project Manager:	**Scott Bushee**
Project Engineer:	**Jordan Pike**

Scope Code: **OI 1** OI 1 - Intersection Improvement

Requested Schedule (Proj. Manager):		Assigned Schedule (Capital Planning):	
10/17/2018	**PE(PD) Start**	PE Auth	
9/16/2020	**Design Approval/FD/RW**	FD/RW Auth	
8/24/2022	**FDP**	FDP	
10/5/2022	**DCD**	DCD	
11/2/2022	**ADV**	ADV	

☑ **State ADV**
☐ **Town ADV**

Estimates by Activity (Minor Phase):

Total EST in Core-CT	Estimate in Core-CT for RPM/MOD #	EST Amount Requested	Activity
$0	$0	$3,000,000	PE
$0	$0	$0	NF
$0	**$0**	**$3,000,000**	

Total EST in Core-CT	Estimate in Core-CT for RPM/MOD #	EST Amount Requested	Activity
$0	$0	$3,750,000	RW
$0	$0	$0	NF
$0	**$0**	**$3,750,000**	

Activity	Total EST in Core-CT	Estimate in Core-CT for RPM / MOD#	EST Amount Requested
CT	$0	$0	$16,500,000
CG	$0	$0	$0
IN	$0	$0	$0
NI	$0	$0	$0
NF	$0	$0	$0
UT	$0	$0	$0
RF	$0	$0	$0
SF	$0	$0	$0
TF	$0	$0	$0
CM	$0	$0	$0
	$0	**$0**	**$16,500,000**

Preceding MOD #		**Current MOD #**	**RPM**	**Total EST Amount in Core-CT for All Phases**	**$0**
Preceding MOD Amt	**$0**	**Current MOD Amt**	**$0**		

Submitted by: (sign & date)	**Approved by:** (sign & date)
Project Manager Scott A. Bushee	**Division Chief** Gregory M. Dorosh
Principal Engineer Matthew R. Vail	**Capital Planning - Darren E. Meyers**

Preliminary Engineering Estimates by Activity / Fund / SID:						RPM				Project ID		DOT01030274PE	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$818,908.79	12062	22108	ZRPS1	$204,727.20	13033	41392	ZSTEZ				
PE	PE0000	$92,433.21	12062	22108	ZRPF1	$23,108.30	13033	41392	ZSTEZ				
PE	PE0000	$688,658	12062	21118	ZACZZ	$172,164.50	13033	41392	ZSTEZ				
FD	PE0000	$800,000	12062	22108	ZSTNL	$200,000	13033	41392	ZSTEZ				
		$2,400,000				$600,000				$0			
PE SUM:		**$3,000,000**											

Rights of Way Estimates by Activity / Fund / SID:						RPM				Project ID		DOT01030274RW	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$3,000,000	12062	22108	ZSTPA	$750,000	13033	41404	ZSTEZ				
RW													
RW													
RW													
		$3,000,000				$750,000				$0			
RW SUM:		**$3,750,000**											

Construction Estimates by Activity / Fund / SID:						RPM				Project ID		DOT01030274CN	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$5,000,000	12062	22108	ZSTNL	$1,250,000	13033	41404	ZSTEZ				
CN	CT0000	$8,200,000	12062	22108	ZSTPA	$2,050,000	13033	41404	ZSTEZ				
CN													
CN													
CN													
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CN													
CN													
CN													
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CN													
		$13,200,000				$3,300,000				$0			
CN SUM:		**$16,500,000**											

Budgets by Activity (Minor Phase):

DOTPE Budget in Core-CT	Activity
$0	PE
$0	NF
$0	

DOTRW Budget in Core-CT	Activity
$0	RW
$0	NF
$0	

Activity	DOTCN Budget in Core-CT
CT	$0
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
	$0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 9/12/2018

To: **Patricia A. Hustus**
Capital Services Division
Bureau of Finance & Administration

MOD # RPM

From: J. Trio for Marissa Washburn

FD Project ID: **DOT01030275FD**
PE or PL Project ID: **DOT01030275PE**
RW Project ID: **DOT01030275RW**
CN Project ID: **DOT01030275CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 27 (30 Characters)	CT 82 Int. Improvs. Phase 2
Project Description (long): 252 (254 Characters)	Safety improvement project to replace three signalized intersections with modern roundabouts along CT Route 82 in Norwich, and install a continuous raised median between the intersections, between Old Salem Plaza and Maple Street (MP 26.65 - MP 27.51).
Justification: 1201 (1333 Characters)	Improvements to an existing signal will also be made, with changes to the surrounding local road system included in the reconfiguration. This project will address the high crash rate along this section of CT 82, which experienced 269 crashes with 82 injuries (2011-2013) and contains five SLOSSS locations. Multiple shopping plazas and commercial businesses line the roadway and there is a high percentage of angle-type crashes when motorists turn left into these businesses. Additionally, the existing four-lane cross section does not provide storage for left-turning vehicles, contributing to read-end crashes and creating capacity concerns when vehicles are stopped to turn. This roundabout concept was studied under Project 103-257 and will address the crash problem by prohibiting left turns but allowing for U-turns at the roundabouts. It was analyzed against other alternatives using the IHSDM and shown to have the highest safety benefit. This is the second of two projects recommended for the CT 82 corridor. The design of this segment is anticipated to be more complex than the other project and is therefore anticipated to be constructed second. The PE phase includes a PD/FD split.
Project Manager:	**Scott Bushee**
Project Engineer:	**Jordan Pike**

Scope Code: **OI 1** OI 1 - Intersection Improvement

Requested Schedule (Proj. Manager):		Assigned Schedule (Capital Planning):	
10/17/2018	**PE(PD) Start**	PE Auth	
9/15/2021	**Design Approval/FD/RW**	FD/RW Auth	
12/27/2023	**FDP**	FDP	
2/7/2024	**DCD**	DCD	
3/6/2024	**ADV**	ADV	

☑ **State ADV**
☐ **Town ADV**

Estimates by Activity (Minor Phase):

Total EST in Core-CT	Estimate in Core-CT for RPM/MOD #	EST Amount Requested	Activity
$0	$0	$3,750,000	PE
$0	$0	$0	NF
$0	**$0**	**$3,750,000**	

Total EST in Core-CT	Estimate in Core-CT for RPM/MOD #	EST Amount Requested	Activity
$0	$0	$6,250,000	RW
$0	$0	$0	NF
$0	**$0**	**$6,250,000**	

Activity	Total EST in Core-CT	Estimate in Core-CT for RPM / MOD#	EST Amount Requested
CT	$0	$0	$24,410,000
CG	$0	$0	$0
IN	$0	$0	$0
NI	$0	$0	$0
NF	$0	$0	$0
UT	$0	$0	$0
RF	$0	$0	$0
SF	$0	$0	$0
TF	$0	$0	$0
CM	$0	$0	$0
	$0	**$0**	**$24,410,000**

Preceding MOD #		**Current MOD #**	**RPM**	**Total EST Amount in Core-CT for All Phases**	**$0**
Preceding MOD Amt	**$0**	**Current MOD Amt**	**$0**		

Submitted by: (sign & date)	**Approved by:** (sign & date)
Project Manager (Print Name)	**Division Chief** (Print Name)
Principal Engineer (Print Name)	**Capital Planning - Darren E. Meyers**

Preliminary Engineering Estimates by Activity / Fund / SID: RPM **Project ID** DOT01030275PE

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$1,000,000	12062	22108	ZSTPA	$250,000	13033	41392	ZSTEZ				
PE	PE0000	$1,000,000	12062	21118	ZACZZ	$250,000	13033	41392	ZSTEZ				
FD	PE0000	$1,000,000	12062	22108	ZSTNL	$250,000	13033	41392	ZSTEZ				
PE													
		$3,000,000				$750,000				$0			
PE SUM:		**$3,750,000**											

Rights of Way Estimates by Activity / Fund / SID: RPM **Project ID** DOT01030275RW

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$5,000,000	12062	22108	ZSTPA	$1,250,000	13033	41404	ZSTEZ				
RW													
RW													
RW													
		$5,000,000				$1,250,000				$0			
RW SUM:		**$6,250,000**											

Construction Estimates by Activity / Fund / SID: RPM **Project ID** DOT01030275CN

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$8,000,000	12062	22108	ZSTNL	$2,000,000	13033	41404	ZSTEZ				
CN	CT0000	$11,528,000	12062	22108	ZSTPA	$2,882,000	13033	41404	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$19,528,000				$4,882,000				$0			
CN SUM:		**$24,410,000**											

Budgets by Activity (Minor Phase):

DOTPE Budget in Core-CT	Activity
$0	PE
$0	NF
$0	

DOTRW Budget in Core-CT	Activity
$0	RW
$0	NF
$0	

Activity	DOTCN Budget in Core-CT
CT	$0
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
	$0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 11/6/2023

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Andrew Correia

PE or PL Project ID: **DOT01040117PE**
FD Project ID: **DOT01040117FD**
RW Project ID: **DOT01040117RW**
CN Project ID: **DOT01040117CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 30 (30 Characters)	I-95 SB - Int. 71/72 Reconfig.
Project Description (long): 250 (254 Characters)	Reconfigure I-95 Southbound Interchanges 71/72 in Old Lyme/East Lyme to eliminate weaving conflicts and improve safety and traffic operations. Introduce a traffic control device in the new ramp configuration to allow existing access to be maintained.
Justification: 684 (1333 Characters)	As part of the preliminary traffic analysis for I-95 East, this project area was identified as one of the segments that experiences heavy congestion during weekend peak periods. Further analysis revealed that the short weaving section on I-95 southbound between the Exit 72 (SR 449 - Rocky Neck Connector) on-ramp and the Exit 71 (Four Mile River Road) off-ramp contributes to crashes and localized congestion. This project will combine the Exits 71 and 72 off-ramps to eliminate the weaving section and provide standard acceleration/deceleration distances while continuing to maintain access to Exits 71 and 72 for all existing traffic movements. The PE phase includes a PD/FD split.
Project Manager: Jeffrey Pfaffinger	
Project Engineer: Sergey Nikulin	PPI # PP172-0013. While this project was assigned an Old Lyme project number, it includes work in both Old Lyme (Lower CT River Valley COG) and East Lyme (Southeastern CT COG) and should be identified accordingly in the OBL/STIP. CN estimated to take 2 seasons; Federal funds for CN to initially be shown as phase financed with $10M in FY28 and balance in FY29.

