Connecticut Department of Transportation

FFY 2026 – FFY 2030
Transportation Infrastructure Capital Plan

Selected Major Projects
February 2026

Sheet Color Index	
	Projects in Design
	Projects in Construction
	Overprogrammed Projects (projects under development without confirmed funding)

Notes:

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

PROJECT 0004-0134: NEW MAINTENANCE FACILITY IN AVON

Project Status = Design

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

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

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

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$27.70	**$0.00**	**$27.70**	-	-	-	-	-	-	-	-	-	$27.70	$0.00	$27.70	-	-	-	-	-	-	-	-	-

PROJECT 0034-0361: I-84 PAVEMENT REHABILITATION AND REPLACEMENT OF BRIDGE NOS. 01181 AND 01182 IN DANBURY

Project Status = Design

Project Location

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

Purpose and Need

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

Scope of Work

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

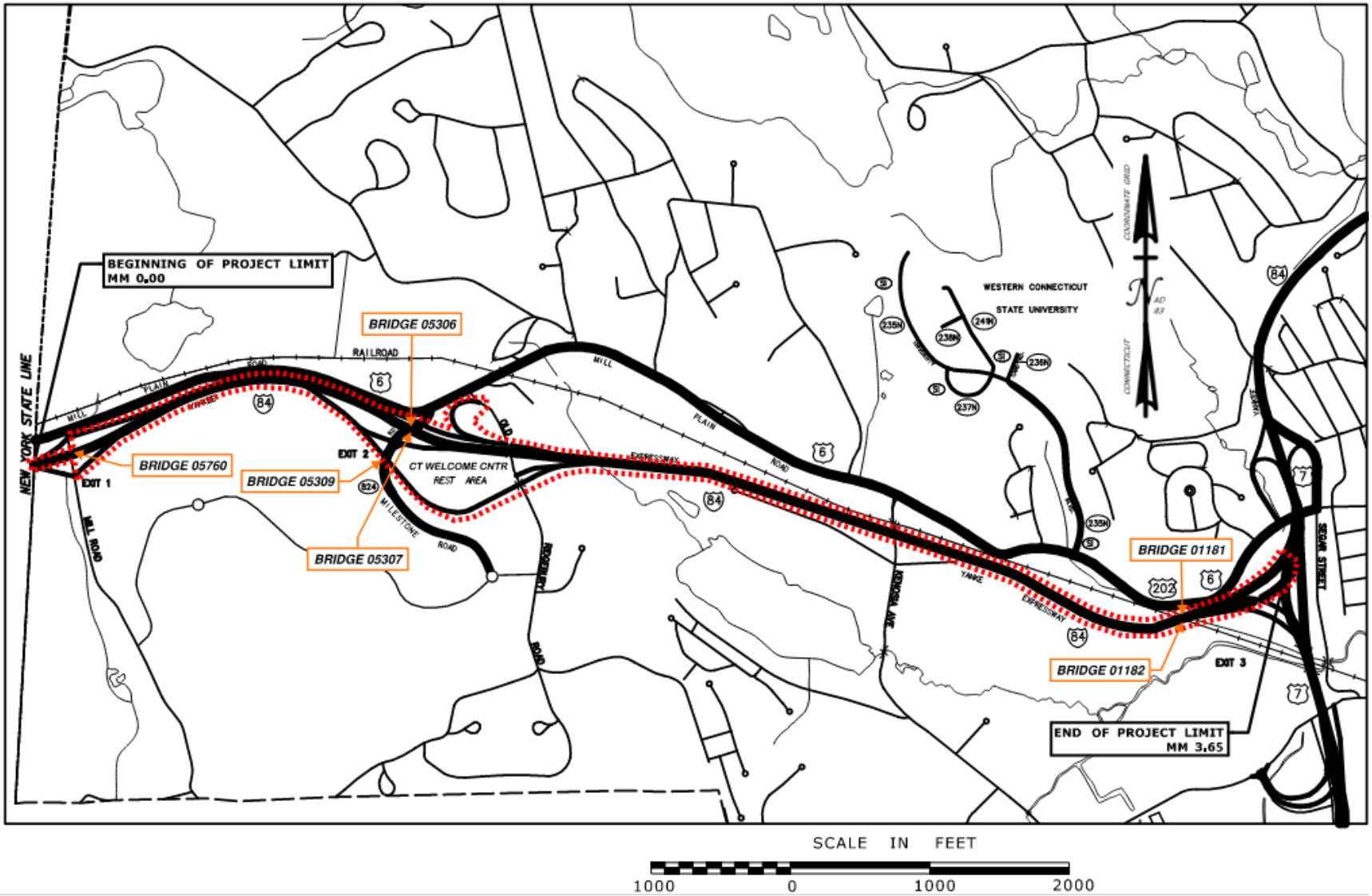
Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$138.60	**$124.74**	**$13.86**	-	-	-	-	-	-	-	-	-	-	-	-	$76.23	$62.37	$13.86	$62.37	$62.37	$0.00	-	-	-

PROJECT 0034-0361: I-84 PAVEMENT REHABILITATION AND REPLACEMENT OF BRIDGE NOS. 01181 AND 01182 IN DANBURY

Project Status = Design

Project Image



PROJECT 0042-0332: GREATER HARTFORD MOBILITY PROGRAM
PEDESTRIAN IMPROVEMENTS AT RAMP TERMINI
TOWN OF EAST HARTFORD

Project Status = Design

Project Location

The project consists of 8 sites within the Town of East Hartford. The sites include: I-84 at Governor Street and Thomas Street, Route 15 on-ramp at Silver Lane, Route 2 at Maple Street and Main Street, I-84 at East River Drive and Darlin Street, Route 2 at Darlin Street, Route 2 at Pitkin Street, Route 2 at High Street, and Route 2 at East River Drive.

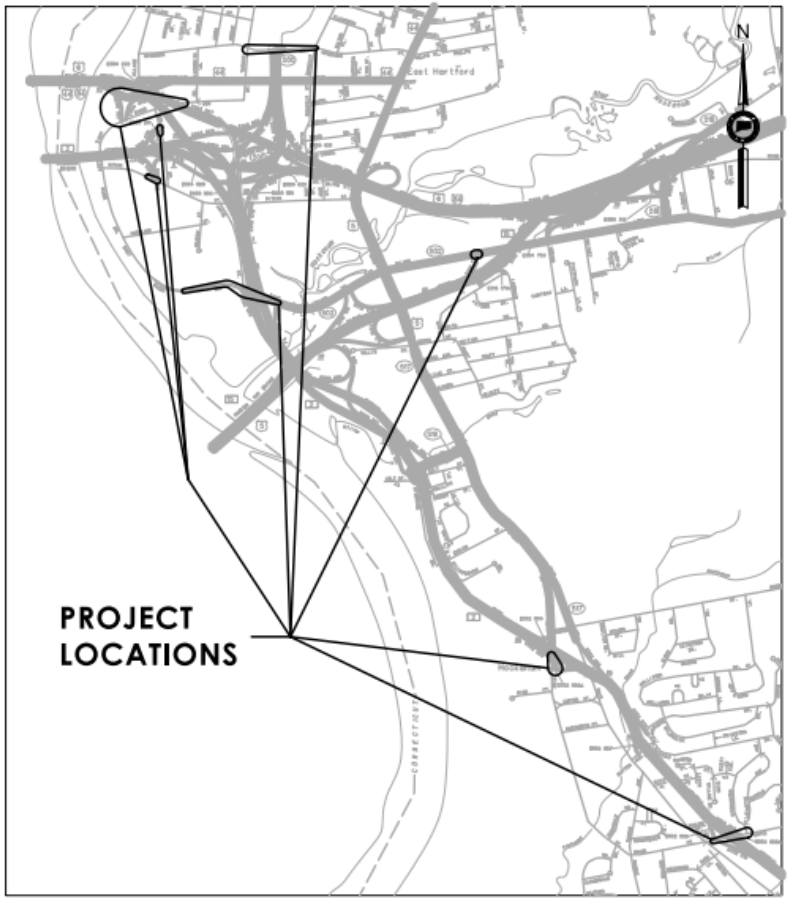
Purpose and Need

The purpose of the project is to improve pedestrian connections across freeway ramps throughout the Town of East Hartford. The existing sites are missing various pedestrian connectivity features such as crosswalks, sidewalks, curb ramps, pedestrian signal heads, and signage.

Scope of Work

The proposed improvements vary at each site, but can include crosswalks, pedestrian signals and actuators, pedestrian crossing signage and RRFBs (Rectangular Rapid Flashing Beacons), crosswalk illumination, ADA curb ramps, sidewalks, reductions of curb radii, and elimination of right turn slip lanes.

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$6.10	**$4.88**	**$1.22**	-	-	-	-	-	-	-	-	-	$6.10	$4.88	$1.22	-	-	-	-	-	-	-	-	-

PROJECT 0042-0333: GREATER HARTFORD MOBILITY PROGRAM (GHMP)
EXTEND ROUTE 2 TO I-91, NEW BRIDGE OVER CONNECTICUT RIVER
TOWNS OF HARTFORD & EAST HARTFORD

Project Status = Design

Project Location

The GHMP PEL study's recommendation proposes a new bridge over the Connecticut River that will connect Route 2 with I-91. The study area includes portions of the Town of East Hartford and the City of Hartford. In East Hartford, the study area is generally north of I-84, east of Thomas Street and west of Prospect Street with the I-84 and Route 2 interchange proposed as the southerly terminus of the project. In Hartford, the study area is generally south of Jennings Road and east of I-91 with the northern terminus of the project proposed along I-91 at the Jennings Road interchange.

Purpose and Need

The purpose of this project is to establish a direct connection between I-91 and Route 2 to alleviate congestion, improve safety, and reduce demand at the existing I-84/I-91 Interchange, and eliminate geometrically deficient ramps on the Bulkeley Bridge and I-84 in East Harford.

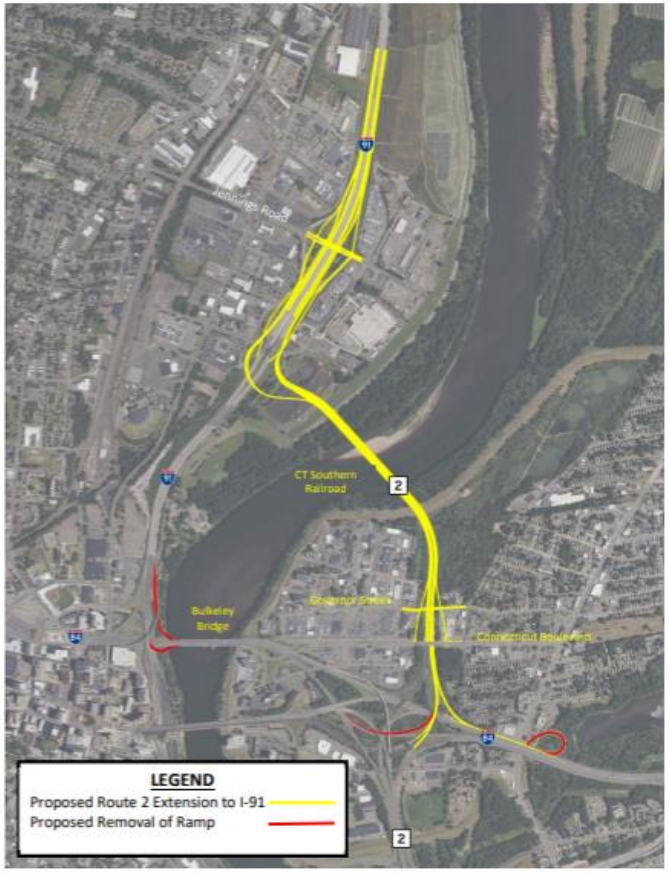
Scope of Work

The project proposes an extension of Route 2 beyond the Governor Street ramp in East Harford to provide a direct connection to I-91, north of the I-84/I-91 Interchange, with a new crossing over the Connecticut River north of the CT Southern Railroad Bridge.

The proposed project is a mid-term recommendation from the Greater Hartford Mobility Program (GHMP).

Construction Cost Estimate: $ 1.2-1.6 Billion

Project Image



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

Project Status = Design

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

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

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

Project Image


Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$105.470	**$84.376**	**$21.094**	$25.094	$4.000	$21.094	$21.037	$21.037	$0.000	$21.037	$21.037	$0.000	$21.037	$38.302	$0.000	-	-	-	-	-	-	-	-	-

PROJECT 0056-0305: REPLACEMENT OF BRIDGE NO. 01872 CARRYING US 1 OVER GREENWICH CREEK TOWN OF GREENWICH

Project Status = Design

Project Location

Bridge No. 01872 supports U.S. Route 1 (East Putnam Avenue) in the town of Greenwich and is located approximately 2.2 miles west of Interstate 95, Interchange 5.

Purpose and Need

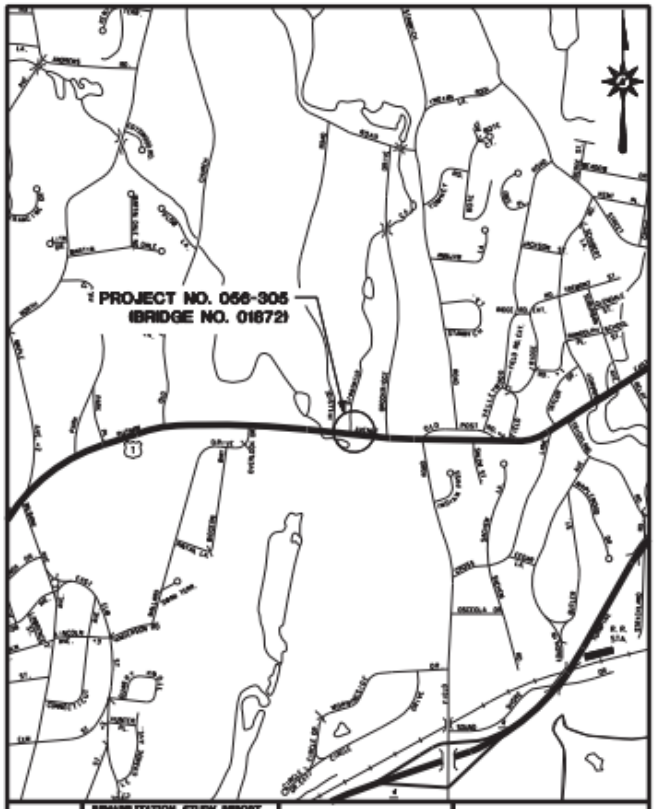
The purpose and need for the project is address the structural and hydraulic deficiencies of the structure. The existing bridge is in serious condition due to the deterioration of the superstructure and is considered scour critical. The underside of the reinforced concrete slab shows evidence of concrete deterioration, and several concrete encased beams feature full-length concrete spalls. Some areas of steel exposed by concrete spalls exhibit areas of laminated rust.

Scope of Work

The existing structure will be replaced with a single-span prefabricated steel and concrete superstructure spanning 38-feet. The superstructure will be supported by precast concrete abutments and wingwalls founded on pile foundations.

U.S. Route 1 will be raised approximately 3.5 feet to provide sufficient under-clearance and freeboard for the 100-year storm event. This will require the reconstruction of 850 feet of U.S. Route 1 and 235 feet of Hillside Road. A 6-foot sidewalk will be provided on the south side of U.S. Route 1 will extend from West Brother Drive to 200 feet east of Woodside Drive. An 8-foot sidewalk will be provided on the north side of U.S. Route 1, extending from the western project limits across Bridge No. 01872. A 5-foot 6-inch sidewalk will be provided between the subject bridge and Brookridge Drive. A new retaining wall will be constructed along the south side of U.S. Route 1 adjacent to the southwest wingwall. The exposed wall height will vary from 2 feet to 12 feet and will be approximately 365 feet long.

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$15.80	**$12.64**	**$3.16**	-	-	-	-	-	-	$15.80	$12.64	$3.16	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0058-0343: REHABILITATION OF BRIDGE NO. 00362, MYSTIC RIVER BRIDGE, CARRYING ROUTE 1 OVER THE MYSTIC RIVER IN GROTON & STONINGTON

Project Status = Design

Project Location

Bridge No. 00362 (bascule) carries US Route 1 over the Mystic River in the town of Groton and is situated between East and West Main Street and 0.5 miles east of SR 614. State miles = 0.09.

Purpose and Need

The purpose of the project is to upgrade the integrity of the bridge structural elements to a "State of good repair" to meet current standards. The rehabilitation will extend the service life of the structure.

Scope of Work

The proposed work includes:

- Repair locations of deficient steel members
- Repair bearing devices, fender system, and substructure
- Strengthen steel members as required to meet all
- legal loads and permit load CT-P76.5.
- Enhancement for passage of bike traffic
- Repair to the operation of main motors
- Painting of the operator building
- Replacement of external cameras
- Mechanical repairs and upgrades
- Electrical repairs and upgrades
- Architectural upgrades to the control house interior and exterior
- Install an updated scour monitoring system

Project Image

LOCATION PLAN

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$3.70	$0.00	$3.70	-	-	-	-	-	-	$3.70	$0.00	$3.70	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0061-0156: ROUTE 15 AT STATE ROUTE 707 (WHITNEY AVENUE), INTERCHANGE 51 IMPROVEMENTS, IN HAMDEN & NORTH HAVEN

Project Status = Design

Project Location

This project is located on Route 15 at interchange 51 on State Route 707 (Whitney Avenue).

Purpose and Need

The purpose of the project is to reduce the occurrence of crashes at the Route 15 interchange 51 ramps and improve mobility for all roadway users along SR 707 (Whitney Avenue).

Scope of Work

The proposed improvements include the removal of stop controls and the addition of acceleration lanes for the northbound and southbound on ramps, as well as a deceleration lane for the northbound off-ramp. A signal will be installed at the terminus of the southbound exit 52 off-ramp. All ramp termini with SR 707 will be signalized, and marked crosswalks will be installed to improve pedestrian safety. The project also proposed additional pedestrian network improvements and the replacement of an existing noise barrier along Route 15 SB.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$19.60	**$15.68**	**$3.92**	-	-	-	-	-	-	-	-	-	$11.92	$8.00	$3.92	$7.68	$7.68	$0.00	-	-	-	-	-	-

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

Project Status = Design

Project Location

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

Purpose and Need

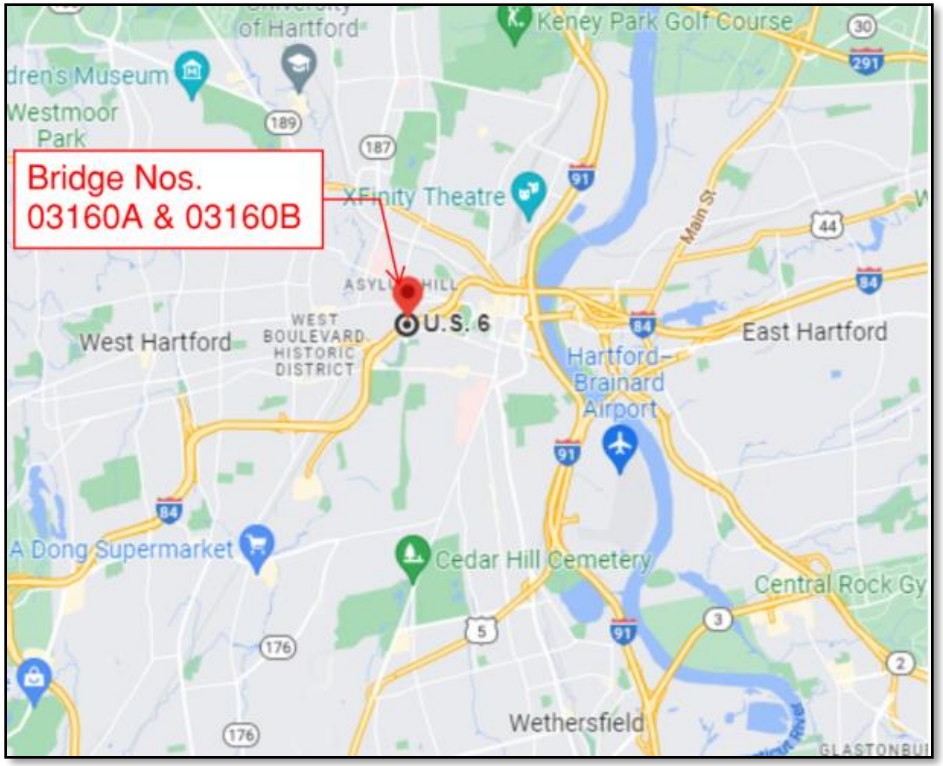
The purpose of this project is to rehabilitate the bridges in order to maintain a "State of Good Repair" and extend their service life.

Scope of Work

The bridge rehabilitation scope includes the following:

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$32.287	**$29.058**	**$3.229**	$13.229	$10.000	$3.229	$13.000	$13.000	$0.00	$6.058	$6.058	$0.00	-	-	-	-	-	-	-	-	-	-	-	-

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

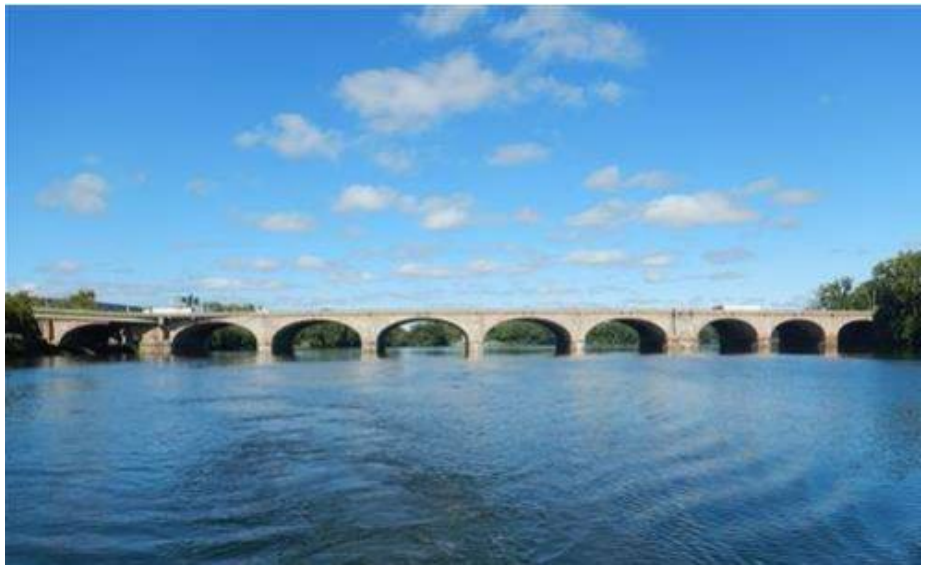
Project Status = Design

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

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$23.90	**$21.51**	**$2.39**	-	-	-	$9.39	$7.00	$2.39	$14.51	$14.51	$0.00	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Location

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

Purpose and Need

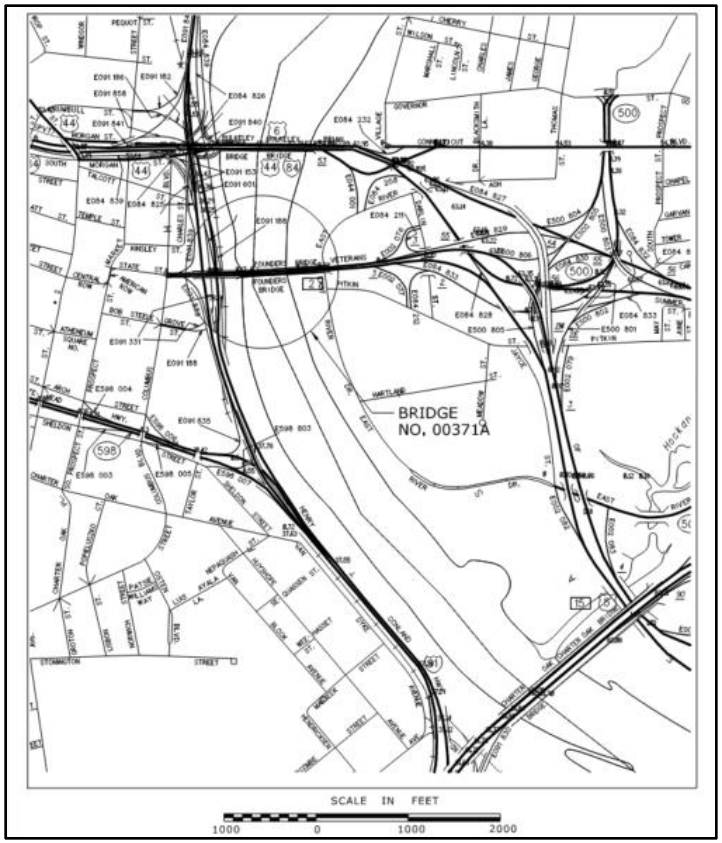
The purpose of this project is to rehabilitate the bridge in order to maintain a "State of Good Repair" and extend the service life of the structure.

Scope of Work

The overall scope of this project is as follow:

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$22.60	**$18.08**	**$4.52**	-	-	-	$5.52	$1.00	$4.52	$12.08	$12.08	$0.00	$5.00	$5.00	$0.00	-	-	-	-	-	-	-	-	-

PROJECT 0063-0743: GREATER HARTFORD MOBILITY PROGRAM – REPLACE PULASKI CIRCLE WITH MODERN ROUNDABOUT CITY OF HARTFORD

Project Status = Design

Project Location

Pulaski Circle is located in the City of Hartford, adjacent to Bushnell Park, at the intersection of Whitehead Highway, Hudson Street, Wells Street, and Elm Street, approximately one-half mile from the I-91 Exit 37 interchange.

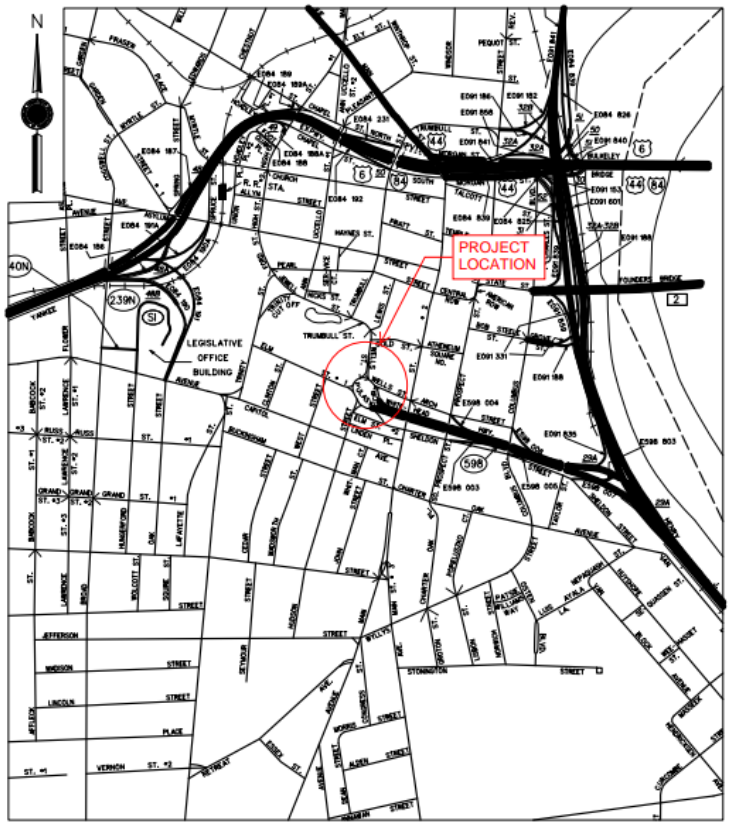
Purpose and Need

The primary purpose of the project is to address safety for all users and improve pedestrian and bicycle connections between neighborhoods in the Bushnell South area of Hartford. The project needs are to reduce vehicular speeds, simplify traffic control, provide a route for bicycles, and enhance the quality of pedestrian accommodations.

Scope of Work

The project includes reconstructing Pulaski Circle as a modern roundabout with a two-lane westbound approach for Whitehead Highway and single lane approaches for the eastbound, northbound, and southbound approaches. Pedestrian and bicycle connections will be provided at all approaches and throughout the roundabout, except for the Whitehead Highway east approach.

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$25.00	**$20.00**	**$5.00**	-	-	-	-	-	-	-	-	-	-	-	-	$15.00	$10.00	$5.00	$10.00	$10.00	$0.00	-	-	-

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

Project Status = Design

Project Location

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

- The proposed project limits on I-91 southbound begin approximately a half mile north of Interchange 19, extending southbound to the Meriden/Wallingford town line for approximately 4.25 miles.
- The proposed project limits on Route 15 southbound begin at the I-691 eastbound overpass and extend southbound to approximately a quarter mile south of the Miller Avenue overpass for approximately 2.25 miles.
- The proposed project also includes improvements to I-691 eastbound from the Route 5 overpass (Interchange 2A) to approximately 130 feet west of the Bee Street overpass for approximately 1 mile.
- The proposed project limits on Route 66 westbound begin just west of the Preston Avenue underpass and extend to I-691 westbound Interchange 1C (off-ramp to Route 15 northbound) for approximately 1 mile.

Purpose and Need

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

Scope of Work

It is proposed to reconfigure I-91 southbound to provide an additional operational lane between Interchanges 20 and 21, widen the existing off-ramp from I-91 southbound to I-691 westbound (Interchange 20) to provide two lanes, and provide a new two-lane off-ramp from I-91 southbound to Route 15 southbound. Additionally, the I-691 eastbound to the Route 15 southbound (Interchange 1B) on-ramp will be widened to provide to two lanes.