Scope Code: OI 1 — OI 1 - Intersection Improvement

Requested Schedule (Proj. Manager):		Assigned Schedule (Capital Planning):	
1/17/2024	PE(PD) Start	PE Auth	
3/11/2026	Design Approval/FD/RW	FD/RW Auth	
10/13/2027	FDP	FDP	
11/24/2027	DCD	DCD	
12/22/2027	ADV	ADV	

☑ State ADV
☐ Town ADV

PE PAED is 05/24/2030

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$3,850,000
FD	$3,000,000
Total	**$6,850,000**

Project Type	EST Amount Requested
RW	$40,000
Total	**$40,000**

Project Type CN

Activity	EST Amount Requested
CT	$21,616,720
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$21,616,720**

Project Grand Total (Sum of Project Types) = $28,506,720

Submitted by: (sign & date)

Andrew Correia
2023.11.07 08:49:28-05'00'
Project Manager - Andrew J. Correia

Digitally signed by Marissa L Pfaffinger
Date: 2023.11.07 16:11:28-05'00'
Principal Engineer - Marissa Pfaffinger

Approved by: (sign & date)

Michael N. Calabrese, P.E.
2023.11.08 08:42:34-05'00'
Division Chief - Michael N. Calabrese

11/13/2023
Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):								RPM		Project ID			=L6
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$3,465,000	12062	22108	ZNHPP	$385,000	13033	41404	ZSTEZ				
PE													
PE													
PE													
		$3,465,000				$385,000				$0			
	Total	**$3,850,000**	90%	10%	0%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion:								RPM		Project ID			DOT01040117FD
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$2,700,000	12062	22108	ZNHPP	$300,000	13033	41404	ZSTEZ				
FD													
FD													
FD													
		$2,700,000				$300,000				$0			
	Total	**$3,000,000**	90%	10%	0%	100%							
			Fed	State	Other	Total							

Estimates for Rights of Way:								RPM		Project ID			DOT01040117RW
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$36,000	12062	22108	ZNHPP	$4,000	13033	41400	ZSTEZ				
RW													
RW													
RW													
		$36,000				$4,000				$0			
	Total	**$40,000**	90%	10%	0%	100%							
			Fed	State	Other	Total							

Estimates for Construction:								RPM		Project ID			DOT01040117CN
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$19,455,048	12062	22108	ZNHPP	$2,161,672	13033	41400	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$19,455,048				$2,161,672				$0			
	Total	**$21,616,720**	90%	10%	0%	100%							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 11/15/2023

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Jacob Booth

PE or PL Project ID: **DOT01130113PE**
FD Project ID: **DOT01130113FD**
RW Project ID: **DOT01130113RW**
CN Project ID: **DOT01130113CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 29 (30 Characters)	Rehab Bridge (Culvert) #07104
Project Description (long): 97 (254 Characters)	Rehabilitation of Non-NBI Bridge (Culvert) #07104 carrying Route 165 an unnamed brook in Preston.
Justification: 584 (1333 Characters)	Non-NBI Bridge (Culvert) No. 07104, a single barrel corrugated metal pipe built in 1955, was recently discovered and found to be in Serious condition. The asphalt coating is missing on the lower side plates for the full length and at random locations on the bottom plate, section loss at overlaps is typical, and there is heavy laminar rust and thinning steel on the lower side plates. There are also numerous perforations throughout and the pipe appears to be sagging in the middle. An RSR will be required but a replacement structure is likely. The PE phase includes a PD/FD split.
	This project affects one asset type (bridge), as identified in the Department's TAMP, and will help towards improving the CTDOT Performance measure of 95% for State Maintained Roadway Bridges in a State of Good Repair (by number). This project will improve this metric by 0.02%. Federal Performance Measures are not applicable for this project (Bridge is Non-NBI).
Project Manager: Jacob Booth	
Project Engineer: Sonya Wood	PPI # PP172-0033. Bridge is not on NBI and not on NHS (Rural Major Collector).

Scope Code: BP 2 — BP 2 - Bridge List Program (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

2/21/2024	PE(PD) or PL Start
3/26/2025	Design Approval/FD/RW
4/21/2027	FDP
6/2/2027	DCD
6/30/2027	ADV

☑ State ADV
☐ Town ADV

PE PAED is 11/30/2029

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$450,000
FD	$350,000
Total	**$800,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$2,070,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$2,070,000**

Project Grand Total (Sum of Project Types) = $2,920,000

Submitted by: (sign & date)

Jacob A. Booth — Digitally signed by Jacob A. Booth Date: 2023.12.04 07:12:09-05'00'
Project Manager

Derick Lessard, P.E. 2023.12.06 16:07:13-05'00'
Principal Engineer

Approved by: (sign & date)

Sweeney, Bartholomew
Division Chief

12/7/23
Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split): RPM **Project ID** DOT01130113PE

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$360,000	12062	22108	ZSTPA	$90,000	13033	41393	ZSTEZ				
PE													
PE													
PE													
		$360,000				$90,000				$0			
Total		**$450,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion: RPM **Project ID** DOT01130113FD

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$280,000	12062	22108	ZSTPA	$70,000	13033	41393	ZSTEZ				
FD													
FD													
FD													
		$280,000				$70,000				$0			
Total		**$350,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for Rights of Way: RPM **Project ID** DOT01130113RW

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000					$50,000	13033	43123	ZSTEZ				
RW													
RW													
RW													
		$0				$50,000				$0			
Total		**$50,000**	0%	100%	0%	100%							
			Fed	State	Other	Total							

Estimates for Construction: RPM **Project ID** DOT01130113CN

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$1,656,000	12062	22108	ZSTPR	$414,000	13033	41393	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$1,656,000				$414,000				$0			
Total		**$2,070,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 1/8/2025

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Jacob Booth

PE or PL Project ID: **DOT01200097PE**
FD Project ID: **DOT01200097FD**
RW Project ID: **DOT01200097RW**
CN Project ID: **DOT01200097CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 29 (30 Characters)	Br. #02393/02394 Improvements
Project Description (long): 151 (254 Characters)	Bridge improvements for Bridge Nos. 02393 and 02394 carrying Route 11 Northbound and Route 11 Southbound, respectively, over Eight Mile River in Salem.
Justification: 380 (1333 Characters)	Bridge Nos. 02393 and 02394 are prestressed concrete box beam superstructures on reinforced concrete abutments and currently in fair condition. The purpose of this project is to address deficiencies associated with these bridges. Specific improvements to be identified through the Rehabilitation Study Report and identified at Design Approval. The PE phase includes a PD/FD split.
Project Manager: Francisco T. Fadul **Project Engineer:** Isuf Vlashi	Additional notes: PPI # PP120-0007. NHS, NBI. CN phase to initially be included in the OBL as overprogramming and not included in the STIP in order to maintain fiscal constraint while Finance works with Engineering to assess priorities. Per the PPI, CN anticipated to take 2 seasons; Federal funds to be phase financed $8M FY29, $3.2M FY30.

Scope Code: **BP 1** BP 1 - Major Bridge Rehab/Replacement (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

☑ State ADV	6/25/2025	PE(PD) or PL Start
☐ Town ADV	7/8/2026	Design Approval/FD/RW
	11/1/2028	FDP
	12/13/2028	DCD
	1/10/2029	ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$1,350,000
FD	$950,000
Total	**$2,300,000**

Project Type	EST Amount Requested
RW	$100,000
Total	**$100,000**

Project Type CN

Activity	EST Amount Requested
CT	$14,000,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$14,000,000**

Project Grand Total (Sum of Project Types) = $16,400,000

Submitted by: (sign & date)	**Approved by:** (sign & date)
Project Initiation Manager - Jacob Booth	**Division Chief - Bartholomew Sweeney**
Not Applicable **Principal Engineer**	**Director of Capital Services - Darren E. Meyers**

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):							RPM			Project ID	DOT01200097PE		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$1,080,000	12062	22108	ZBRFP	$270,000	13033	41393	ZSTEZ				
PE													
PE													
PE													
		$1,080,000				$270,000				$0			
Total		**$1,350,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion:							RPM			Project ID	DOT01200097FD		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$760,000	12062	22108	ZNHPP	$190,000	13033	41393	ZSTEZ				
FD													
FD													
FD													
		$760,000				$190,000				$0			
Total		**$950,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for Rights of Way:							RPM			Project ID	DOT01200097RW		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000					$100,000	13033	43123	ZSTEZ				
RW													
RW													
RW													
		$0				$100,000				$0			
Total		**$100,000**	0%	100%	0%	100%							
			Fed	State	Other	Total							

Estimates for Construction:							RPM			Project ID	DOT01200097CN		
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$8,000,000	12062	22108	ZBRFP	$2,000,000	13033	41393	ZSTEZ				
CN	CT0000	$3,200,000	12062	22108	ZNHPP	$800,000	13033	41393	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$11,200,000				$2,800,000				$0			
Total		**$14,000,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 3/13/2023

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Marissa Pfaffinger

PE or PL Project ID: **DOT01520163PE**
FD Project ID: **DOT01520163FD**
RW Project ID:
CN Project ID: **DOT01520163CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 26 (30 Characters)	CT 32 - Int. Improvements
Project Description (long): 214 (254 Characters)	Improvements to the signalized intersection of CT Route 32, SR 693 and Old Norwich Road in Waterford to reduce congestion and congestion related crashes. SR 693 provides direct 'on-ramp' access to I-395 northbound.
Justification: 255 (1333 Characters)	Route 32 northbound queues currently extend approximately 800' to the south of the intersection. This project will provide additional capacity for Route 32 northbound to reduce peak-hour queuing and associated crashes. The PE phase includes a PD/FD split.
Project Manager:	
Joseph Arsenault	
Project Engineer:	
Joseph Jazwicz	PPI # PP152-0004.
Scope Code: **OI 1**	OI 1 - Intersection Improvement

	Requested Schedule (Proj. Manager):			Assigned Schedule (Capital Planning):
	7/12/2023	PE(PD) Start		PE Auth
	9/4/2024	Design Approval/FD/RW		FD/RW Auth
☑ State ADV	5/6/2026	FDP		FDP
☐ Town ADV	6/17/2026	DCD	PE PAED is 12/15/28	DCD
	7/15/2026	ADV		ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$650,000
FD	$400,000
Total	**$1,050,000**