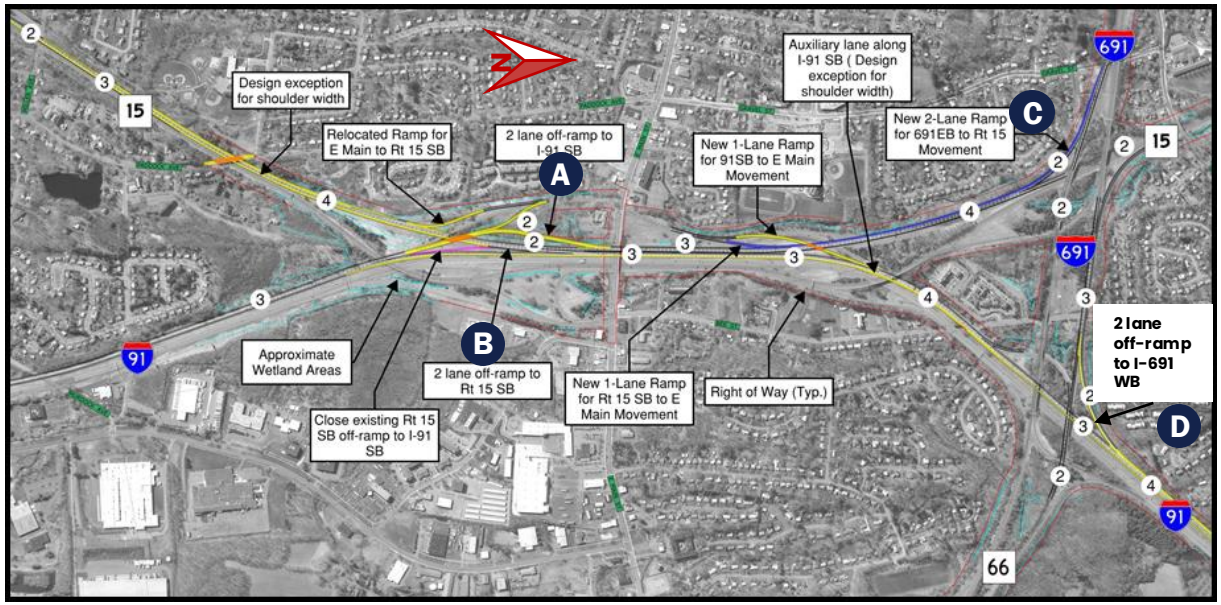
Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$287.58	**$151.66**	**$135.92**	$230.22	$94.30	$135.92	$11.13	$11.13	$0.00	$5.00	$5.00	$0.00	$5.00	$5.00	$0.00	$18.12	$18.12	$0.00	$18.11	$18.11	$0.00	-	-	-

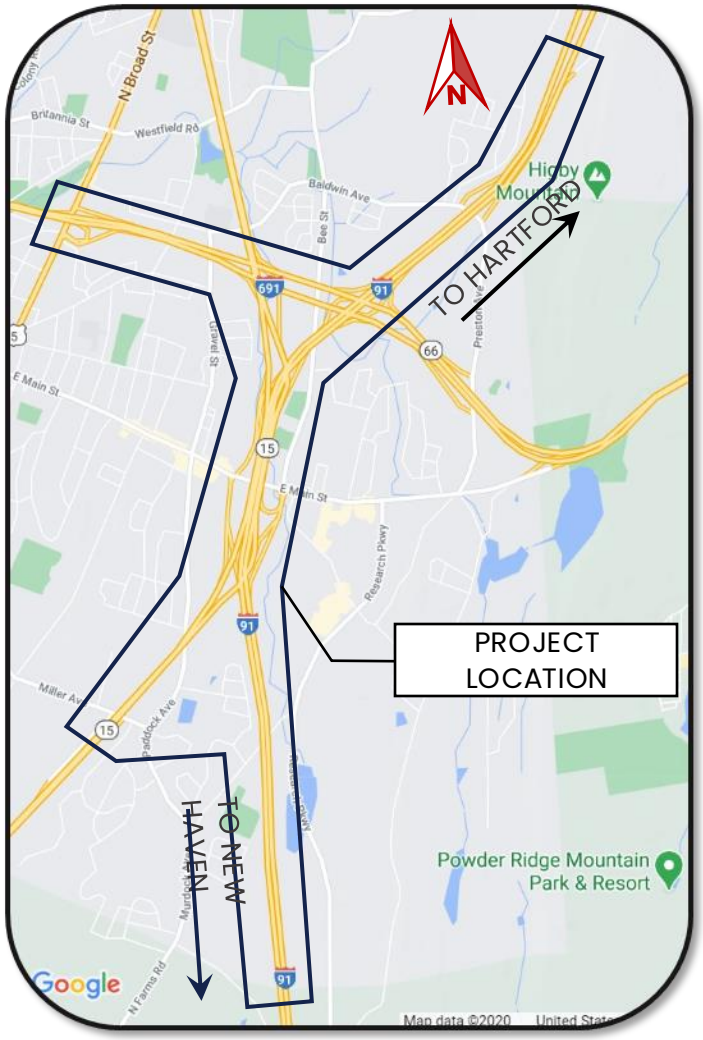
PROJECT 0079-0240: I-91 / I-691 / ROUTE 15 INTERCHANGE IMPROVEMENTS – SOUTHBOUND IN MERIDEN & MIDDLETOWN

Project Status = Design

Project Image



Project Image - Existing Conditions



- **A** New two-lane exit ramp from Route 15 southbound to I-91 southbound to reduce traffic congestion on the existing exit ramp (Exit 64A).
- **B** New two-lane I-91 southbound ramp to Route 15 southbound to reduce traffic congestion on the existing ramp (Exit 17).
- **C** Widen ramp from I-691 eastbound to Route 15 southbound (Exit 1B) to two lanes.
- **D** Widen ramp from I-91 southbound to I-691 westbound (Exit 18) to two lanes.
- **E** Additional improvements include the resurfacing of I-91 southbound to the Wallingford-Meriden town line

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

Project Status = Construction

Project Location

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

- The limits of improvements begin on I-91 northbound, extending from the Meriden-Wallingford town line to slightly north of Bridge No. 01825 (Route 15 northbound overpass) for approximately 2.5 miles.
- The limits of improvements on Route 15 northbound extend from Miller Avenue to the on-ramp to I-691 westbound (Interchange 65B) for approximately 2 miles.
- The limits of improvements on I-691 westbound extend from the on-ramp from Route 15 northbound (Interchange 65B) to Route 5/Broad Street overpass for approximately 1 mile.

Purpose and Need

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

Scope of Work

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$249.34	**$199.47**	**$49.87**	$194.99	$145.12	$49.87	$18.12	$18.12	$0.00	$18.12	$18.12	$0.00	$18.11	$18.11	$0.00	-	-	-	-	-	-	-	-	-

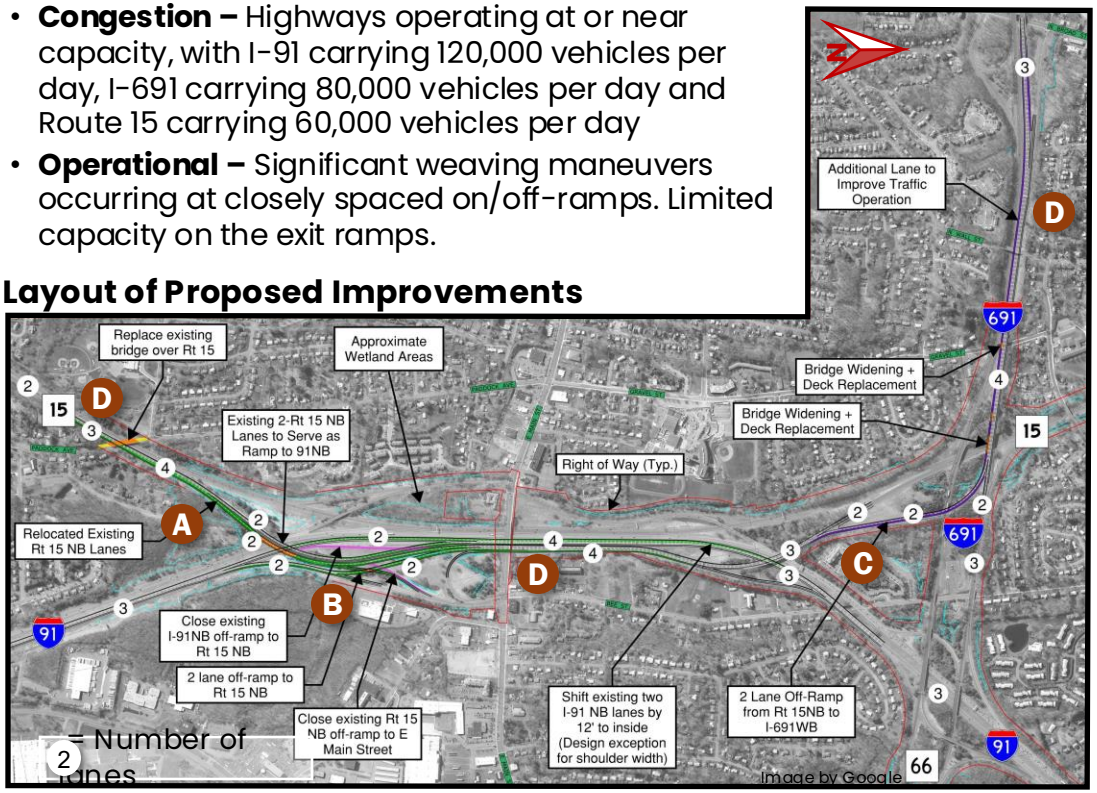
PROJECT 0079-0246: I-91 / I-691 / ROUTE 15 INTERCHANGE IMPROVEMENTS – NORTHBOUND IN MERIDEN & MIDDLETOWN

Project Status = Construction

Project Area Deficiencies

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

Layout of Proposed Improvements



Proposed Improvements

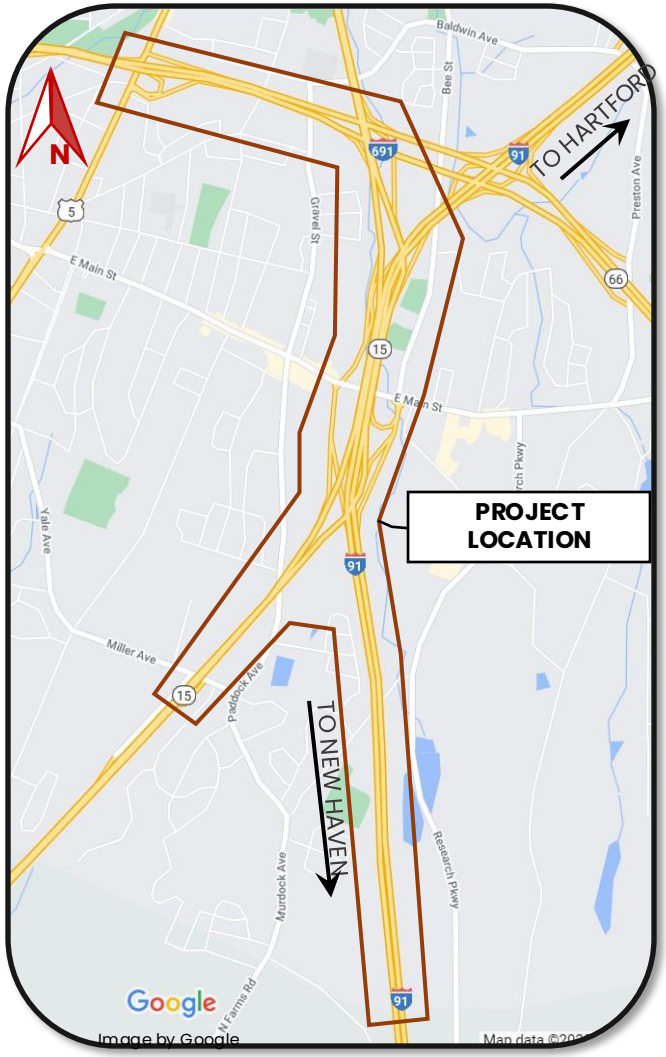
A New two-lane exit ramp from Route 15 northbound to I-91 northbound to reduce traffic congestion on the existing exit ramp (Exit 65A).

B Close the existing exit ramp from I-91 northbound to Route 15 northbound (Exit 17) and re-route traffic to Exit 16 where a two-lane exit ramp with a right-side traffic merge on Route 15 northbound will be provided.

C Widen the existing exit ramp from Route 15 northbound to I-691 westbound to two lanes (Exit 65B).

D Acceleration and deceleration lanes will be reconfigured to provide adequate traffic weaving distances.

Project Image - Existing Conditions



PROJECT 0080-0128: IMPROVEMENTS ON ROUTE 63, 64 & I-84 WESTBOUND INTERCHANGE 30 IN WATERBURY & MIDDLEBURY

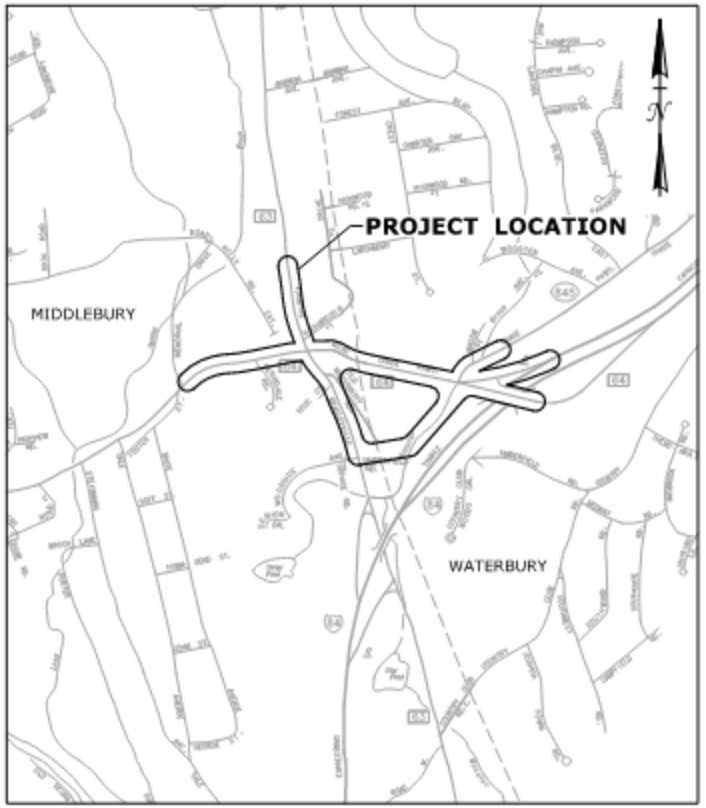
Project Status = Design

Project Location

This project is located at Interstate 84 (I-84) Interchange 30 westbound, State Road 845 (Chase Parkway), Route 63 and Route 64. Project limits are as follows:

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

Project Image



Purpose and Need

The purpose of the project is to address safety and operational concerns associated with traffic delays and crashes within the project limits encompassing the I-84 Interchange 30 westbound off-ramp terminus, Route 63 and Route 64

Scope of Work

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$35.00	**$28.00**	**$7.00**	-	-	-	-	-	-	-	-	-	$10.00	$3.00	$7.00	$10.00	$10.00	$0.00	$10.00	$10.00	$0.00	$5.00	$5.00	$0.00

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

Project Status = Design

Project Location

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

Purpose and Need

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

Scope of Work

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

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$50.00	**$0.00**	**$50.00**	-	-	-	-	-	-	-	-	-	$50.00	$0.00	$50.00	-	-	-	-	-	-	-	-	-

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

Project Status = Design

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

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

Scope of Work
Hartford Avenue: The traffic signal on Route 9 at the Route 17 interchange onto Hartford Avenue Exit 24 will be removed by elevating the southbound direction of Route 9. This grade separation will allow for free flow acceleration from Hartford Avenue to Route 9 northbound, crossing under Route 9 southbound. This acceleration lane will be constructed in the existing median of Route 9 and will serve as an additional through lane for Route 9 northbound until Exit 25 for Route 99 in Cromwell. The existing access to Hartford Avenue from Route 9 northbound will be removed and motorists will be directed towards the previous exit for access to Route 17. Access to and from Hartford Avenue from Route 9 southbound will be maintained with full length deceleration and acceleration lanes.

Washington Street: To remove the traffic signal on Route 9 at the Washington Street interchange Exit 23C, a new off-ramp from Route 9 northbound is proposed to provide access to River Road, approx. 3,500 feet south of Washington Street. Access to Washington Street is proposed to be removed from Route 9. The interchange will encompass the existing Providence and Worcester rail line and will provide access to Route 9 southbound. An acceleration lane to Route 9 southbound will provide access from Washington Street prior to Exit 23A. The existing access from Route 9 southbound to Washington Street will be removed and motorists will be directed towards the previous exit for access to Route 66.

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

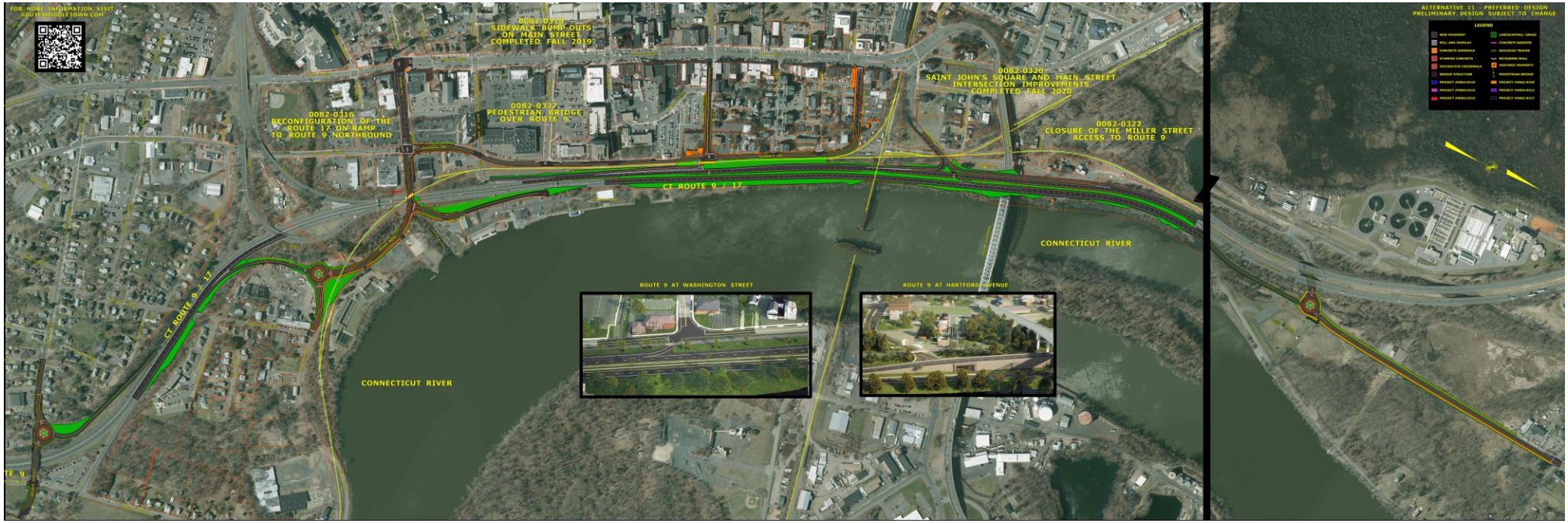
Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$143.00	$114.40	$28.60	-	-	-	-	-	-	$39.60	$11.00	$28.60	$22.40	$22.40	$0.00	$27.00	$27.00	$0.00	$27.00	$27.00	$0.00	$27.00	$27.00	$0.00

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

Project Status = Design

Project Image



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

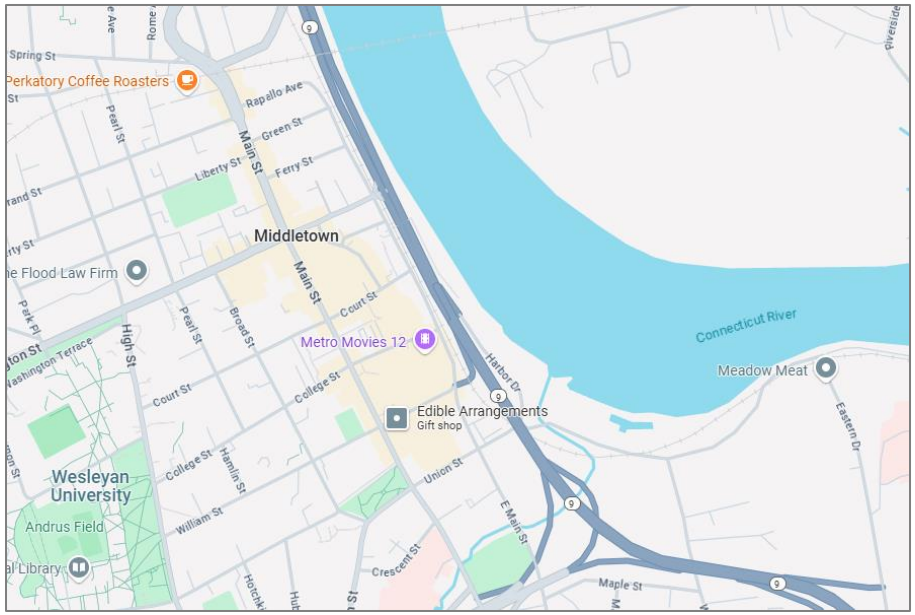
Project Status = Design

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

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$34.982	**$27.986**	**$6.996**	-	-	-	-	-	-	-	-	-	-	-	-	$7.996	$1.000	$6.996	$14.000	$14.000	$0.000	$12.986	$12.986	$0.000

PROJECT 0085-0146/0120-0098:
ROUTE 85 IMPROVEMENTS IN SALEM & MONTVILLE

Project Status = Design

Project Location

This project is comprised of four separate segments along Route 85 in Salem and Montville. This overall 5+ mile section of Route 85 begins just south of the intersection of Routes 82 and 85 in Salem and extends southbound to approximately 1,200 feet south of the intersection with Lakewood Drive in Montville. Project 0085-0146 consists of sections 1 and 2. Project 0120-0098 will involve sections 3 and 4.

Purpose and Need

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

Scope of Work

The proposed improvements include widening shoulders to provide a consistent roadway width and better accommodate pedestrians/cyclists, upgrading guiderail, correcting sightline deficiencies, addressing drainage, and providing left-turn bypass at select intersections. Section 1, located in Salem, begins just south of the Route 85 and Route 82 roundabout and extends south to Horse Pond Road, and includes the replacement of Bridge No. 02538, Route 85 over Fraser Brook ; Section 2, located in Salem, begins 1,500 feet north of Beckwith Hill Drive and extends south to Valley Drive ; Section 3, located in Montville, begins 300 feet north of Fox Hollow Drive and extends south to 350 feet south of Beckwith Road, and includes the replacement of Bridge No. 01248, Route 85 over Latimer Brook ; Section 4, located in Montville, begins 1,500 feet north of the Grassy Hill Road / Chesterfield Road intersection and extends south to 1,200 feet south of Lakewood Drive. The existing signalized intersection of Route 85 at Grassy Hill Road and Chesterfield Road will be expanded to incorporate turning lanes and a new traffic signal. The existing signalized intersection of Route 85 at Route 161 will be reconstructed for improved traffic flow and a new traffic signal.

Project 0085-0146 Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$24.50	**$3.00**	**$21.50**	-	-	-	-	-	-	$21.50	$0.00	$21.50	$3.00	$3.00	$0.00	-	-	-	-	-	-	-	-	-

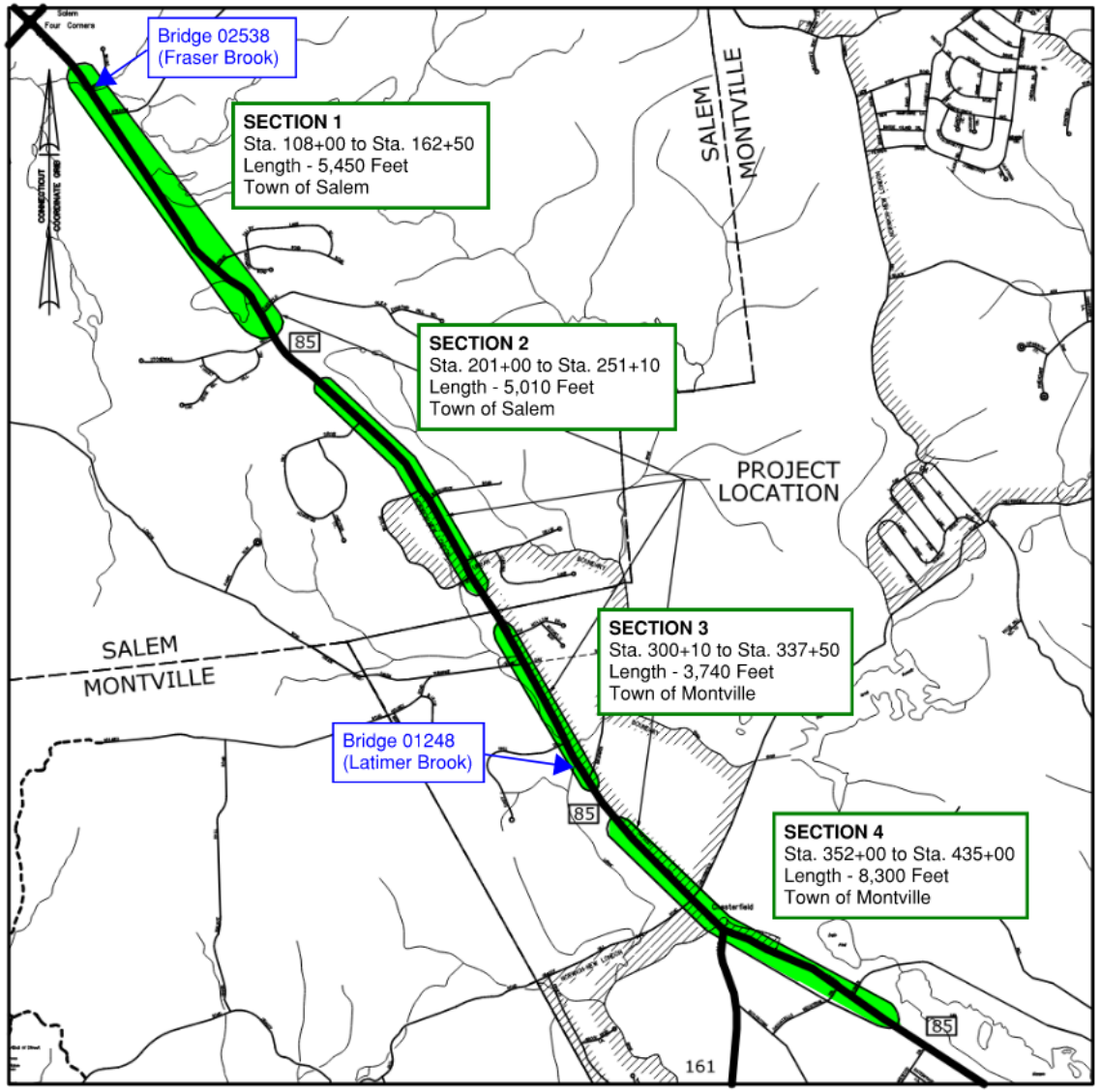
Project 0120-0098 Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$16.50	**$0.00**	**$16.50**	-	-	-	$16.50	$0.00	$16.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0085-0146 (Sections 1 & 2)
PROJECT 0120-0098 (Sections 3 & 4)
ROUTE 85 IMPROVEMENTS IN SALEM & MONTVILLE

Project Status = Design

Project Image



PROJECT 0085-0147: MOHEGAN-PEQUOT TRIBE BRIDGE, REHABILITATION OF BRIDGE NO. 03426, CARRYING ROUTE 2A OVER THE THAMES RIVER AND RAILROAD IN MONTVILLE

Project Status = Design

Project Location

Bridge No. 03426 carries Route 2A over NE Central Railroad, P&W Railroad & Thames River in Montville, Connecticut

Purpose and Need

The purpose of the project is to address the bridge's operational, safety, and preventative maintenance concerns and to upgrade the structural integrity of the entire bridge to a "state of good repair" extending its service life.

Scope of Work

The scope will include repairs to the bridge deck, partial and full depth deck patching and joint replacement, installation of new waterproof membrane and overlay, upgrade drainage system with fiberglass pipes, spot clean and paint rusted girders and other steel surface areas, replace steel expansion bearings at piers 1&6, refurbishment of all bearing assemblies and frozen bearings, replace all hatchway wire mesh, repair protective fence, partial replacement of approach guiderail with MASH compliant system, patch substructure spalled surfaces and replacing the fender system.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$32.970	$26.376	$6.594	-	-	-	-	-	-	$7.594	$1.000	$6.594	$14.000	$14.000	$0.000	$11.376	$11.376	$0.000	-	-	-	-	-	-

PROJECT 0088-0200: NOISEWALL REPLACEMENT ROUTE 72 BETWEEN CT 555 AND CT 372 IN NEW BRITAIN

Project Status = Design

Project Location

The project is located on Route 72 east and westbound in the City of New Britain between Route 555 (West Main Street Overpass) and Corbin Avenue (Exit 2).

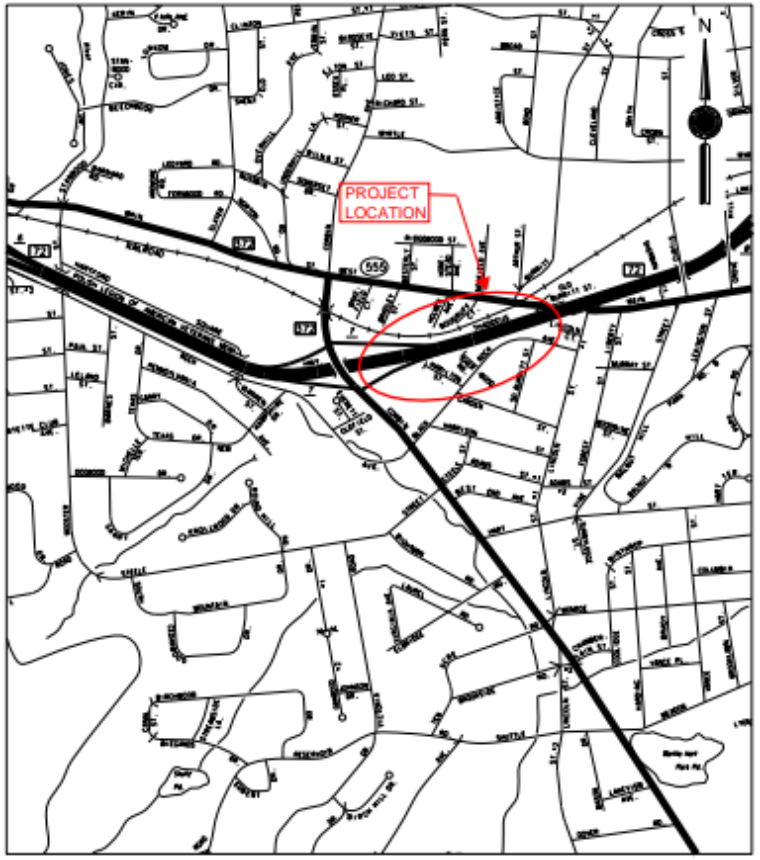
Purpose and Need

The purpose of this project is to provide adequate noise protection along Route 72 east and westbound between Route 555 (West Main Street Overpass) and Exit 2 in the City of New Britain. The existing timber structure is badly weathered and rotted with missing panels and beyond its useful life, hence warranting complete replacement

Scope of Work

The scope of this project is to replace the existing deteriorated noise barrier along the existing alignment at the same finished height elevation and length. The specific type of noise barrier will be selected during the design phase to ensure effectiveness and suitability for this location.