Project Type	EST Amount Requested
RW	$0
Total	**$0**

Project Type CN

Activity	EST Amount Requested
CT	$5,100,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$5,100,000**

Project Grand Total (Sum of Project Types) = $6,150,000

Submitted by: (sign & date)
Digitally signed by Emin Basic
Reason: I am approving this document
Date: 2023.03.15 08:24:04-04'00'
Project Manager - Emin Basic

Digitally signed by Marissa L Pfaffinger
Date: 2023.03.17 08:26:50-04'00'
Principal Engineer - Marissa L. Pfaffinger

Approved by: (sign & date)
Michael N. Calabrese, P.E.
2023.03.20 08:03:42-04'00'
Division Chief - Michael N. Calabrese

3/21/23
Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):								RPM		Project ID		DOT01520163PE	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$520,000	12062	22108	ZNHPP	$130,000	13033	41404	ZSTEZ				
PE													
PE													
PE													
		$520,000				$130,000				$0			
	Total	$650,000											

Estimates for FD of PE portion:								RPM		Project ID		DOT01520163FD	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$320,000	12062	22108	ZNHPP	$80,000	13033	41404	ZSTEZ				
FD													
FD													
FD													
		$320,000				$80,000				$0			
	Total	$400,000											

Estimates for Rights of Way:								RPM		Project ID		0	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000												
RW													
RW													
RW													
		$0				$0				$0			
	Total	$0											

Estimates for Construction:								RPM		Project ID		DOT01520163CN	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$4,080,000	12062	22108	ZNHPP	$1,020,000	13033	41404	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$4,080,000				$1,020,000				$0			
	Total	$5,100,000											

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING - NO PPI

DATE: 9/27/2023

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: Jen Adams for Mary E. Baker

PE or PL Project ID: **DOT01703713PE**
FD Project ID:
RW Project ID:
CN Project ID:

Please Review Project Information and Estimate for Approval:

Project Description (short): 30 (30 Characters)	Inspect Mast Arms & Span Poles
Project Description (long): 154 (254 Characters)	Inspection of traffic signal mast arms and span poles by consultant engineering firms and/or CTDOT in-house staff. Term is 1/1/24-12/31/28; PAED 6/30/32.
Justification: 401 (1333 Characters)	This project is necessary to continue the assessment and recording of the condition of traffic signal mast arms and span poles, both on and off the NHS. The inspection will allow CTDOT staff to take necessary corrective action as needed. The inspection program will provide condition information to assist the Division of Traffic to program replacement projects. This project replaces DOT01703417PE.
Project Manager: Amit KC	
Project Engineer:	This project will replace the placeholder MASP-INSP. Also, the project will be phase financed $700,000 for each fiscal year 2024-2028.

Scope Code: #N/A (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

1/1/2024	**PE(PD) or PL Start**
	Design Approval/FD/RW
	FDP
	DCD
	ADV

☐ State ADV
☐ Town ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	3,500,000.00
FD	$0
Total	**3,500,000.00**

Project Type	EST Amount Requested
RW	$0
Total	**$0**

Project Type CN

Activity	EST Amount Requested
CT	$0
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$0**

Project Grand Total (Sum of Project Types) = $3,500,000

Submitted by: (sign & date)

Digitally signed by Mary Baker
Date: 2023.11.03 13:31:45-04'00'

Principal Engineer - Mary E. Baker

Sweeney, Bartholomew

Division Chief - Bartholomew P. Sweeney

Approved by: (sign & date)

DocuSigned by:
James A. Fallon, P.E.
11/13/2023

Assistant Chief Engineer - James A. Fallon

11/13/2023

Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):								RPM		Project ID		DOT01703713PE	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$560,000	12062	22108	ZSTPA	$140,000	12001	12518	ZSTEZ				
PE	PE0000	$2,240,000	12062	21118	ZACZZ	$560,000	12001	12518	ZSTAC				
PE													
PE													
		2,800,000.00				$700,000				$0			
	Total	3,500,000.00	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion:								RPM		Project ID		0	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD													
FD													
FD													
FD													
		$0				$0				$0			
	Total	$0	0%	0%	0%	0%							
			Fed	State	Other	Total							

Estimates for Rights of Way:								RPM		Project ID		0	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000												
RW													
RW													
RW													
		$0				$0				$0			
	Total	$0	0%	0%	0%	0%							
			Fed	State	Other	Total							

Estimates for Construction:								RPM		Project ID		0	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000												
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$0				$0				$0			
	Total	$0	0%	0%	0%	0%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT

DEPT. OF TRANSPORTATION

PROJECT ESTIMATE MODIFICATION

Run Date 11/12/2024
Run Time 13:41:52

Project ID: DOT01703751PL - Asset Management Group (AMG)
Project Description: This project is to maintain and enhance CTDOT's Transportation Asset Management Program to achieve and sustain a desired state of good repair across assets. PODI Term Project 1/1/25 - 12/31/29. PAED 6/30/33. Replaces project DOT01703633PL.
Project Manager: Shippee,Stephanie Cutler
Prior Approval: No Prior Approval
Current Estimate: 11/12/2024 EI - From Estimate To Initiated RPM
Mod Justification: To develop and implement a comprehensive transportation asset management program for the Department, which uses a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost, as well as, to better coordinate with maintenance staff and track progress made through maintenance activities. PAED 6/30/2033.

ESTIMATE BY ACTIVITY:

ACTIVITY	FUND	SID	SOURCE	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
SP0000	12062	21118	ZACZZ	6,388,576.00	0.00	6,388,576.00
SP0000	12062	22108	ZSTPA	1,268,400.00	0.00	1,268,400.00
SP0000	13033	41404	ZSTAC	1,597,144.00	0.00	1,597,144.00
SP0000	13033	41404	ZSTEZ	317,100.00	0.00	317,100.00
		Activity SP0000 Subtotal:		9,571,220.00	0.00	9,571,220.00
		Project DOT01703751PL Total:		9,571,220.00	0.00	9,571,220.00

ESTIMATE BY SID:

SID	SOURCE	ACTIVITY	FUND	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
21118	ZACZZ	SP0000	12062	6,388,576.00	0.00	6,388,576.00
		SOURCE ZACZZ Subtotal:		6,388,576.00	0.00	6,388,576.00
		SID 21118 Subtotal:		6,388,576.00	0.00	6,388,576.00
22108	ZSTPA	SP0000	12062	1,268,400.00	0.00	1,268,400.00
		SOURCE ZSTPA Subtotal:		1,268,400.00	0.00	1,268,400.00
		SID 22108 Subtotal:		1,268,400.00	0.00	1,268,400.00
41404	ZSTAC	SP0000	13033	1,597,144.00	0.00	1,597,144.00
		SOURCE ZSTAC Subtotal:		1,597,144.00	0.00	1,597,144.00
41404	ZSTEZ	SP0000	13033	317,100.00	0.00	317,100.00
		SOURCE ZSTEZ Subtotal:		317,100.00	0.00	317,100.00
		SID 41404 Subtotal:		1,914,244.00	0.00	1,914,244.00
		Project DOT01703751PL Total:		9,571,220.00	0.00	9,571,220.00

Approved By:

Date:
N/A

Date:
N/A

Date:
N/A

Darren Meyers 11/12/24
Date:
Darren Meyers

STATE OF CONNECTICUT

DEPT. OF TRANSPORTATION

PROJECT ESTIMATE MODIFICATION

Run Date 11/12/2024
Run Time 13:41:52

Project ID: DOT01703751PL - Asset Management Group (AMG)
Project Description: This project is to maintain and enhance CTDOT's Transportation Asset Management Program to achieve and sustain a desired state of good repair across assets. PODI Term Project 1/1/25 - 12/31/29. PAED 6/30/33. Replaces project DOT01703633PL.
Project Manager: Shippee,Stephanie Cutler
Prior Approval: No Prior Approval
Current Estimate: 11/12/2024 EI - From Estimate To Initiated RPM
Mod Justification: To develop and implement a comprehensive transportation asset management program for the Department, which uses a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost, as well as, to better coordinate with maintenance staff and track progress made through maintenance activities. PAED 6/30/2033.

ESTIMATE BY ACTIVITY:

ACTIVITY	FUND	SID	SOURCE	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
SP0000	12062	21118	ZACZZ	6,388,576.00	0.00	6,388,576.00
SP0000	12062	22108	ZSTPA	1,268,400.00	0.00	1,268,400.00
SP0000	13033	41404	ZSTAC	1,597,144.00	0.00	1,597,144.00
SP0000	13033	41404	ZSTEZ	317,100.00	0.00	317,100.00
		Activity SP0000 Subtotal:		9,571,220.00	0.00	9,571,220.00
		Project DOT01703751PL Total:		9,571,220.00	0.00	9,571,220.00

ESTIMATE BY SID:

SID	SOURCE	ACTIVITY	FUND	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
21118	ZACZZ	SP0000	12062	6,388,576.00	0.00	6,388,576.00
		SOURCE ZACZZ Subtotal:		6,388,576.00	0.00	6,388,576.00
		SID 21118 Subtotal:		6,388,576.00	0.00	6,388,576.00
22108	ZSTPA	SP0000	12062	1,268,400.00	0.00	1,268,400.00
		SOURCE ZSTPA Subtotal:		1,268,400.00	0.00	1,268,400.00
		SID 22108 Subtotal:		1,268,400.00	0.00	1,268,400.00
41404	ZSTAC	SP0000	13033	1,597,144.00	0.00	1,597,144.00
		SOURCE ZSTAC Subtotal:		1,597,144.00	0.00	1,597,144.00
41404	ZSTEZ	SP0000	13033	317,100.00	0.00	317,100.00
		SOURCE ZSTEZ Subtotal:		317,100.00	0.00	317,100.00
		SID 41404 Subtotal:		1,914,244.00	0.00	1,914,244.00
		Project DOT01703751PL Total:		9,571,220.00	0.00	9,571,220.00

Approved By:

Date:
N/A

Date:
N/A

Date:
N/A

Darren Meyers 11/12/24
Date:
Darren Meyers

STATE OF CONNECTICUT

DEPT. OF TRANSPORTATION

PROJECT ESTIMATE MODIFICATION

Run Date 11/25/2024
Run Time 13:10:54

Project ID: DOT01703752PL - Bridge Management Group (BMG)
Project Description: This project is to manage, maintain, and enhance a Bridge Management System for the Connecticut Department of Transportation, including project initiation. PODI term project 1/1/25 - 12/31/29; PAED 6/30/33. Replaces project DOT01703635PL.
Project Manager: Booth,Jacob A
Prior Approval: No Prior Approval
Current Estimate: 11/25/2024 EI - From Estimate To Initiated RPM
Mod Justification: The objectives of this project are to maintain and enhance a Bridge Management System to manage the resources that are being used to inventory, preserve, and rehabilitate bridges. The Bridge Management Group uses a systematic approach to complete this task. This group is responsible for developing the Capital Program for state owned roadway bridges by initiating and securing funding for projects as well as engaging the use of bridge management software, preservation techniques, and performance measure evaluations to enhance the current approach used to select candidates for repair, rehabilitation, or replacement, and optimize budgets. Additionally, the unit is responsible for the submittal of the annual National Bridge Inventory, National Bridge Elements, and National Tunnel Inventory to FHWA, and preparation of the Bridge component for the Transportation Asset Management Plan. PAED 6/30/33.