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$3.50	**$0.00**	**$3.50**	-	-	-	$3.50	$0.00	$3.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0092-0689: ROUTE 15 AT INTERCHANGE 46 IMPROVEMENTS IN NEW HAVEN & WOODBRIDGE

Project Status = Design

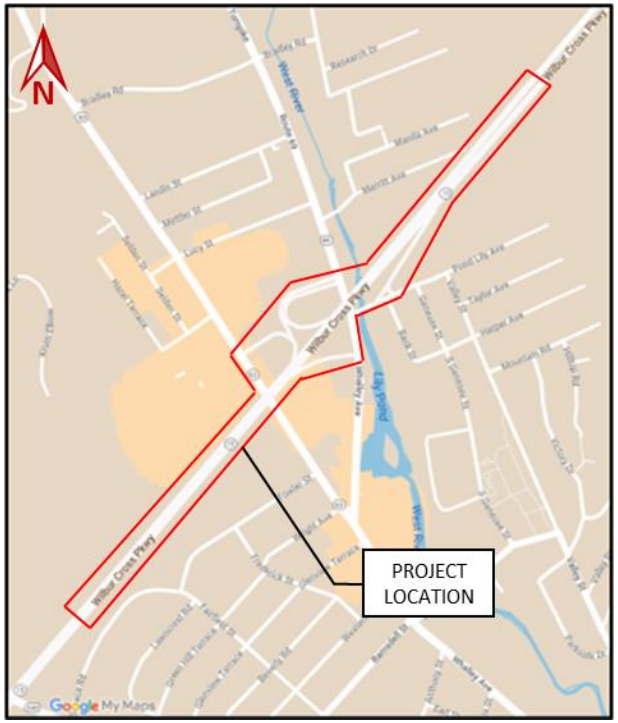
Project Location
This project is located on Route 15 (Wilbur Cross Parkway) at Interchange 46, in New Haven and Woodbridge.

Purpose and Need
The purpose of this project is to provide safety, mobility, and connectivity improvements on Route 15 at the Exit 46 interchange ramps with Route 69 and Route 63.

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$90.00	**$72.00**	**$18.00**	-	-	-	-	-	-	-	-	-	$44.00	$26.00	$18.00	$25.00	$25.00	$0.00	$21.00	$21.00	$0.00	-	-	-

PROJECT 0094-0256 (PHASE 1A) / PROJECT 0094-0261 (PHASE 1B & 2)
GOLD STAR MEMORIAL BRIDGE REHABILITATION
NEW LONDON & GROTON

Project Status = Construction

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

Purpose and Need:
Both Phase 1 and Phase 2 consists of a comprehensive rehabilitation to address existing structural deficiencies, ensure the bridge remains in a "State of Good Repair," and extend its service life.

Scope of Work:
Phase 1A involves a series of steel repairs and strengthening of truss members by adding additional steel plates to the existing structure. Existing rivets will be removed and replaced with high-strength bolts. All newly installed steel members will be galvanized.

Phases 1B and 2 involve the strengthening of approach span girders and deck replacement. The proposed approach span girder steel strengthening is intended to increase the structural capacity so that the bridge can carry all legal, permit and emergency vehicles. The project also includes bearing replacement, navigation lighting repairs, new overhead sign, illumination, and substructure repairs. The bridge will be fully painted as part of this project as well.

Project Image

Project 0094-0256 Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$91.902	**$22.159**	**$69.743**	$91.902	$22.159	$69.743	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Project 0094-0261 Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$906.36	**$815.72**	**$90.64**	$336.56	$272.64	$63.92	$157.26	$130.54	$26.72	$130.53	$130.53	$0.00	$143.53	$143.53	$0.00	$138.48	$138.48	$0.00	-	-	-	-	-	-

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

Project Status = Design

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

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

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

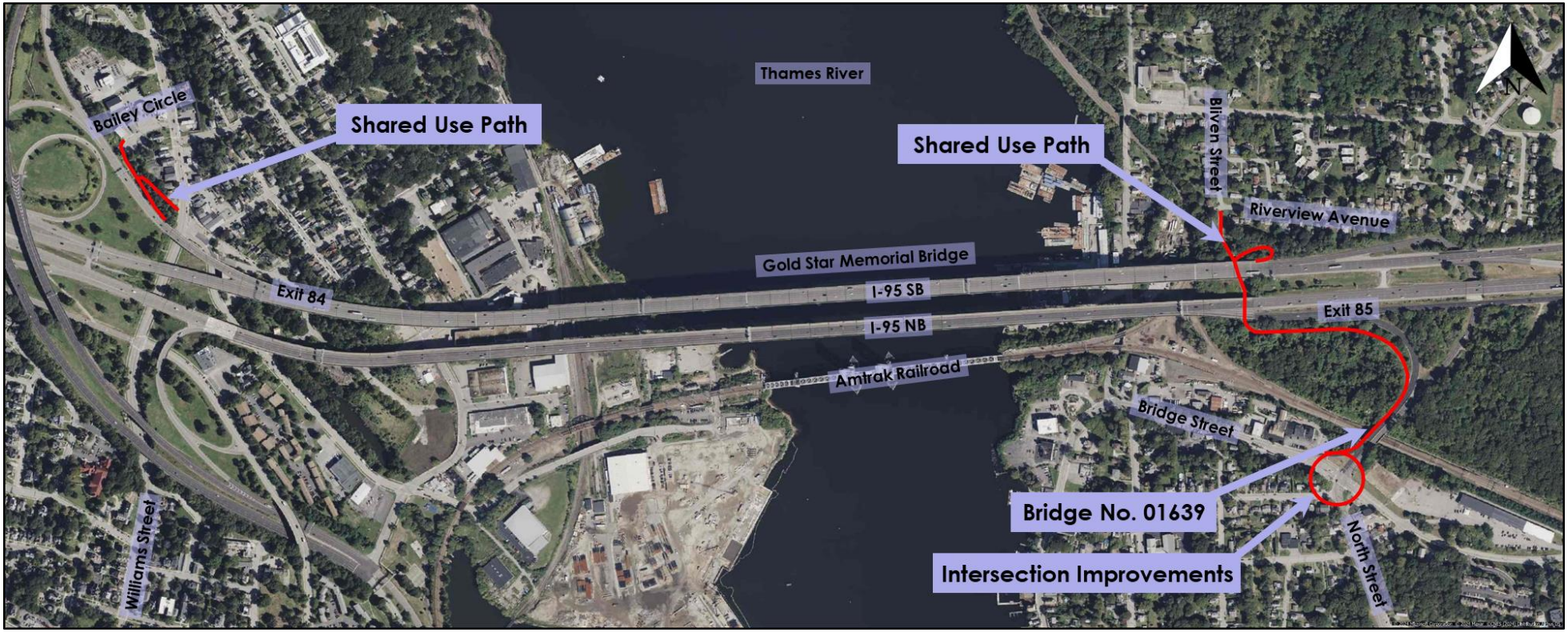
Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$52.80	**$47.52**	**$5.28**	-	-	-	-	-	-	-	-	-	$10.28	$5.00	$5.28	$21.26	$21.26	$0.00	$21.26	$21.26	$0.00	-	-	-

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

Project Status = Design

Project Image



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

Project Status = Design

Project Location

The project is located in Norwalk at the interchange of Routes 7/15 (Interchange 17A) and includes the interchange of Route 15 (Merritt Parkway) with Main Avenue (Interchange 17 A/B/C); and Glover Avenue/Creeping Hemlock Drive in the vicinity of Main Avenue.

Purpose and Need

The purpose of this project is to improve roadway connections between Route 7/15 at Interchange 17A; improve the mobility for all users (motorists, pedestrians, and bicyclists) at the Merritt Parkway's Main Avenue and Route 15 Interchanges; and improve safety in the vicinity of these interchanges.

Scope of Work

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

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

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

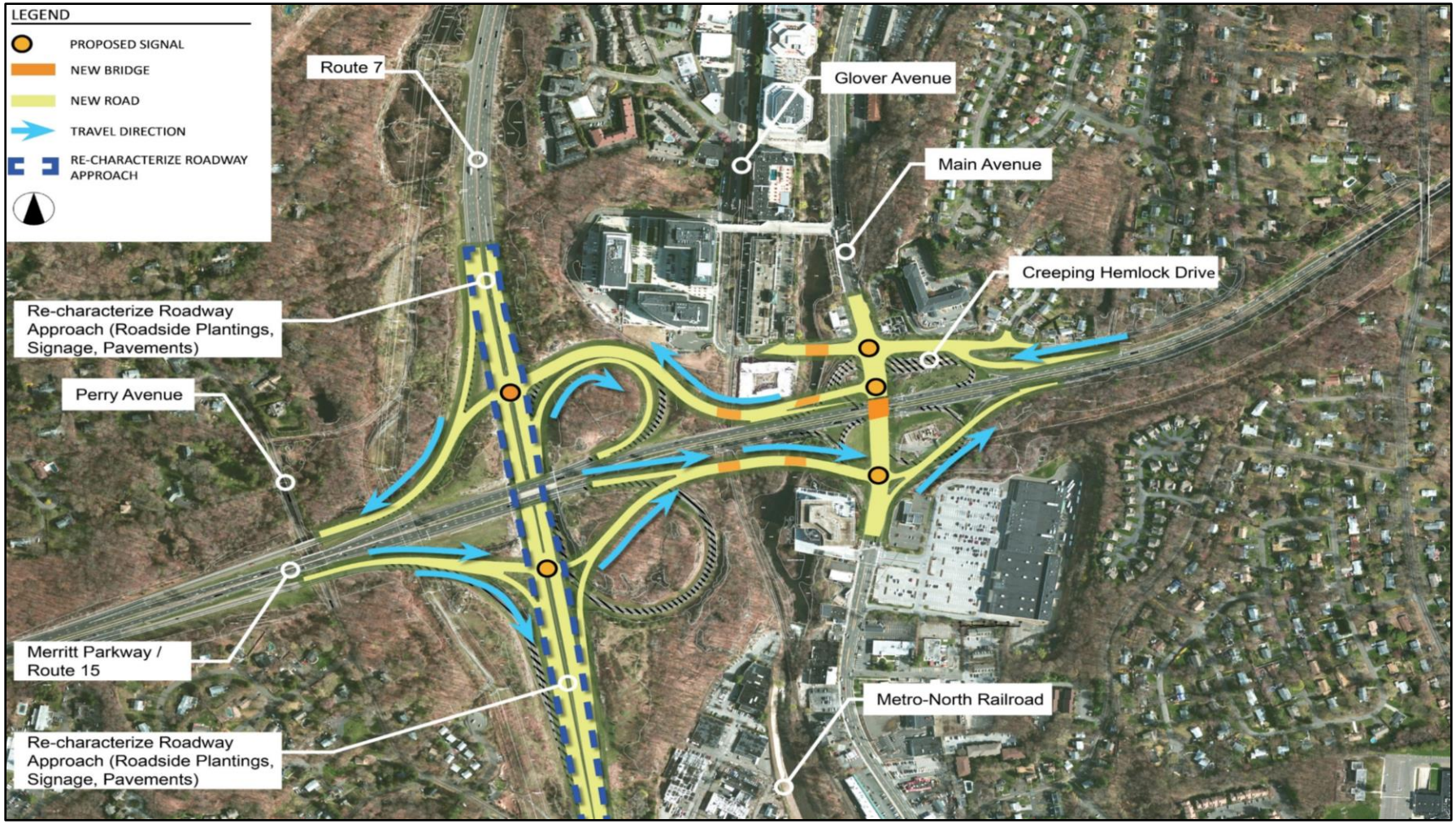
Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$175.00	**$140.00**	**$35.00**	-	-	-	-	-	-	-	-	-	$70.00	$35.00	$35.00	$35.00	$35.00	$0.00	$35.00	$35.00	$0.00	$35.00	$35.00	$0.00

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

Project Status = Design

Project Image



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

Project Status = Design

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

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

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

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$35.00	**$28.00**	**$7.00**	-	-	-	-	-	-	$22.00	$15.00	$7.00	$13.00	$13.00	$0.00	-	-	-	-	-	-	-	-	-

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

Project Status = Design

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

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

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

Project Image


Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$24.410	$19.528	$4.882	-	-	-	-	-	-	-	-	-	-	-	-	$14.646	$9.764	$4.882	$9.764	$9.764	$0.000	-	-	-

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

Project Status = Design

Project Location

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

Purpose and Need

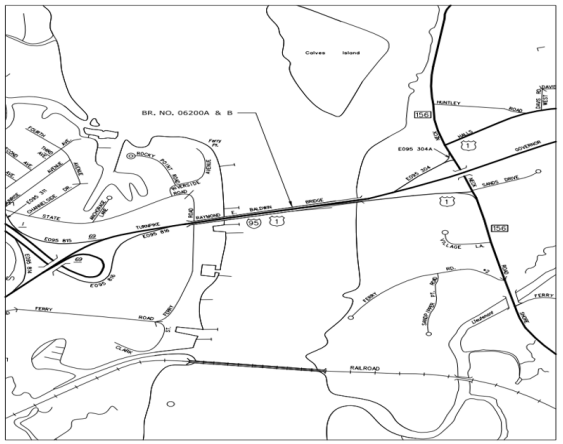
The purpose of this project is to address identified deficiencies for each structure and achieve a "State of Good Repair, thus extending the service life of the two structures.

Scope of Work

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$65.00	**$58.50**	**$6.50**	-	-	-	$15.00	$8.50	$6.50	$25.00	$25.00	$0.00	$25.00	$25.00	$0.00	-	-	-	-	-	-	-	-	-

PROJECT 0105-0221: RAISE SUPERSTRUCTURE OF BRIDGE NO. 02708 CARRYING ROUTE 154 OVER PLUM BANK RIVER OLD SAYBROOK

Project Status = Design

Project Location

Bridge No. 02708 carries Route 154 (Plum Bank Road) over Plum Bank Creek in Old Saybrook.