ESTIMATE BY ACTIVITY:

ACTIVITY	FUND	SID	SOURCE	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
SP0000	12062	21118	ZACZZ	5,560,000.00	0.00	5,560,000.00
SP0000	12062	22108	ZSTPA	960,000.00	0.00	960,000.00
SP0000	13033	41393	ZSTAC	1,390,000.00	0.00	1,390,000.00
SP0000	13033	41393	ZSTEZ	240,000.00	0.00	240,000.00
		Activity SP0000 Subtotal:		8,150,000.00	0.00	8,150,000.00
		Project DOT01703752PL Total:		8,150,000.00	0.00	8,150,000.00

ESTIMATE BY SID:

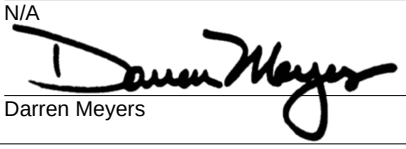
SID	SOURCE	ACTIVITY	FUND	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
21118	ZACZZ	SP0000	12062	5,560,000.00	0.00	5,560,000.00
		SOURCE ZACZZ Subtotal:		5,560,000.00	0.00	5,560,000.00
		SID 21118 Subtotal:		5,560,000.00	0.00	5,560,000.00
22108	ZSTPA	SP0000	12062	960,000.00	0.00	960,000.00
		SOURCE ZSTPA Subtotal:		960,000.00	0.00	960,000.00
		SID 22108 Subtotal:		960,000.00	0.00	960,000.00
41393	ZSTAC	SP0000	13033	1,390,000.00	0.00	1,390,000.00
		SOURCE ZSTAC Subtotal:		1,390,000.00	0.00	1,390,000.00
41393	ZSTEZ	SP0000	13033	240,000.00	0.00	240,000.00
		SOURCE ZSTEZ Subtotal:		240,000.00	0.00	240,000.00
		SID 41393 Subtotal:		1,630,000.00	0.00	1,630,000.00
		Project DOT01703752PL Total:		8,150,000.00	0.00	8,150,000.00

Approved By:

Date:
N/A

Date:
N/A

Date:
N/A



Date: 11/25/24
Darren Meyers

STATE OF CONNECTICUT

DEPT. OF TRANSPORTATION

PROJECT ESTIMATE MODIFICATION

Run Date 11/25/2024
Run Time 13:10:54

Project ID: DOT01703752PL - Bridge Management Group (BMG)
Project Description: This project is to manage, maintain, and enhance a Bridge Management System for the Connecticut Department of Transportation, including project initiation. PODI term project 1/1/25 - 12/31/29; PAED 6/30/33. Replaces project DOT01703635PL.
Project Manager: Booth,Jacob A
Prior Approval: No Prior Approval
Current Estimate: 11/25/2024 EI - From Estimate To Initiated RPM
Mod Justification: The objectives of this project are to maintain and enhance a Bridge Management System to manage the resources that are being used to inventory, preserve, and rehabilitate bridges. The Bridge Management Group uses a systematic approach to complete this task. This group is responsible for developing the Capital Program for state owned roadway bridges by initiating and securing funding for projects as well as engaging the use of bridge management software, preservation techniques, and performance measure evaluations to enhance the current approach used to select candidates for repair, rehabilitation, or replacement, and optimize budgets. Additionally, the unit is responsible for the submittal of the annual National Bridge Inventory, National Bridge Elements, and National Tunnel Inventory to FHWA, and preparation of the Bridge component for the Transportation Asset Management Plan. PAED 6/30/33.

ESTIMATE BY ACTIVITY:

ACTIVITY	FUND	SID	SOURCE	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
SP0000	12062	21118	ZACZZ	5,560,000.00	0.00	5,560,000.00
SP0000	12062	22108	ZSTPA	960,000.00	0.00	960,000.00
SP0000	13033	41393	ZSTAC	1,390,000.00	0.00	1,390,000.00
SP0000	13033	41393	ZSTEZ	240,000.00	0.00	240,000.00
		Activity SP0000 Subtotal:		8,150,000.00	0.00	8,150,000.00
		Project DOT01703752PL Total:		8,150,000.00	0.00	8,150,000.00

ESTIMATE BY SID:

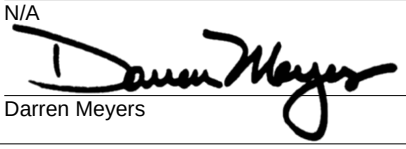
SID	SOURCE	ACTIVITY	FUND	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
21118	ZACZZ	SP0000	12062	5,560,000.00	0.00	5,560,000.00
		SOURCE ZACZZ Subtotal:		5,560,000.00	0.00	5,560,000.00
		SID 21118 Subtotal:		5,560,000.00	0.00	5,560,000.00
22108	ZSTPA	SP0000	12062	960,000.00	0.00	960,000.00
		SOURCE ZSTPA Subtotal:		960,000.00	0.00	960,000.00
		SID 22108 Subtotal:		960,000.00	0.00	960,000.00
41393	ZSTAC	SP0000	13033	1,390,000.00	0.00	1,390,000.00
		SOURCE ZSTAC Subtotal:		1,390,000.00	0.00	1,390,000.00
41393	ZSTEZ	SP0000	13033	240,000.00	0.00	240,000.00
		SOURCE ZSTEZ Subtotal:		240,000.00	0.00	240,000.00
		SID 41393 Subtotal:		1,630,000.00	0.00	1,630,000.00
		Project DOT01703752PL Total:		8,150,000.00	0.00	8,150,000.00

Approved By:

Date:
N/A

Date:
N/A

Date:
N/A



Date: 11/25/24
Darren Meyers

STATE OF CONNECTICUT

DEPT. OF TRANSPORTATION

PROJECT ESTIMATE MODIFICATION

Project ID: DOT01703753PL - Pavement Mgmt. Group (PMG)
Project Description: This project is to maintain a Pavement Management System (PMS) for the Connecticut Department of Transportation. PODI Term project 1/1/25-12/31/29. PAED 6/30/33. Replaces project DOT01703636PL.
Project Manager: Henault,John W
Prior Approval: No Prior Approval
Current Estimate: 11/12/2024 EI - From Estimate To Initiated RPM
Mod Justification: This project is needed for the Pavement Management Group (PMG) to develop the following deliverables: acceptance testing of pavement condition data according to a Pavement Data Collection Quality Management Plan (DQMP); annual Interstate and non-Interstate pavement data that conform to the FHWA final rule, as published in the Federal Register (82 FR 5886); annual pavement condition data that conform to the Highway Performance Monitoring System (HPMS) Field Manual; annual Pavement Condition Report for the entire State-maintained network; pavement life cycle cost analyses (ongoing); annual PMS-generate prioritized candidate project list to provide a starting point for developing and delivering the Department's Pavement Preservation Program; and the pavement portion of the Transportation Asset Management Plan (TAMP) (ongoing). PAED 6/30/2033.

ESTIMATE BY ACTIVITY:

ACTIVITY	FUND	SID	SOURCE	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
SP0000	12062	21118	ZACZZ	3,932,800.00	0.00	3,932,800.00
SP0000	12062	22108	ZSTPA	983,200.00	0.00	983,200.00
SP0000	13033	41404	ZSTAC	983,200.00	0.00	983,200.00
SP0000	13033	41404	ZSTEZ	245,800.00	0.00	245,800.00
		Activity SP0000 Subtotal:		6,145,000.00	0.00	6,145,000.00
		Project DOT01703753PL Total:		6,145,000.00	0.00	6,145,000.00

ESTIMATE BY SID:

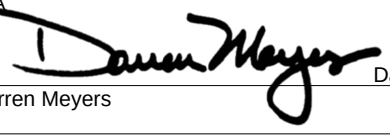
SID	SOURCE	ACTIVITY	FUND	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
21118	ZACZZ	SP0000	12062	3,932,800.00	0.00	3,932,800.00
		SOURCE ZACZZ Subtotal:		3,932,800.00	0.00	3,932,800.00
		SID 21118 Subtotal:		3,932,800.00	0.00	3,932,800.00
22108	ZSTPA	SP0000	12062	983,200.00	0.00	983,200.00
		SOURCE ZSTPA Subtotal:		983,200.00	0.00	983,200.00
		SID 22108 Subtotal:		983,200.00	0.00	983,200.00
41404	ZSTAC	SP0000	13033	983,200.00	0.00	983,200.00
		SOURCE ZSTAC Subtotal:		983,200.00	0.00	983,200.00
41404	ZSTEZ	SP0000	13033	245,800.00	0.00	245,800.00
		SOURCE ZSTEZ Subtotal:		245,800.00	0.00	245,800.00
		SID 41404 Subtotal:		1,229,000.00	0.00	1,229,000.00
		Project DOT01703753PL Total:		6,145,000.00	0.00	6,145,000.00

Approved By:

Date:
N/A

Date:
N/A

Date:
N/A



Date: 11/12/24
Darren Meyers

STATE OF CONNECTICUT

DEPT. OF TRANSPORTATION

PROJECT ESTIMATE MODIFICATION

Project ID: DOT01703753PL - Pavement Mgmt. Group (PMG)
Project Description: This project is to maintain a Pavement Management System (PMS) for the Connecticut Department of Transportation. PODI Term project 1/1/25-12/31/29. PAED 6/30/33. Replaces project DOT01703636PL.
Project Manager: Henault,John W
Prior Approval: No Prior Approval
Current Estimate: 11/12/2024 EI - From Estimate To Initiated RPM
Mod Justification: This project is needed for the Pavement Management Group (PMG) to develop the following deliverables: acceptance testing of pavement condition data according to a Pavement Data Collection Quality Management Plan (DQMP); annual Interstate and non-Interstate pavement data that conform to the FHWA final rule, as published in the Federal Register (82 FR 5886); annual pavement condition data that conform to the Highway Performance Monitoring System (HPMS) Field Manual; annual Pavement Condition Report for the entire State-maintained network; pavement life cycle cost analyses (ongoing); annual PMS-generate prioritized candidate project list to provide a starting point for developing and delivering the Department's Pavement Preservation Program; and the pavement portion of the Transportation Asset Management Plan (TAMP) (ongoing). PAED 6/30/2033.

ESTIMATE BY ACTIVITY:

ACTIVITY	FUND	SID	SOURCE	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
SP0000	12062	21118	ZACZZ	3,932,800.00	0.00	3,932,800.00
SP0000	12062	22108	ZSTPA	983,200.00	0.00	983,200.00
SP0000	13033	41404	ZSTAC	983,200.00	0.00	983,200.00
SP0000	13033	41404	ZSTEZ	245,800.00	0.00	245,800.00
		Activity SP0000 Subtotal:		6,145,000.00	0.00	6,145,000.00
		Project DOT01703753PL Total:		6,145,000.00	0.00	6,145,000.00

ESTIMATE BY SID:

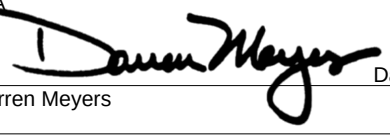
SID	SOURCE	ACTIVITY	FUND	CURRENT ESTIMATE	PRIOR APPROVAL	MODIFICATION
21118	ZACZZ	SP0000	12062	3,932,800.00	0.00	3,932,800.00
		SOURCE ZACZZ Subtotal:		3,932,800.00	0.00	3,932,800.00
		SID 21118 Subtotal:		3,932,800.00	0.00	3,932,800.00
22108	ZSTPA	SP0000	12062	983,200.00	0.00	983,200.00
		SOURCE ZSTPA Subtotal:		983,200.00	0.00	983,200.00
		SID 22108 Subtotal:		983,200.00	0.00	983,200.00
41404	ZSTAC	SP0000	13033	983,200.00	0.00	983,200.00
		SOURCE ZSTAC Subtotal:		983,200.00	0.00	983,200.00
41404	ZSTEZ	SP0000	13033	245,800.00	0.00	245,800.00
		SOURCE ZSTEZ Subtotal:		245,800.00	0.00	245,800.00
		SID 41404 Subtotal:		1,229,000.00	0.00	1,229,000.00
		Project DOT01703753PL Total:		6,145,000.00	0.00	6,145,000.00

Approved By:

Date:
N/A

Date:
N/A

Date:
N/A



Date: 11/12/24
Darren Meyers

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 3/31/2017

To: Patricia A. Hustus
Capital Services Division
Bureau of Finance & Administration

MOD # RPM

From: R. Barrio for Paul Metsack

FD Project ID: **DOT00850146FD**
PE Project ID: **DOT00850146PE**
RW Project ID: **DOT00850146RW**
CN Project ID: **DOT00850146CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 30 (30 Characters)	CT85 Corridor Improvements (S)
Project Description (long): 254 (254 Characters)	Various improvements on CT 85 in Montville/Salem to improve operations and safety: widen shoulders, add auxiliary lanes, replace two bridges, address isolated drainage and vertical geometry deficiencies, and relocate the CT 161 intersection to the south.

Justification: 1283 (1333 Characters)	This project will address deficiencies at various locations on CT 85 from the vicinity of Lakewood Drive in Montville to the southern limit of the Route 82/85 Roundabout project in Salem. It will provide a general corridor upgrade consistent with its function as a north-south principal arterial/NHS route linking the New London and Hartford areas, connecting I-395/I-95 to the south with CT 11 (via CT 82) to the north. Shoulder widening will enhance safety, accommodate bypass and bicycles, enhance sightlines and clear zones and facilitate speed enforcement, driveway access, etc. Relocation of CT 161 and other improvements through the Chesterfield area will improve safety and operational issues due in part to the close spacing of intersections and insufficient turn lanes. Historical and environmental impacts are minimized with the CT 161 relocation. Two climbing lanes will be evaluated. Bridges #01248 and #02538 are functionally obsolete and will be replaced. This project will progress the design that was started under project 120-79, which will be closed. This project is planned to be advertised as one construction contract with P/N 120-94. PE phase includes a PD/FD split.
Project Manager:	
Andy Fesenmeyer	
Project Engineer:	

Scope Code: #N/A

Requested Schedule (Proj. Manager):		Assigned Schedule (Capital Planning):
	PE(PD) Start	PE Auth
	Design Approval/FD/RW	FD/RW Auth
☑ **State ADV**	**FDP**	FDP
☐ **Town ADV**	**DCD**	DCD
	ADV	ADV

Estimates by Activity (Minor Phase):

Total EST in Core-CT	Estimate in Core-CT for RPM/MOD #	EST Amount Requested	Activity
$0	$0	$3,500,000	PE
$0	$0	$0	NF
$0	**$0**	**$3,500,000**	

Total EST in Core-CT	Estimate in Core-CT for RPM/MOD #	EST Amount Requested	Activity
$0	$0	$250,000	RW
$0	$0	$0	NF
$0	**$0**	**$250,000**	

Activity	Total EST in Core-CT	Estimate in Core-CT for RPM / MOD#	EST Amount Requested
CT	$0	$0	$34,000,000
CG	$0	$0	$0
IN	$0	$0	$0
NI	$0	$0	$0
NF	$0	$0	$0
UT	$0	$0	$0
RF	$0	$0	$0
SF	$0	$0	$0
TF	$0	$0	$0
CM	$0	$0	$0
	$0	**$0**	**$34,000,000**

Preceding MOD #		**Current MOD #**	**RPM**	**Total EST Amount in Core-CT for All Phases**	**$0**
Preceding MOD Amt	**$0**	**Current MOD Amt**	**$0**		

Submitted by: (sign & date)	**Approved by:** (sign & date)
Project Manager	**Division Chief**
Principal Engineer	**Capital Planning - Darren E. Meyers**

Preliminary Engineering Estimates by Activity / Fund / SID: RPM — **Project ID** DOT00850146PE

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$1,400,000	12062	22108	ZNHPP	$350,000	13033	41404	ZSTEZ				
FD	PE0000	$1,400,000	12062	22108	ZNHPP	$350,000	13033	41404	ZSTEZ				
PE													
PE													
		$2,800,000				$700,000				$0			
PE SUM:		**$3,500,000**											

Rights of Way Estimates by Activity / Fund / SID: RPM — **Project ID** DOT00850146RW

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$200,000	12062	22108	ZNHPP	$50,000	13033	41404	ZSTEZ				
RW													
RW													
RW													
		$200,000				$50,000				$0			
RW SUM:		**$250,000**											

Construction Estimates by Activity / Fund / SID: RPM — **Project ID** DOT00850146CN

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$27,200,000	12062	22108	ZNHPP	$6,800,000	13033	41404	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$27,200,000				$6,800,000				$0			
CN SUM:		**$34,000,000**											

Budgets by Activity (Minor Phase):

DOTPE Budget in Core-CT	Activity
$0	PE
$0	NF
$0	

DOTRW Budget in Core-CT	Activity
$0	RW
$0	NF
$0	

Activity	DOTCN Budget in Core-CT
CT	$0
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
	$0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING

DATE: 4/22/2025

To: Darren E. Meyers
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Andrew Correia

PE or PL Project ID: **DOT00940270PE**
FD Project ID: **DOT00940270FD**
RW Project ID: **DOT00940270RW**
CN Project ID: **DOT00940270CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 30 (30 Characters)	Route 32 Corridor Improvements
Project Description (long): 254 (254 Characters)	Route 32 corridor improvements from vicinity of I-95 in New London to Benham Ave in Waterford to improve pedestrian/bicycle facilities, reduce roadway width, and remove concrete median barriers. Includes traffic signal revisions and other ancillary work.
Justification: 813 (1333 Characters)	Route 32 in the project area bisects two college campuses with high pedestrian and bicycle usage. To improve safety for all users, the project proposes to provide shared use paths on both sides of the roadway, reduce the vehicular cross section of the roadway by reducing lane and shoulder widths, remove existing concrete median barriers, and provide landscaped medians and buffers for traffic calming effects. Proposed work also includes illumination and signage improvements, full traffic signal replacements at intersections within the project limits, full depth construction of pavement where needed, drainage improvements and other ancillary work. The entire roadway width within the project limits is proposed to be milled and paved to provide a uniform riding surface. The PE phase includes a PD/FD split.
Project Manager: Michael J. Laurice	
Project Engineer:	
	Additional notes: PPI # PP094-0004. This project, located in the Norwich-New London urbanized area, is being initiated as a result of a Route 32 Corridor Study conducted by SECOG and subsequent SECOG pitch meeting on 3/27/24. The project is an ideal candidate for programming of STBG/STP-Other Urban (STPO) suballocated funds, and PE and RW phases are being programmed with STPO funds following 3/28/25 correspondence from SECOG. The CN phase will initially be included in the OBL as overprogramming and not included in the STIP in order to maintain fiscal constraint while Finance works with Engineering to assess priorities. Per PPI, CN anticipated to take 2 seasons.