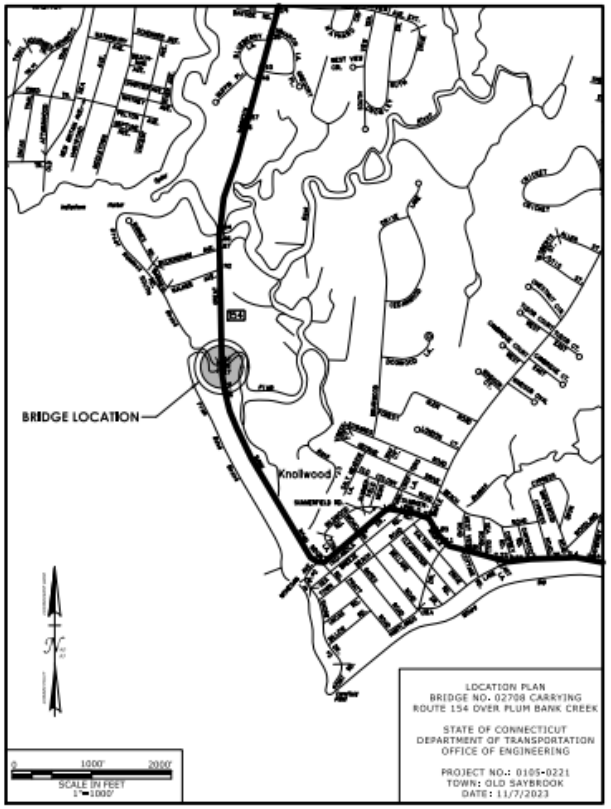
Purpose and Need

Originally constructed in 1958 and replaced in 2021, the existing bridge is a single span fully integral abutment bridge supported by cast-in-place concrete pipe piles. The current bridge has a low chord elevation lower than its previously existing low chord elevation. The current superstructure needs to be raised to its original low chord elevation while maintaining the substructures to allow vessel passage over navigable waters.

Scope of Work

To raise the superstructure to its original low chord elevation, a full abutment width horizontal saw cut will need to be applied at the bridge seat level along the full length of the abutment to separate the entirety of superstructure from the substructure. The superstructure will then be hydraulicly jacked to the proposed elevation. When at the proper elevation, the structure will be temporarily supported while the deck ends are reinforced and reconstructed. The vertical alignment of the roadway will need to be raised to accommodate the increase in bridge superstructure low chord elevation. Embankments will also need to be raised along the shoulders and the guiderail and bridge attachments will need to be reset along the raised embankment.

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$2.60	**$0.00**	**$2.60**	-	-	-	-	-	-	$2.60	$0.00	$2.60	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Location

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

Purpose and Need

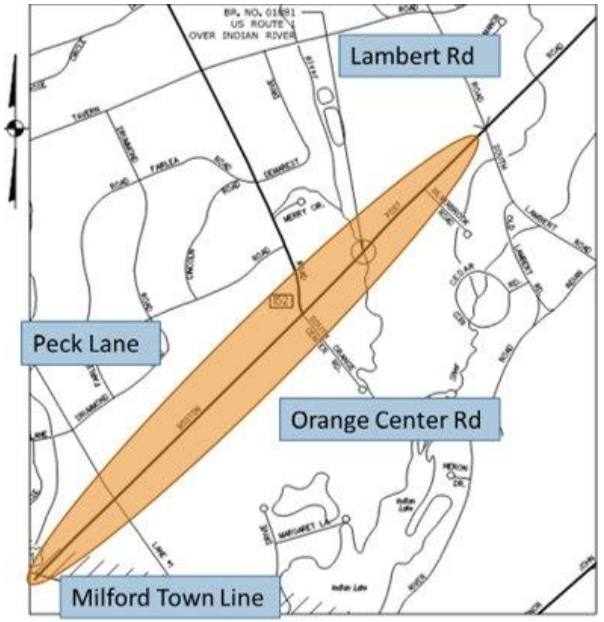
The purpose of the project is to improve traffic flow, reduce crashes, and enhance business access, while also improving safety and mobility for non-motorized users. This segment of the U.S. Route 1 corridor experiences congestion which causes delays and difficulties for drivers to enter the traffic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

Scope of Work

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$28.50	**$22.80**	**$5.70**	-	-	-	$15.70	$10.00	$5.70	$2.40	$2.40	$0.00	$10.40	$10.40	$0.00	-	-	-	-	-	-	-	-	-

PROJECT 0131-0210: NOISEWALL REPLACEMENT ALONG I-691 WESTBOUND
TOWN OF SOUTHINGTON

Project Status = Design

Project Location
This project is located on I-691 westbound (WB) in Town of Southington at Interchange 5 on-ramp and extends west for approximately 2200 feet.

Purpose and Need
The purpose of the project is to replace the existing deteriorated noise barrier to restore adequate noise protection along a section of along I-691 westbound in proximity to interchange 5 and the bridge over Pratt Street. The existing timber structure is badly weathered and rotted with missing panels and beyond its useful life, hence warranting complete replacement. The guiderail is being replaced to conform to current Department standards which are in accordance with Federal Highway Administration (FHWA) MASH standards.

Scope of Work
The proposed project replaces the existing noise barrier along the existing alignment at the same height, and length. The specific type of noise barrier will be determined during the design phase to ensure effectiveness and suitability for this location. The existing metal beam rail that runs along the entire frontage of the noise barrier wall will also be upgraded to type R-B MASH to meet current standards.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$7.30	**$0.00**	**$7.30**	-	-	-	$7.30	$0.00	$7.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0138-0253: NOISEWALL REPLACEMENT, I-95 NORTHBOUND BETWEEN EXISTS 32 AND 33 TOWN OF STRATFORD

Project Status = Design

Project Location

This project is located on I-95 northbound (NB) in the Town of Stratford between Exits 32 and 33. The project area extends approximately 1900 feet.

Purpose and Need

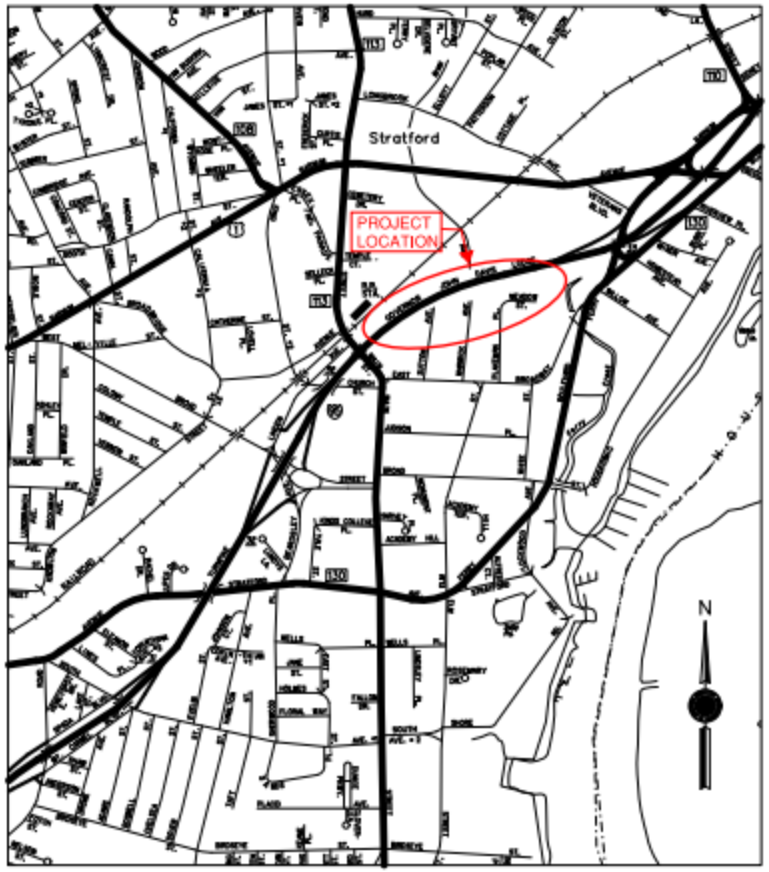
The existing timber noise barriers have wood rot, broken or missing panels in many areas, as well as vegetative overgrowth. The barrier has reached the end of its useful life and needs replacement. The guiderail is being replaced to conform to current Department standards which are in accordance with Federal Highway Administration (FHWA) MASH standards.

Scope of Work

The primary purpose of the project is to replace the existing noise barrier wall and replace the existing metal beam guiderail with R-B MASH guiderail. The existing barrier is approximately 1870 feet long, has wood rot, broken or missing panels, vegetative overgrowth and has reached the end of its life cycle. The existing noise barrier varies from 7-20 feet off the edge of pavement along its length.

In addition to the noise barrier, the existing guiderail is being replaced to conform to current Department standards. The existing guiderail is approximately 925 feet long with a bridge attachment on one end and an end anchor.

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$6.50	**$5.85**	**$0.65**	-	-	-	$6.50	$5.85	$0.65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

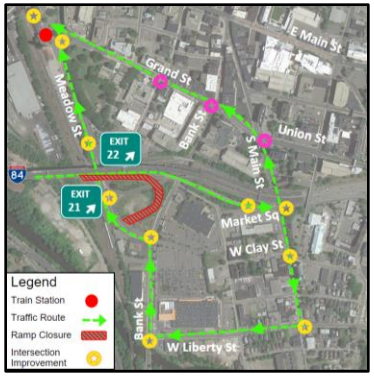
Project Status = Design

Project Location

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

Purpose and Need

The purpose of this project is to improve traffic operations, increase interchange spacing and reduce conflict points on the I-84 eastbound mainline by permanently closing the Exit 21 off-ramp and removing the structure. Ramps from Route 8 north and southbound enter I-84 eastbound on the right and left, respectively, thereby creating a short four-lane "weave section" (approximately 350 feet long) prior to the Exit 21 off-ramp. Within this weave section, vehicles attempt to merge into I-84 traffic from the Route 8 ramps while others attempt to access the exit ramps from the mainline. This creates a high potential for conflict due to the multiple lane changes within the short distance. In addition, there is only approximately 740 feet of spacing between the Exit 21 and 22 off-ramps, so the potential to easily service this area of Waterbury exclusively from Exit 33A reasonably affords the opportunity to permanently close the off-ramp at Exit 21.



Project Image

Scope of Work

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$25.108	**$20.086**	**$5.022**	$13.022	$8.000	$5.022	$12.087	$12.087	$0.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0151-0341: I-84 EASTBOUND AUXILLARY LANE, EXITS 17-18 CITY OF WATERBURY

Project Status = Design

Project Location

This project is located on I-84 Eastbound (EB) in the City of Waterbury between exits 17 and 18.

Purpose and Need

The section of I-84 in the vicinity of Eastbound (EB) Interchange 17 On-Ramp from Route 64 has been identified as an area that experiences moderate overall congestion with intermittent instances of high vehicle density and rolling vehicle queues during the AM and PM peak traveling hours. The proposed conversion of the existing climbing lane into an auxiliary lane is proposed to mitigate the traffic and safety issues along this section of I-84.

Scope of Work

Extending the existing climbing lane at interchange 30 on I-84 Eastbound through to exit 18 and converting it into an auxiliary lane. The purpose of the project is to improve traffic conditions and safety concerns along I-84 Eastbound between exits 17 & 18.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$18.60	**$16.74**	**$1.86**	-	-	-	-	-	-	$11.86	$10.00	$1.86	$6.74	$6.74	$0.00	-	-	-	-	-	-	-	-	-

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

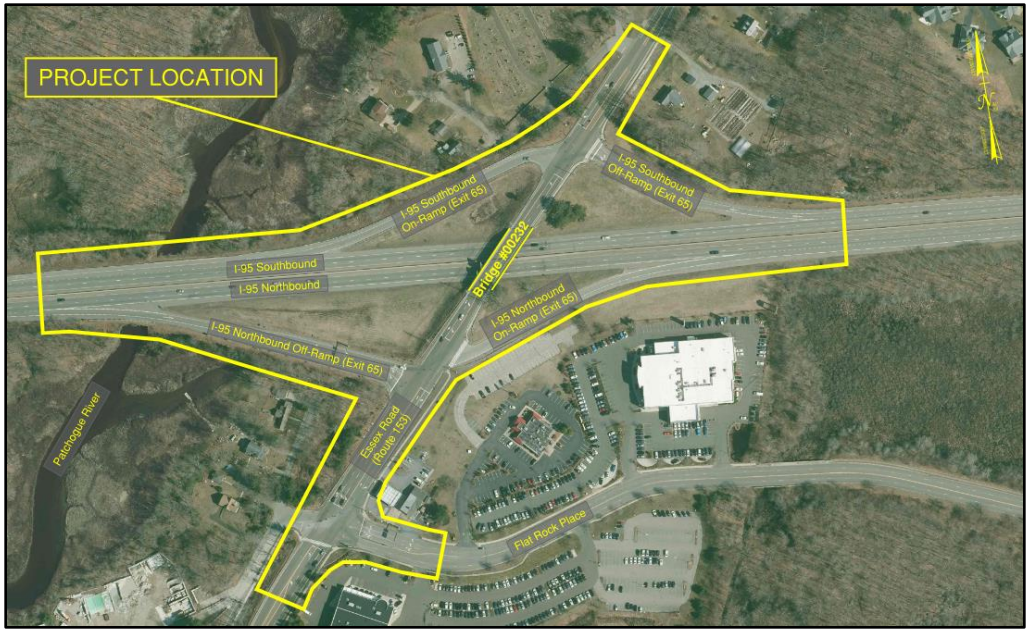
Project Status = Design

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

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$33.50	**$0.00**	**$33.50**	-	-	-	-	-	-	-	-	-	$33.50	$0.00	$33.50	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Location

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

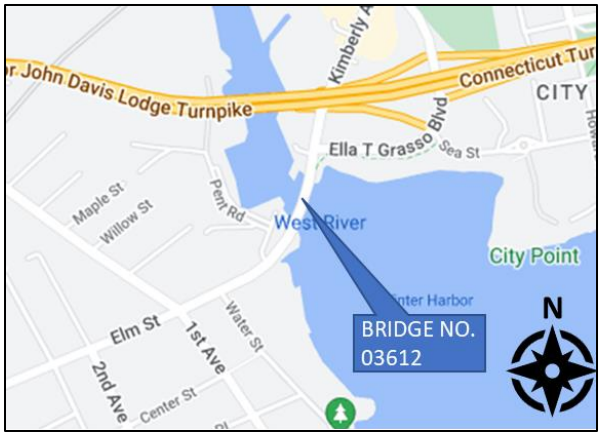
Purpose and Need

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

Scope of Work

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

Project Images



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$92.00	**$73.60**	**$18.40**	-	-	-	-	-	-	$19.90	$1.50	$18.40	$18.50	$18.50	$0.00	$20.00	$20.00	$0.00	$20.00	$20.00	$0.00	$13.60	$13.60	$0.00

PROJECT 0156-0186: I-95 AUXILIARY LANE AND REPLACEMENT OF BRIDGE NOS. 00158 & 01159 CITY OF WEST HAVEN

Project Status = Design

Project Location

The project is located on Interstate 95 (I-95) in the City of West Haven (Figure 1). The project limits extend from approximate MP 43.93 to MP 44.76 in both southbound (SB) and northbound (NB) directions. The project limits also extend on Stevens Avenue from approximate MP 0.14 to 0.31 between the intersections of Highland Street and West Spring Street.

Purpose and Need

The purpose of this project is to improve traffic operations by reducing the existing congestion issues on I-95 between Interchanges 42 and 43 in West Haven.

Scope of Work

An auxiliary lane is proposed to be constructed on I-95 between Exit 42 and 43 in both directions of travel to improve traffic operations. Bridge No. 00158 (I-95 over Greta Street) and Bridge No. 00159 (Stevens Avenue over I-95) will be replaced to accommodate the new lane arrangement. It is proposed to install a sidewalk on the east side of Stevens Avenue and along West Spring Street & Highland Street to close the gap in existing sidewalk network.