Scope Code: OI 2 — OI 2 - Spot Operational Improvement (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

☑ State ADV	9/17/2025	PE(PD) or PL Start
	4/14/2027	Design Approval/FD/RW
	8/30/2028	FDP
☐ Town ADV	10/11/2028	DCD
	11/8/2028	ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$2,190,000
FD	$1,460,000
Total	**$3,650,000**

Project Type	EST Amount Requested
RW	$50,000
Total	**$50,000**

Project Type CN

Activity	EST Amount Requested
CT	$32,875,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$32,875,000**

Project Grand Total (Sum of Project Types) = $36,575,000

Submitted by: (sign & date)	Approved by: (sign & date)
Project Initiation Manager - Andrew J. Correia	Division Chief - Michael N. Calabrese
Principal Engineer - Marissa L. Pfaffinger	Director of Capital Services - Darren E. Meyers

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split): RPM **Project ID** DOT00940270PE

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$1,752,000	12062	22108	ZSTPO	$438,000	13033	41392	ZSTEZ				
PE													
PE													
PE													
		$1,752,000				$438,000				$0			
Total		**$2,190,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion: RPM **Project ID** DOT00940270FD

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$1,168,000	12062	22108	ZSTPO	$292,000	13033	41392	ZSTEZ				
FD													
FD													
FD													
		$1,168,000				$292,000				$0			
Total		**$1,460,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for Rights of Way: RPM **Project ID** DOT00940270RW

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$40,000	12062	22108	ZSTPO	$10,000	13033	41392	ZSTEZ				
RW													
RW													
RW													
		$40,000				$10,000				$0			
Total		**$50,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for Construction: RPM **Project ID** DOT00940270CN

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$26,300,000	12062	22108	ZNHPP	$6,575,000	13033	41404	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$26,300,000				$6,575,000				$0			
Total		**$32,875,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING - NO PPI

DATE: 6/6/2025

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: Devin M. Racicot / VHB-CLE

PE or PL Project ID: **DOT01630207PE**
FD Project ID: **DOT01630207FD**
RW Project ID:
CN Project ID: **DOT01630207CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 30 (30 Characters)	Air Line Trail (ECG) Imprvmnts
Project Description (long): 247 (254 Characters)	Air Line Trail (ECG) Bridge Construction and Resurfacing in Windham. Construct bridge over Route 203, repair existing bridge over Boulevard Road and resurface approximately 10,000 feet of trail from Route 6 expressway to Windham/Chaplin Town line.
Justification: 797 (1333 Characters)	This project was selected for funding under the Transportation Alternatives Program as a result of a 2024 statewide solicitation of the CT Councils of Governments. This project is intended to enhance safe pedestrian and bicyclist mobility for users of the Air Line State Park Trail (part of the East Coast Greenway (ECG)). The project includes the construction of a bridge over Route 203, the repair of an existing pedestrian bridge over Boulevard Road, and resurfacing of 10,000 feet of the granular surface Air Line Trail. A PE Phase is being established for the Municipality's design costs and includes a PD/FD split. CTDOT and CLE oversight charges during design will be covered under projects DOT01705032PE (federally eligible activities) and DOT01703442PE (federally ineligible activities).
Devin M. Racicot	
Project Engineer: **James F. Kulpa, VHB**	Additional notes: OBL COMMENT to document 2024 COG solicitation. The 20% non-Federal match will be State funds since this project improves the ECG, which is a trail of statewide significance that CTDOT has prioritized. CN initially being programmed with dual federal funds (TAP- Small Urban & TAP-Flex) based on current funding availability.

Scope Code: **CI 1(L)** CI 1(L) - Non-vehicular System Enhancement (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

	9/17/2025 *	**PE(PD) or PL Start** ***FFY 2025 Federal authorization**
	10/28/2026	**Design Approval/FD/RW**
☐ State ADV	3/29/2028	**FDP**
☑ Town ADV	4/26/2028	**DCD**
	5/24/2028	**ADV**

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$375,000
FD	$375,000
Total	**$750,000**

Project Type	EST Amount Requested
RW	$0
Total	**$0**

Project Type CN

Activity	EST Amount Requested
CT	$4,050,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$4,050,000**

Project Grand Total (Sum of Project Types) = $4,800,000

Submitted by: (sign & date)	**Approved by:** (sign & date)
Principal Engineer - Michael S. Cherpak	**Chief Engineer - James A. Fallon**
Division Chief - Michael N. Calabrese	**Director of Capital Services - Darren E. Meyers**

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split): **RPM** **Project ID** **DOT01630207PE**

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	ME0000	$300,000	12062	22108	ZTASU	$75,000	13033	41392	ZSTEZ				
PE													
PE													
PE													
		$300,000				$75,000				$0			
	Total	**$375,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion: **RPM** **Project ID** **DOT01630207FD**

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	ME0000	$300,000	12062	22108	ZTASU	$75,000	13033	41392	ZSTEZ				
FD													
FD													
FD													
		$300,000				$75,000				$0			
	Total	**$375,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

Estimates for Rights of Way: **RPM** **Project ID** **0**

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW													
RW													
RW													
RW													
		$0				$0				$0			
	Total	**$0**	0%	0%	0%	0%							
			Fed	State	Other	Total							

Estimates for Construction: **RPM** **Project ID** **DOT01630207CN**

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$240,000	12062	22108	ZTASU	$60,000	13033	41392	ZSTEZ				
CN	CT0000	$3,000,000	12062	22108	ZTAZZ	$750,000	13033	41392	ZSTEZ				
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$3,240,000				$810,000				$0			
	Total	**$4,050,000**	80%	20%	0%	100%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING - NO PPI

DATE: 4/25/2025

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: Balazs Szoke
PE or PL Project ID: **DOT01703780PL**
FD Project ID:
RW Project ID:
CN Project ID:

Please Review Project Information and Estimate for Approval:

Project Description (short): 29 (30 Characters)	Expand CRSMS Safety Analytics
Project Description (long):	Expand and Automate Data-Driven Traffic Safety Analytics Capabilities of CTDOT through CT Roadway Safety Management System (CRSMS) in partnership with CTSRC at UCONN. PODI Work Plan/Term project 10/1/25-7/31/30; PAED 1/28/34. Replaces DOT01703565PL.
Justification: 1033 (1333 Characters)	The CT Transportation Safety Research Center (CTSRC) at UCONN has closely partnered with CTDOT to develop and advance CTDOT's capabilities in applying Highway Safety Manual based Data-Driven Safety Analytics (DDSA) to transportation planning and decision-making, specifically through development and enhancement of the CT Roadway Safety Management System (CRSMS), a state-of-the-art custom web-based tool. This project provides for the CRSMS to be continuously maintained, updated and upgraded to meet the evolving needs of end users and comply with the latest technologies, safety analysis guidelines, and requirements. These include new data elements, updated methodologies, and new criteria. Continuing to advance the CRSMS will provide CTDOT with the necessary services and support to enhance capabilities in applying DDSA to transportation planning and decision-making. Eligible for Highway Safety Improvement Program (HSIP) funds under 23 USC 148(a)(4)(B)(xiii and xiv) and eligible for 100% Federal Section 154 Penalty funds.
Project Manager: **Balazs Szoke**	Additional notes: Andrea Merejo of FHWA approved the draft Work Plan/UCONN MOU for 8/1/25-7/31/30 on 4/11/25. Since the UCONN MOU starts 8/1/25, the first two months of it (8/1/25-9/30/25) must be funded under project DOT01703565PL, which has a term end date of 9/30/25. New/replacement project DOT01703780PL term starts 10/1/25. CTDOT's Traffic Division envisions the CRSMS will need to be continuously and indefinitely maintained and updated under future replacement projects and wishes to align the term of the Federal-aid project with the term of the UCONN MOU. To achieve this goal for future projects, the term end date for DOT01703780PL is being established as 7/31/30. This project requires an individual Statewide STIP entry (safety project with cost over $5M) and is planned to be phase financed equally over Federal Fiscal Years 2025-2029.
Project Engineer: **Rob W. Smith**	

Scope Code: #N/A (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

PL Start	**10/1/2025 ***

***Revised from 8/1/25 to align with active project DOT01703565PL term end date of 9/30/25 and to provide sufficient time for inclusion in the STIP followed by FHWA authorization in FMIS, budget establishment, and purchase order for reimbursable work to commence on 10/1/25.**

☐ **State ADV**
☐ **Town ADV**

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$10,500,000
FD	$0
Total	**$10,500,000**

Project Type	EST Amount Requested
RW	$0
Total	**$0**

Project Type CN

Activity	EST Amount Requested
CT	$0
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$0**

Project Grand Total (Sum of Project Types) = $10,500,000

Submitted by: (sign & date)	**Approved by:** (sign & date)
Principal Engineer - Natasha A. Fatu	**Chief Engineer - James A. Fallon**
Division Chief - Matthew C. Blume	**Director of Capital Services - Darren E. Meyers**

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split): **RPM** **Project ID** **DOT01703780PL**

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PL	SP0000	$2,100,000	12062	22108	ZS154								
PL	SP0000	$8,400,000	12062	22108	ZACZZ								
PE													
PE													
		$10,500,000				$0				$0			
Total		**$10,500,000**	100%	0%	0%	100%							
			Fed	State	Other	Total							

Estimates for FD of PE portion: **RPM** **Project ID** **0**

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD													
FD													
FD													
FD													
		$0				$0				$0			
Total		**$0**	0%	0%	0%	0%							
			Fed	State	Other	Total							

Estimates for Rights of Way: **RPM** **Project ID** **0**

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000												
RW													
RW													
RW													
		$0				$0				$0			
Total		**$0**	0%	0%	0%	0%							
			Fed	State	Other	Total							

Estimates for Construction: **RPM** **Project ID** **0**

Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
CN													
		$0				$0				$0			
Total		**$0**	0%	0%	0%	0%							
			Fed	State	Other	Total							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT MEMORANDUM FOR ENGINEERING - NO PPI

DATE: 5/2/2024

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: Balazs L. Szoke

PE or PL Project ID: **DOT01720541PE**
FD Project ID: **DOT01720541FD**
RW Project ID: **DOT01720541RW**
CN Project ID: **DOT01720541CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 23 (30 Characters)	D2 Signals APS Upgrades
Project Description (long): 201 (254 Characters)	Provide accessible pedestrian signals (APS), countdown signal heads, sidewalk ramps, and leading pedestrian intervals (as appropriate) at various state maintained traffic control signals in District 2.
Justification: 728 (1333 Characters)	This project will provide pedestrian pedestals, APS pushbuttons, countdown signal heads, sidewalk ramps, and leading pedestrian intervals (LPI) (as appropriate) at various locations in District 2 to meet current MUTCD and ADA requirements. These features are expected to improve pedestrian compliance at traffic signals and reduce pedestrian/vehicle conflicts as outlined in Connecticut's Highway Safety Improvement Program Implementation Plan. Countdown signal heads and LPI phasing have been shown to have a 25 percent and 60 percent reduction in pedestrian collisions, respectively. This project is eligible for highway safety improvement program funding under 23 USC 148(a)(4)(B)(v). The PE phase includes a PD/FD split.
Project Manager: Balazs Szoke	
Project Engineer: Claire Sylvestre	Finance notes: Per info from Traffic, this is Phase 2 of the APS Upgrades initiative to address additional locations in District 2; locations in Phase 1 completed under project 0172-0509. CN phase initially being setup with dual funding under VRUS & SIPH based on projected funding availability.