The existing noise barrier in the southbound direction in the vicinity of bridge over Greta Street will be replaced.. Additional improvements include replacement of concrete median barriers, replacement and relocation of existing IMS equipment, upgrading overhead signs, existing drainage system, roadside safety features, signage, illumination, and other ancillary work. Existing illumination along the I-95 shoulders will be relocated

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$63.150	$56.835	$6.315	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	$31.315	$25.000	$6.315	$31.835	$31.835	$0.000

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

Project Status = Design

Project Location

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

Purpose and Need

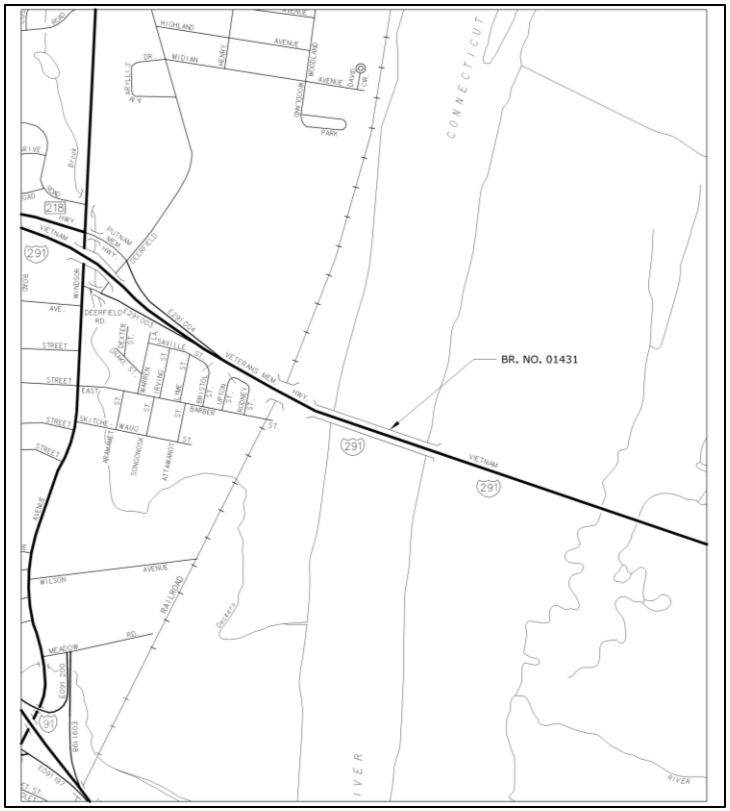
The purpose of this project is to address the deficiencies found on different elements of the structure to maintain a "State of Good Repair". The upgrades will extend the service life of the structure.

Scope of Work

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$23.80	**$19.04**	**$4.76**	-	-	-	$20.76	$16.00	$4.76	$3.04	$3.04	$0.00	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0172-0544: NEW MAINTENANCE FACILITY IN STONINGTON AND IMPROVEMENTS TO GROTON MAINTENANCE FACILITY

Project Status = Design

Project Location

The proposed new maintenance facility (referred to as Stonington Maintenance Facility) will be located at 297 Liberty Street, the intersection of Route 2 and Route 78, in Pawcatuck. The existing Groton Maintenance Facility is located at 150 Welles Road in Groton.

Purpose and Need

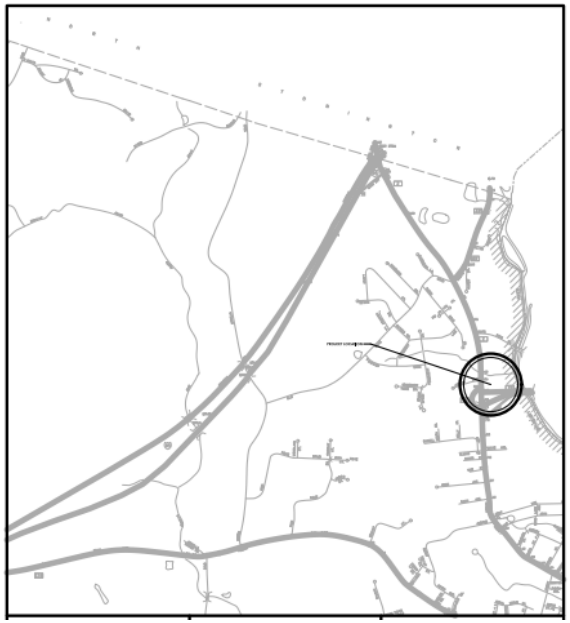
The purpose of the new Stonington facility is to replace an unused park and ride with a new facility to replace the functionally obsolete and non-compliant facility in Groton.

Scope of Work

The new Stonington facility will involve a new 31,500 sq. ft. split story building, with 25,000 sq. ft. bay area and a 6,500 sq. ft. office area. The building is a steel frame construction with exterior steel siding and masonry.

The Groton facility will be decommissioned, removing the obsolete equipment and systems within the building. The structure will be converted into a cold storage garage, for use in storing off-season equipment or overflow equipment.

Project Image - Stonington



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$29.10	**$0.00**	**$29.10**	-	-	-	$3.00	$0.00	$3.00	$26.10	$0.00	$26.10	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0174-0482: BRIDGE COATING OF VARIOUS BRIDGES IN CTDOT DISTRICT 4

Project Status = Design

Project Location
The proposed project is located at various bridges in the Town's of Avon, Farmington, Bethel, Danbury, Derby, Middlebury, Naugatuck, Newtown, Salisbury, Southbury, Thomaston, and Waterbury.

Purpose and Need
This project is initiated under the Bridge Coating Program. The purpose of this project is to preserve the steel bridges, extending their service life, and keeping the structures in a state of good repair.

Scope of Work
27 bridges within CTDOT District 4 are proposed to have the existing steel superstructures field coated/metalized, along with some steel repairs.

CTDOT District 4

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$98.40	**$0.00**	**$98.40**	-	-	-	-	-	-	$98.40	$0.00	$98.40	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

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

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

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$100.00	**$0.00**	**$100.00**	-	-	-	$20.00	$0.00	$20.00	$20.00	$0.00	$20.00	$15.00	$0.00	$15.00	$15.00	$0.00	$15.00	$15.00	$0.00	$15.00	$15.00	$0.00	$15.00

TIME-1 PROJECTS 0301-0536, 0301-0537, 0301-0538
MNRR TRACK, BRIDGE, AND ROADWAY IMPROVEMENTS
BRIDGEPORT AND STRATFORD

Project Status = Design

Project Location

The Track Improvement & Mobility Enhancement (TIME-1) project begins at Metro North Railroad (MNRR) Mainline Post (M.P.) 56.77 (approximately Seaview Avenue, Bridgeport) and runs easterly to M.P. 60.30 (approximately 400 ft. east of East Main Street (State Route 113), Stratford). This TIME-1 corridor is broken into three separate construction contracts: Contracts A, B, and C.

Purpose and Need

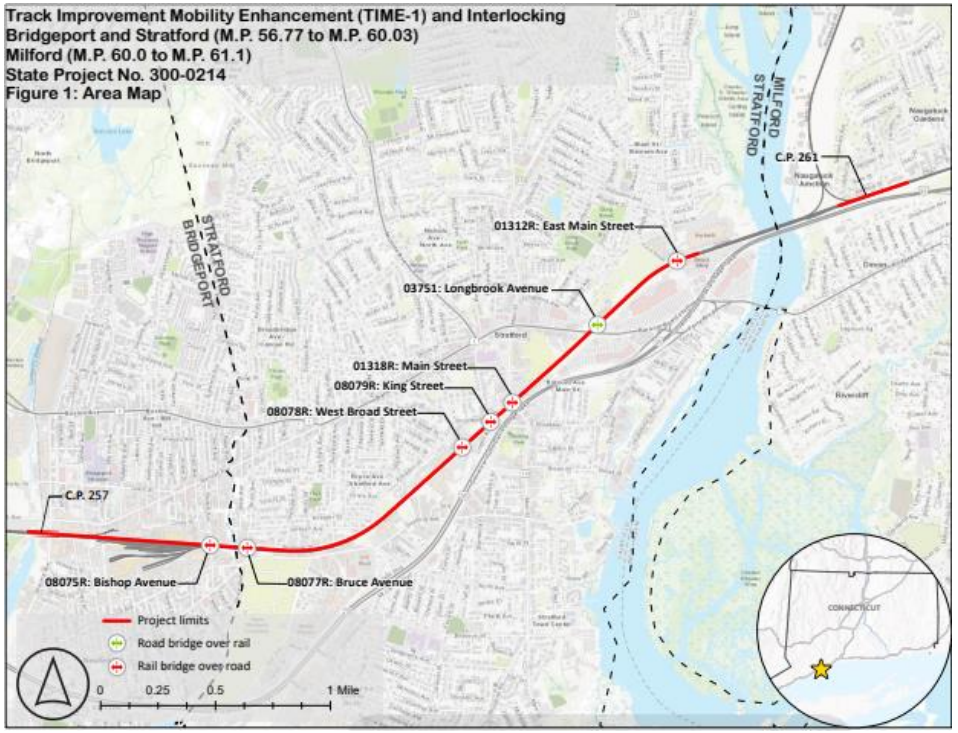
The purpose and need of the TIME-1 project is overall corridor improvement to increase the Maximum Authorized Speed (MAS) of a 3-mile stretch of MNRR, replace deficient bridges, improve geometry at street crossings, and improve safety for travelers.

Scope of Work

Proposed work within the TIME-1 project includes track improvements (geometric adjustments), catenary and signal work, bridge rehabilitation/replacement, and drainage improvements.

Contract A: 0301-0536
Contract B: 0301-0538
Contract C: 0301-0537

Project Image



TIME-1 PROJECTS 0301-0536, 0301-0537, 0301-0538
MNRR TRACK, BRIDGE, AND ROADWAY IMPROVEMENTS
BRIDGEPORT AND STRATFORD

Project Status = Design

The Track Improvement & Mobility Enhancement (TIME-1) corridor is broken into three separate construction contracts:

Project 0301-0536 Contract A: Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$230.00	**$184.00**	**$46.00**	-	-	-	$230.00	$184.00	$46.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Project 0301-0538 Contact B: Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$532.15	**$0.00**	**$532.15**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	$532.15	$0.00	$532.15

Project 0301-0537 Contract C: Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$179.565	**$0.00**	**$179.565**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	$179.565	$0.00	$179.565

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

Project Status = Design

Project Location

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

Purpose and Need

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

Scope of Work

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

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$75.00	**$60.00**	**$15.00**	-	-	-	$75.00	$60.00	$15.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Location

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

Purpose and Need

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

Scope of Work

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

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$3,074.0	$2,459.2	$614.8	-	-	-	-	-	-	-	-	-	-	-	-	$200.0	$160.0	$40.0	$200.0	$160.0	$40.0	$2,674.0	$2,139.2	$534.8

PROJECT 0301-0192: STAMFORD YARD CATENARY IMPROVEMENTS IN STAMFORD

Project Status = Design

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

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

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

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$155.00	**$124.00**	**$31.00**	-	-	-	-	-	-	$77.50	$62.00	$15.50	$77.50	$62.00	$15.50	-	-	-	-	-	-	-	-	-

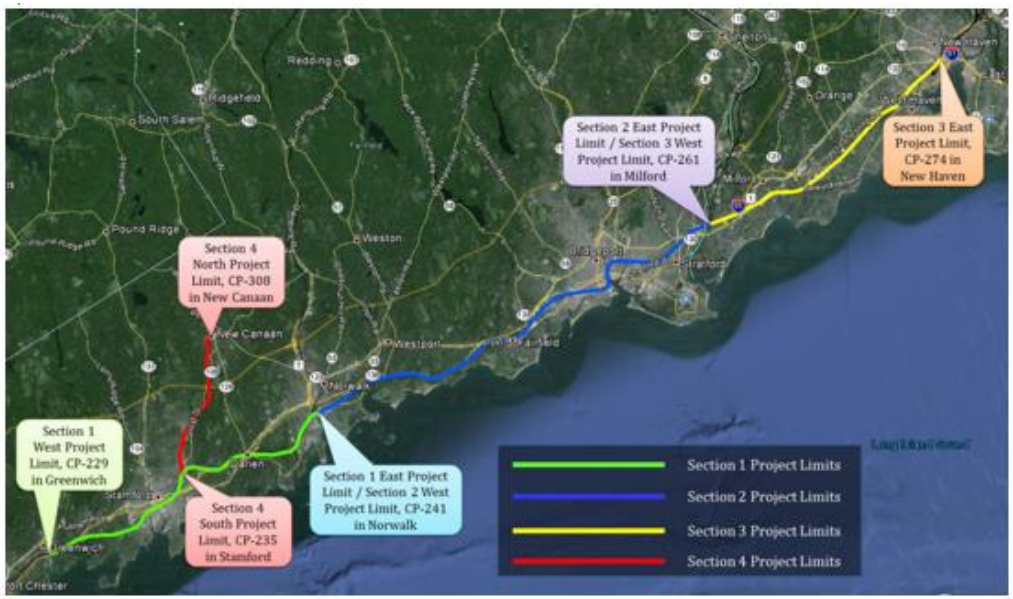
PROJECT 0301-0519: NEW HAVEN LINE - SIGNAL SYSTEM IMPROVEMENTS NEW HAVEN AND NEW CANAAN

Project Status = Design

Project Location
This project is located along the New Haven Main Line and New Canaan Branch Line

Purpose and Need
The main purpose of this project is to replace and update the existing signal systems, which are past their useful life and are obsolete. The signal system will be replaced with new state-of-the-art equipment.

Project Image



Scope of Work
This project will upgrade the communication and signal systems along the New Haven Main Line and New Canaan Branch Line. This includes replacement of signal enclosures, cabling systems, interlockings, and bridge control systems, as well as improvements to power supply and fiber optic communications infrastructure.

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$150.00	**$120.00**	**$30.00**	$75.00	$60.00	$15.00	$75.00	$60.00	$15.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECTS 0301-0520, 0301-0551, AND 0301-0552: NEW HAVEN LINE POWER PROGRAM IN GREENWICH, WESTPORT, MILFORD & NEW HAVEN

Project Status = Design

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

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

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

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$62.00	**$37.60**	**$24.40**	-	-	-	$62.00	$37.60	$24.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$60.00	**$48.00**	**$12.00**	-	-	-	-	-	-	$60.00	$48.00	$12.00	-	-	-	-	-	-	-	-	-	-	-	-

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

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$60.00	**$48.00**	**$12.00**	-	-	-	-	-	-	-	-	-	$60.00	$48.00	$12.00	-	-	-	-	-	-	-	-	-

PROJECT0 0301-0522: NEW HAVEN UNION STATION PLATFORMS IN NEW HAVEN

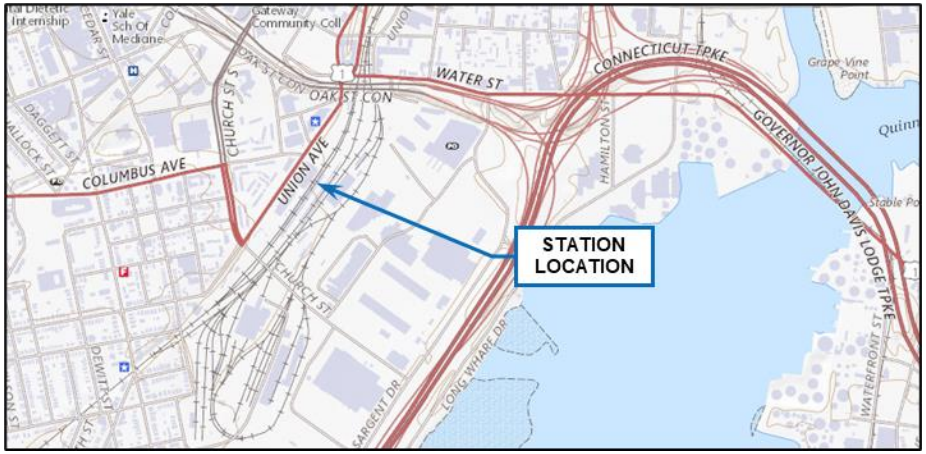
Project Status = Design

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

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$420.00	$336.00	$84.00	-	-	-	-	-	-	$80.00	$64.00	$16.00	$80.00	$64.00	$16.00	$80.00	$64.00	$16.00	$80.00	$64.00	$16.00	$100.00	$80.00	$20.00

PROJECT 0301-0562: NEW HAVEN UNION STATION WEST LOT IMPROVEMENTS

Project Status = Design

Project Location:
The project site consists of a surface parking area located to the southwest of the New Haven Union Station. A rental car lot and a bus turn-around area currently exist on the site.