Scope Code: **ST 1** ST 1 - Highway Safety Improvement Program (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):

	ASAP	PE(PD) or PL Start
	2/11/2026	Design Approval/FD/RW
☑ State ADV	8/4/2027	FDP
☐ Town ADV	9/15/2027	DCD
	10/13/2027	ADV

Estimates Summary:

Project Type	EST Amount Requested
PE or PL	$677,000
FD	$339,000
Total	**$1,016,000**

Project Type	EST Amount Requested
RW	$125,000
Total	**$125,000**

Project Type CN

Activity	EST Amount Requested
CT	$5,802,000
CG	$0
IN	$0
NI	$0
NF	$0
UT	$0
RF	$0
SF	$0
TF	$0
CM	$0
Total	**$5,802,000**

Project Grand Total (Sum of Project Types) = $6,943,000

Submitted by: (sign & date)	**Approved by:** (sign & date)
Principal Engineer - Natasha A. Fatu	**Assistant Chief Engineer - James A. Fallon**
Division Chief - Matthew C. Blume	**Director of Capital Services - Darren E. Meyers**

Estimates for PL, PD, portion of PE, or total PE (if no PD/FD split):						RPM			Project ID		DOT01720541PE	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
PE	PE0000	$609,300	12062	22108	ZVRUS	$67,700	13033	41404	ZSTEZ				
PE													
PE													
PE													
		$609,300				$67,700				$0			
Total		$677,000	90% Fed	10% State	0% Other	100% Total							

Estimates for FD of PE portion:						RPM			Project ID		DOT01720541FD	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
FD	PE0000	$305,100	12062	22108	ZSIPH	$33,900	13033	41404	ZSTEZ				
FD													
FD													
FD													
		$305,100				$33,900				$0			
Total		$339,000	90% Fed	10% State	0% Other	100% Total							

Estimates for Rights of Way:						RPM			Project ID		DOT01720541RW	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
RW	RW0000	$112,500	12062	22108	ZSIPH	$12,500	13033	41404	ZSTEZ				
RW													
RW													
RW													
		$112,500				$12,500				$0			
Total		$125,000	90% Fed	10% State	0% Other	100% Total							

Estimates for Construction:						RPM			Project ID		DOT01720541CN	
Proj Type	Activity	Federal Amount	Fed Fund	Fed SID	Source Type	State Amount	State Fund	State SID	Source Type	Other Amount	Other Fund	Other SID	Source Type
CN	CT0000	$2,700,000	12062	22108	ZVRUS	$300,000	13033	41404	ZSTEZ				
CN	CT0000	$2,521,800	12062	22108	ZSIPH	$280,200	13033	41404	ZSTEZ				
CN													
CN													
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		$5,221,800				$580,200				$0			
Total		$5,802,000	90% Fed	10% State	0% Other	100% Total							

Appendix C: Air Quality Conformity Resolution

[insert upon TIP adoption]

Appendix D: Annual Urban Planning Certification

[insert upon TIP adoption]

Appendix F: Resolution Adopting TIP

[insert upon TIP adoption]

Appendix G: CTDOT Performance Based Planning and Programming

Performance-Based Planning and Programming The final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 27, 2016, (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process, including requiring a performance-based approach to planning and requires that the Connecticut Department of Transportation (CTDOT), MPOs and the operators of public transportation use performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA established national performance measures in areas including safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

As part of this new performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds are required to link the investment priorities contained in the Statewide Transportation Improvement Program (STIP) to achievement of performance targets. Federal performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality Improvement (CMAQ) Program performance plan, the Strategic Highway Safety Plan, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

A STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

All current targets set for the performance measures listed below can be accessed at the CTDOT website atwww.ct.gov/dot/performance measures.

Highway Safety

Highway Safety is determined by the interaction between drivers, their behavior, and the highway infrastructure. The five (5) performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) the number of serious injuries; (4) the rate of

serious injuries; and (5) the number of non-motorized fatalities and serious injuries. The current Highway Safety targets are shown below:

Highway Safety				
Performance Measures	Performance 5-Year Rolling Average			Current Safety Target (2028 Assesment)
	2019-2023 Target	Actual (2019-2023)	Baseline 2017-2021	2022-2026 Target
Number of Fatalities	270.0	305.0	285.0	270.0
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	0.850	1.016	0.932	0.850
Number of Serious Injuries	1300.0	14036.4	1434.2	1300.0
Rate of Serious Injuries	4.300	4.678	4.678	4.300
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	280.0	285.4	302.2	280.0

Note: The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average. The STIP will program projects to meet the targets set by the CTDOT by including appropriate Highway Safety Improvement Program (HSIP) safety projects including:
1. Programmatic driver safety activities: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speed and Aggressive Driving, Motorcycle Safety, Teen Driving grants, Preventing Roadside Deaths, and Driver and Officer Safety Education grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.
2. Location-specific highway safety improvement projects: This includes roadway safety improvements to address safety problems at locations with fatal and serious injury crashes.
3. Programmatic or Systematic highway safety improvements: Projects or programs that are conducted regularly throughout the state such as signing, pavement marking and guide rail.
4. Systemic highway safety improvement projects: This includes roadway safety improvements that are widely implemented based on high-risk roadway features that are correlated with particular severe crash types.

Pavement and Bridge Condition

The four performance measures for Pavement condition include the percent of the Interstate system in Good and Poor condition and the percent of the non-Interstate National Highway

System (NHS) in Good and Poor condition. The two performance measures for Bridge condition include the percent of NHS Bridges in Good and Poor condition. The current Pavement and Bridge targets are shown below:

Pavement and Bridge Condition			
Performance Measure	**Baseline**	**2-Year Target**	**4-Year Target (2022-2025)**
Percentage of Pavements of the Interstate System in Good Condition	68.60%	72.00%	70.00%
Percentage of Pavements of the Interstate System in Poor Condition	0.20%	1.00%	1.30%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	37.90%	37.00%	35.00%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.80%	2.70%	3.50%
Percentage of NHS Bridges Classified as Good Condition	14.10%	14.20%	14.50%
Percentage of NHS Bridges Classified as Poor Condition	7.70%	6.20%	6.00%

The STIP will program projects to meet the targets set by the CTDOT using the Department's Pavement Management System and the Bridge Management System which uses a systematic look at conditions to develop optimal strategies. These strategies are included in the CTDOT Transportation Asset Management Plan (TAMP).

Transportation Asset Management Plan

TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. CTDOT is required to develop a risk-based TAMP for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system (23 U.S.C. 119(e) (1), MAP-21 § 1106). MAP 21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good

repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a) (2), MAP-21 § 1103).
Pavement and Bridge State of Good Repair needs are identified, quantified, and prioritized through the TAMP process. Projects to address SOGR repair needs are selected from the TAMP for inclusion in the STIP.

System Reliability

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway "events."1 Travel-time reliability is a significant aspect of transportation system performance.
The national system reliability performance measures assess the impact of the CTDOT's various programs on the mobility of the transportation highway system users. Operational improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the same SHRP-2 study, "travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure."2 Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets are shown below:

System Reliability			
Performance Measure	**Baseline**	**2-Year**	**Target 4-Year**
Percent of the Person-Miles Traveled on the Interstate That are Reliable	86.20%	78.60%	78.60%
Percent of the Person-Miles on the Non-Interstate NHS That Are Reliable	90.00%	84.90%	84.90%

The STIP will program projects to meet the targets set by CTDOT by considering system reliability in the projects that are selected. Over time, and as quantifiable impacts begin to be observed and measured, they can be expected to become part of the project selection process in a formal way.

Congestion Measures

The two congestion measures consider movement of people and goods in urbanized areas greater than 200,000 established from the Census Bureau. Connecticut has six urbanized areas to report on, including collaboration on three urbanized areas that requires coordination with Rhode Island Department of Transportation and Massachusetts Department of Transportation.

Annual Hours of Peak Hour Excessive Delay				
Urbanized Area	**Baseline**	**2-Year Target**	**Met 2-Year Target**	**Target 4-Year**
Bridgeport-Stamford, CT-NY	12.6	20	Yes	21.9
Hartford, CT	5.7	9.8	Yes	9.8
New Haven , CT	7.5	7.9	No	9.2
Norwich-New London, CT-RI*	3.6	4	No	5.5
Springfield, MA - CT**	6.2	6.5	Yes	6

Worcester, MA -CT**	6.8	7	No	5

Table Notes: * indicates coordination with RIDOT, ** indicates coordination with MassDOT

Percent of Non-Single Occupancy Vehilcel (Non-SOV) Travel				
Urbanized Area	**Baseline**	**2-Year Target**	**Met 2-Year Target**	**Target 4-Year**
Bridgeport-Stamford, CT-NY	30.40%	27.80%	Yes	27.90%
Hartford, CT	22.10%	19.80%	Yes	19.80%
New Haven, CT	25.10%	23.50%	Yes	23.50%
Norwich-New London, CT-RI*	22.30%	19.40%	Yes	18.50%
Springfield, MA - CT**	21.50%	22.17%	Yes	22.24%

Worcester, MA -CT**	23.40%	25.35%	Yes	26.12%

Table Notes: * indicates coordination with RIDOT, ** indicates coordination with MassDOT

Freight Movement

This measure considers factors that are unique to the trucking industry. The unusual characteristics of truck freight include:

- use of the system during all hours of the day
- high percentage of travel in off-peak periods
- need for shippers and receivers to factor in more 'buffer' time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut will be using the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the November 2017, Statewide Freight Plan, and which was approved by FHWA. This is shown below:

Freight Movement			
Performance Measure	**Baseline**	**2-Year**	**Target 4-Year**
Truck Travel Time Reliability (TTRI) Index	1.56	1.95	2.02

Air Quality

Refer to Air Quality Conformity Determination

Transit Asset Management

CTDOT's Public Transportation Transit Asset Management Plan (PT-TAMP) and Transit Asset Management Group Plan (Group-TAMP) lay out strategic approaches to maintain and improve transit capital assets, based on careful planning and improved decision-making, such as reviewing inventories and setting performance targets and budgets to achieve state of good repair (SGR) goals. In accordance with 49 CFR 625.5, SGR is defined by Federal Transit Administration (FTA) as the condition in which a capital asset is able to operate at a full level of performance. Recipients and sub recipients of FTA funds set annual performance targets for federally established SGR measures. Performance targets are set annually for asset classes for asset categories Rolling Stock, Equipment, Facilities, and Guideway Infrastructure. CTDOT has identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus, and ferry.

The percentage of assets beyond the useful life benchmark is the performance measure set for both categories, Rolling Stock and Equipment. For facilities category, the performance measure is based on a 5-point condition rating scale derived from FTA's Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the % of guideway with a performance restriction which is interpreted as slow zones.

Under the FAST Act and MAP-21, "transit providers are required to submit an annual narrative report to the National Transit Database (NTD) that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year." As of October 2018, performance targets are being reported annually to the NTD by CTDOT and its service operators for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompany targets, which started in 2019. The current Transit Asset Management Performance Targets are shown below:

Tier II – Group-TAMP

Group Plan Participants: Greater Bridgeport Transit Authority, Norwalk Transit District, Housatonic Area Regional Transit, Northwestern CTtransit District, Northeastern CTtransit District, Windham Region Transit District, Southeast Area Transit District, Estuary Transit District, Milford Transit District, Valley Transit District, Greater New Haven Transit District

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Teir II Rolling Stock/Equiptment - % of vehicles that have met or exceeded their useful life benchmark					
Performance Measure	**2023 Target**	**2023 Performance**	**2023 Difference**	**2024 Target**	**Useful Life Benchmark**
Bus	14.00%	11.79%	2.21%	14.00%	12 years
Cutaway	17.00%	71.20%	-54.20%	17.00%	5 years
Minivan	17.00%	100.00%	-83.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	79.59%	-62.59%	17.00%	5 years
Van	17.00%	66.67%	-49.67%	17.00%	5 years
Automobile	17.00%	100.00%	-83.00%	17.00%	5 years
Trucks	7.00%	80.00%	-73.00%	7.00%	1+B2:G104 years

Teir II Facilities - % of facilites rated below 3 on TERM Scale					
Performance Measure	**2023 Target**	**2023 Performance**	**2023 Difference**	**2024 Target**	**Useful Life Benchmark**
Passenger Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Connecticut Department of Transportation (CTDOT) Full Reporters: Arrow, Collins, Shore Line East, Metro North Railroad

CTDOT Rolling Stock/Equiptment - % of vehicles that have met or exceeded their useful life benchmark					
Performance Measure	**2023 Target**	**2023 Performance**	**2023 Difference**	**2024 Target**	**Useful Life Benchmark**
Over the Road Bus	14.00%	50.00%	-36.00%	14.00%	12 years
Commuter Rail Locomotive (MNR)	13.00%	0.00%	13.00%	13.00%	35 years
Commuter Rail Locomotive (SLE/HL)	17.00%	100.00%	-83.00%	17.00%	25 years

Commuter Rail Passenger Coach (MNR	13.00%	40.00%	-23.43%	13.00%	35 years
Commuter Rail Passenger Coach (SLE/HL)	17.00%	100.00%	-83.00%	17.00%	25 years
Commuter Rail Self-Propelled Passenger Car	13.00%	0.00%	13.00%	13.00%	35 years
Steel Wheel Vehicles	0.00%	100.00%	-100.00%	0.00%	25 years

CTDOT Facilities - % of facilites rated below 3 on TERM Scale					
Performance Measure	**2023 Target**	**2023 Performance**	**2023 Difference**	**2024 Target**	**Useful Life Benchmark**
Passenger Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

CTDOT Infrastructure - % of Track Segments with Performance Restrictions					
Performance Measure	**2023 Target**	**2023 Performance**	**2023 Difference**	**2024 Target**	**Useful Life Benchmark**
CR - Commuter Rail	4.00%	2.42%	1.58%	4.00%	% Track Miles under Slow Zones

The STIP will program projects to meet the targets utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT's PT-TAMP and Group-TAMP. This list of projects will be updated every four years along with the Plans. These prioritized projects are developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT. The PT-TAMP and Group TAMP were initially shared with the MPOs in October 2018. Subpart E, 625.53 of the TAM Rule requires TAM plans, and

annual performance targets to be available to MPO's for integration into their Regional Planning processes. The most recently updated TAMPs in 2022 are made available online to MPOs.

Transit Safety

Public Transit Safety Arrowline		
Measure	**Calendar Year Actuals 2024**	**2025 Projections**
Commuter Bus (CB)		
1. Major Events	0	0
2. Major Events Rate	0	0
3. Collision Rate (per 100,000 VRM)	6	6
4. Pedestrian collision rate (per 100,000 VRM)	0	0
5. Vehicular Collison Rate (per 100,000 VRM)	6	6
6. Fatalities	0	0
7. Fatality Rate (per 100,000 VRM)	0	0
8. Transit Worker Fatality Rate (per 100,000 VRM)	0	0
9. Injuries	0	0
10. Injury Rate	0	0
11. Transit Worker Injury Rate (per 100,000 VRM)	0	0
12. Assaults on Transit Workers	0	0
13. Assaults on Transit Workers Rate (per 100,000 VRM)	0	0
14. System Reliability (VRM/Mechanical Failures)	60,478	121,238

Public Transit Safety CTtransit		
Measure	**Calendar Year Actuals 2024**	**2025 Projections**
Motor Bus (MB)		
1. Major Events	67	64
2. Major Events Rate	0.455	.433
3. Collision Rate (per 100,000 VRM)	4.79	4.6
4. Pedestrian collision rate (per 100,000 VRM)	0.054	.051
5. Vehicular Collison Rate (per 100,000 VRM)	3.07	2.92
6. Fatalities	0	0
7. Fatality Rate (per 100,000 VRM)	0	0
8. Transit Worker Fatality Rate (per 100,000 VRM)	0	0
9. Injuries	77	73
10. Injury Rate	0.52	.50
11. Transit Worker Injury Rate (per 100,000 VRM)	0.313	.297

12. Assaults on Transit Workers	34	31
13. Assaults on Transit Workers Rate (per 100,000 VRM)	0.23	.21
14. System Reliability (VRM/Mechanical Failures)	35,335	37,102

Public Transit Safety CTtransit		
Measure	**Calendar Year Actuals 2024**	**2025 Projections**
Bus Rapid Transit (BRT) **RT101 only		
1. Major Events	2	2
2. Major Events Rate	.294	.294
3. Collision Rate (per 100,000 VRM)	2.64	2.51
4. Pedestrian collision rate (per 100,000 VRM)	.150	.143
5. Vehicular Collison Rate (per 100,000 VRM)	.290	.276
6. Fatalities	0	0
7. Fatality Rate (per 100,000 VRM)	0	0
8. Transit Worker Fatality Rate (per 100,000 VRM)	0	0
9. Injuries	2	2
10. Injury Rate	.290	.290
11. Transit Worker Injury Rate (per 100,000 VRM)	0	0
12. Assaults on Transit Workers	1	0
13. Assaults on Transit Workers Rate (per 100,000 VRM)	.15	0
14. System Reliability (VRM/Mechanical Failures)	76,143	79,950

Public Transit Safety SEAT		
Measure	**Calendar Year Actuals 2022**	**2023 Projections**
Motor bus and Demand Response		
1. Major Events	7	6
2. Major Events Rate	0.55	0.47
3. Collision Rate (per 100,000 VRM)		
4. Pedestrian collision rate (per 100,000 VRM)		
5. Vehicular Collison Rate (per 100,000 VRM)		
6. Fatalities	1	0
7. Fatality Rate (per 100,000 VRM)	0.07	0
8. Transit Worker Fatality Rate (per 100,000 VRM)		
9. Injuries	4	4
10. Injury Rate	0.31	0.31
11. Transit Worker Injury Rate (per 100,000 VRM)		
12. Assaults on Transit Workers	1	0.07

13. Assaults on Transit Workers Rate (per 100,000 VRM)		
14. System Reliability (VRM/Mechanical Failures)	25,998	6,000

Public Transit Safety SEAT		
Measure	**Calendar Year Actuals 2022**	**2023 Projections**
Demand Response		
1. Major Events	0	2.00
2. Major Events Rate	0	2.56
3. Collision Rate (per 100,000 VRM)	0	0
4. Pedestrian collision rate (per 100,000 VRM)		
5. Vehicular Collison Rate (per 100,000 VRM)		
6. Fatalities	0	0
7. Fatality Rate (per 100,000 VRM)	0	0
8. Transit Worker Fatality Rate (per 100,000 VRM)		
9. Injuries	0	2
10. Injury Rate	0	2.56
11. Transit Worker Injury Rate (per 100,000 VRM)		
12. Assaults on Transit Workers		
13. Assaults on Transit Workers Rate (per 100,000 VRM)	0	0
14. System Reliability (VRM/Mechanical Failures)	80,000	80,000

Public Transit Safety SEAT		
Measure	**Calendar Year Actuals 2022**	**2023 Projections**
Demand Response Purchase Transportation		
1. Major Events	0	0
2. Major Events Rate	0	0
3. Collision Rate (per 100,000 VRM)		
4. Pedestrian collision rate (per 100,000 VRM)		
5. Vehicular Collison Rate (per 100,000 VRM)		
6. Fatalities	0	0
7. Fatality Rate (per 100,000 VRM)	0	0
8. Transit Worker Fatality Rate (per 100,000 VRM)		
9. Injuries	0	0
10. Injury Rate	0	0
11. Transit Worker Injury Rate (per 100,000 VRM)		
12. Assaults on Transit Workers		

13. Assaults on Transit Workers Rate (per 100,000 VRM)		
14. System Reliability (VRM/Mechanical Failures)	80.000	80.000

Transit safety measures and performance-based planning are comprehensively documented in each Public Transportation Agency Safety Plan. CTDOT and SECOG coordinate with the transit agencies to program necessary projects to meet transit safety goals.