Purpose and Need
The West Lot development aims to address parking demand while encouraging transit-oriented development.

Scope of Work
The project includes a multistory parking garage with a bus depot on the ground level for intracity and intercity buses, spaces for rental car parking, and commuter parking spaces. An at-grade pedestrian plaza is proposed connecting the parking garage to Union Station. Modifications to Union Avenue are proposed to provide traffic calming, multimodal accommodations, and access to the proposed parking garage.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$65.00	**$0.00**	**$65.00**	-	-	-	-	-	-	$65.00	$0.00	$65.00	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0302-0028: DANBURY FUELING YARD FACILITY IN DANBURY

Project Status = Design

Project Location

This project is in the City of Danbury, located on the New Haven Line Danbury Branch at the Danbury Yard, 120 White St, Danbury, CT 06810.

Purpose and Need

Currently, MNR is refueling their diesel locomotives at the Stamford Yard in a manner which has raised safety and environmental concerns. This project will create a dedicated diesel locomotive fueling facility to be installed at the Danbury Rail Yard which will ensure safety and environmental compliance while not impacting operations.

Scope of Work

The Design of the Danbury Fueling Facility will include the addition of an access road for fueling trucks and the removal, replacement and realignment of tracks to provide a safe working area as well as separation between the Housatonic Railroad mainline tracks and the MNR yard tracks. There will also be modifications at Wildman Street for better access for fuel trucks as well as to accommodate the maximum MNR train size using the fueling facility. Some additional elements included in this project include the relocation of overhead utility line in the vicinity of the proposed project access road, an oil/water separator and sand traps to protect the Still River from potential spillage, fueling crane, storage tanks and parking spaces for MNR forces to use apart from the Fueling Facility, the removal and/or relocation of existing/new wayside power cabinets and sanding provisions for locomotives.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$32.00	**$25.60**	**$6.40**	-	-	-	-	-	-	$32.00	$25.60	$6.40	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Location

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

Project Image

Purpose and Need

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

Scope of Work

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

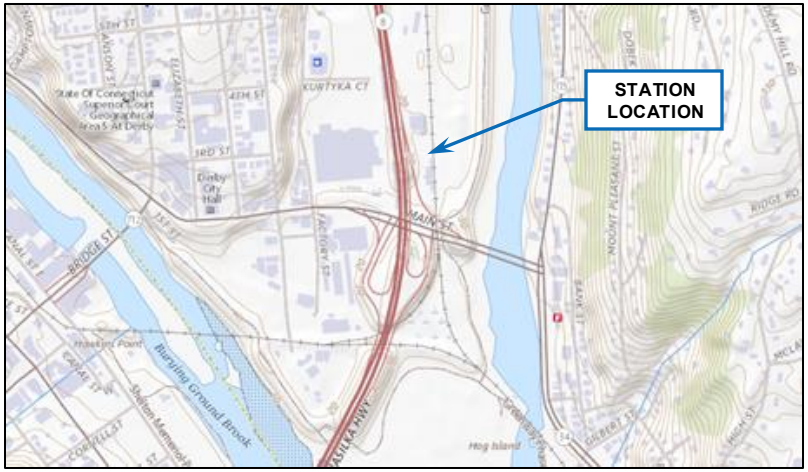
Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$7.50	**$0.00**	**$7.50**	-	-	-	$7.50	$0.00	$7.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Image



Project Location

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

Purpose and Need

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

Scope of Work

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$39.70	**$31.76**	**$7.94**	$35.70	$31.76	$3.94	$4.00	$0.00	$4.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0304-0026, 0304-0027, 0304-0028, 0304-0030
PLATFORM REPLACEMENTS FOR STATIONS ON THE WATERBURY BRANCH LINE IN ANSONIA, SEYMOUR, BEACON FALLS, AND WATERBURY

Project Status = Design

Project Location

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

Purpose and Need

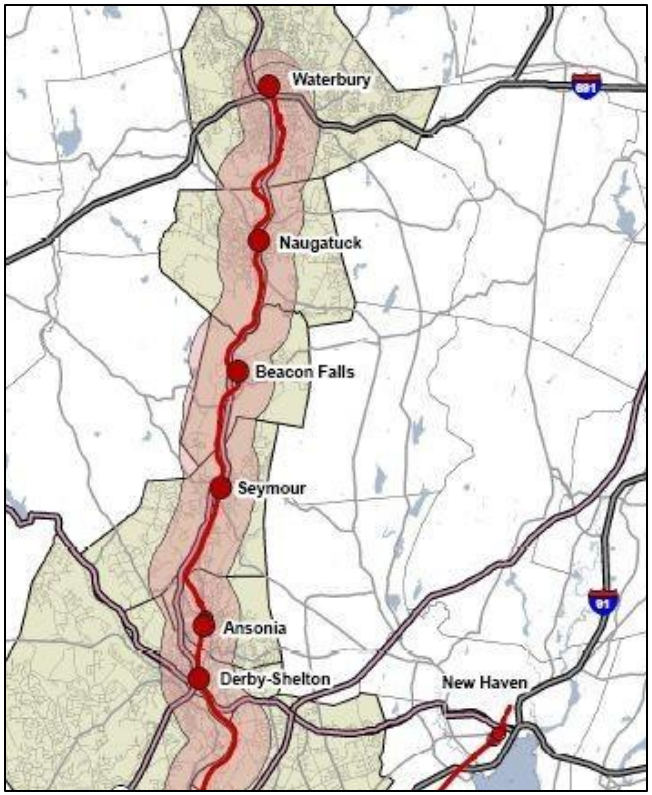
The existing at grade level platforms at the Ansonia, Seymour, and Beacon Falls, as well as the existing short high-level platform at Waterbury Station will be replaced with 350ft long high-level heated fiber-reinforced platforms to maintain compliance with both State and Metro-North Railroad safety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

Scope of Work

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

The Derby-Shelton station, Project 0304-0025, and the Naugatuck station, Project 0304-0029, are also part of the overall Waterbury Branch Line improvements.

Project Image



PROJECT 0304-0026, 0304-0027, 0304-0028, 0304-0030
PLATFORM REPLACEMENTS FOR STATIONS ON THE WATERBURY BRANCH LINE IN ANSONIA, SEYMOUR, BEACON FALLS, AND WATERBURY

Project Status = Design

Project 0304-0026 Ansonia, Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$24.50	**$19.60**	**$4.90**	$22.63	$18.10	$4.53	$1.87	$1.50	$0.37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Project 0304-0027 Seymour, Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$23.50	**$18.80**	**$4.70**	$20.90	$16.72	$4.18	$2.60	$2.08	$0.52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Project 0304-0028 Beacon Falls, Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$29.00	**$23.20**	**$5.80**	$25.80	$20.64	$5.16	$3.20	$2.56	$0.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Project 0304-0030 Waterbury, Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$30.20	**$24.16**	**$6.04**	$25.20	$20.16	$5.04	$5.00	$4.00	$1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0304-0029: NAUGATUCK RAILROAD STATION IN NAUGATUCK

Project Status = Construction

Project Location

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

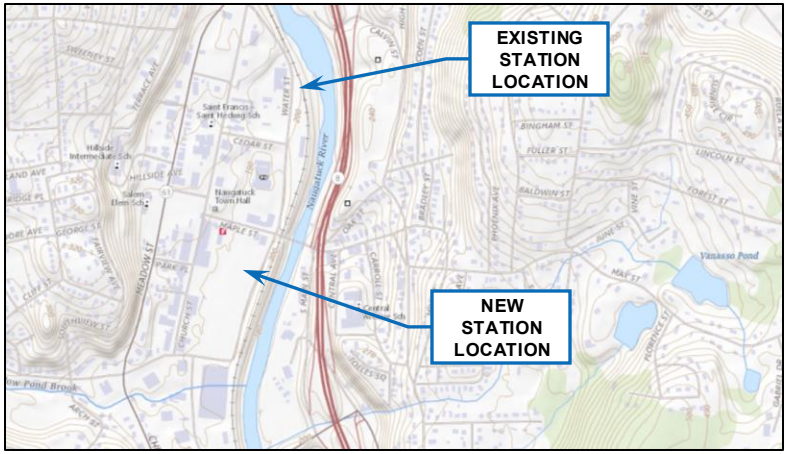
Purpose and Need

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

Scope of Work

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$27.725	**$0.00**	**$27.725**	$27.725	$0.00	$27.726	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

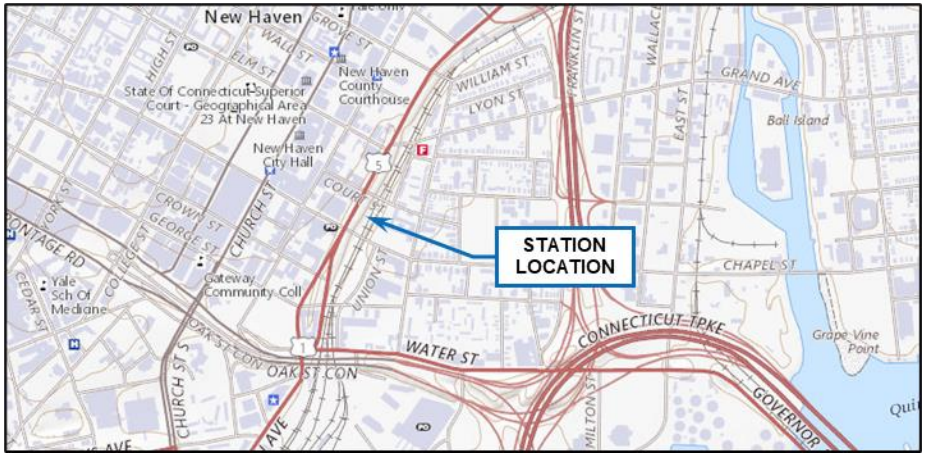
Project Status = Design

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

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$183.00	**$146.40**	**$36.60**	-	-	-	-	-	-	-	-	-	$61.00	$48.80	$12.20	$61.00	$48.80	$12.20	$61.00	$48.80	$12.20	-	-	-

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

Project Status = Design

Project Location

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

Purpose and Need

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

Scope of Work

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

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

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$280.00	**$104.87**	**$175.13**	-	-	-	$280.00	$104.87	$175.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Location
New Haven, West Haven and Hamden.

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

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

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

2) A 5.5-mile route that would operate on Whalley Avenue, Congress Avenue and Campbell Avenue via the New Haven Green. This route will operate between New Haven and West Haven. It would have 10 stations and 2 mini hubs.

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

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$150.00	**$120.00**	**$30.00**	-	-	-	-	-	-	$150.00	$120.00	$30.00	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Location

The Southeast Area Transit (SEAT) District is located on CT-12 in Preston and includes a combined bus storage, maintenance, and administrative building**.**

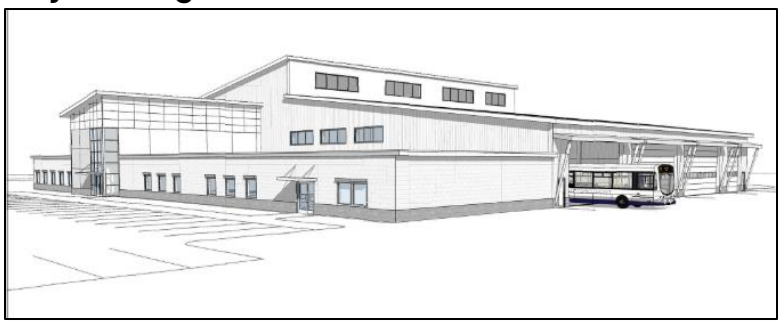
Purpose and Need

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

Scope of Work

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$33.990	**$20.394**	**$13.596**	-	-	-	$33.990	$20.394	$13.596	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0422-0065: MAT/ETD MERGED FACILITY DESIGN IN MIDDLETOWN

Project Status = Design

Project Location
The project is located at 110 Main Street in Middletown, Connecticut.

Purpose and Need
The purpose of this project is to redevelop the site for future Transportation Support Center. The primary facility (Thomas A. Cheeseman Transportation Center, 91 North Main Street) is undersized and does not have adequate infrastructure for required upgrades. It will be re-purposed for other uses in a future project. The new facility will provide the space and upgraded infrastructure needed for administration/operations and fleet growth, electrification, storage and maintenance.

Scope of Work
The new facility will provide employee parking and to house bus charging system, light bus maintenance area, wash bay, and administrative space, replacing undersized admin space and bus storage/ maintenance at the current facility. The project includes demolition of warehouse and office structures.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$35.00	**$28.00**	**$7.00**	-	-	-	-	-	-	$35.00	$28.00	$7.00	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Design

Project Location
330 State Street, Hamden

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

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

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

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$44.00	**$35.20**	**$8.80**	-	-	-	-	-	-	$44.00	$35.20	$8.80	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0474-0095 (PHASE 1)/ PROJECT 0474-0106 (PHASE 2) WINDHAM REGION TRANSIT DISTRICT – BUS FACILITY IMPROVEMENTS IN MANSFIELD

Project Status = Design

Project Location
28 South Frontage Road in Mansfield Center.

Purpose and Need
The Project consists of improvements and expansion to the existing CTDOT Windham Region Transit District Facility Site, Maintenance Building. Improvements will provide ability to accommodate expanded operations, vehicle charging, maintenance and bus storage needs at the facility.

Scope of Work
Phase 1A – Includes modification of the east portion of the existing garage to a temporary maintenance and repair bay. Sitework to create space for a temporary office and construct a new parking area & retaining wall for temporary bus storage. Construction of a new temporary office space, obtain a Certificate of Occupancy, and move all personnel into the new temporary facility. Phase 1B - Construct the new addition to the maintenance building and modify the existing structure. Phase 1C – Rephase the east portion of the existing garage to its original condition. Phase 2 - includes the extension of a 12-inch waterline between the CTDOT WRTD site to an existing line on Ash Street to create a loop in addition to the vehicle charging and bus storage need improvements at the facility.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$45.00	$0.00	$45.00	-	-	-	-	-	-	-	-	-	-	-	-	$45.00	$0.00	$45.00	-	-	-	-	-	-

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

Project Status = Construction

Project Location

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

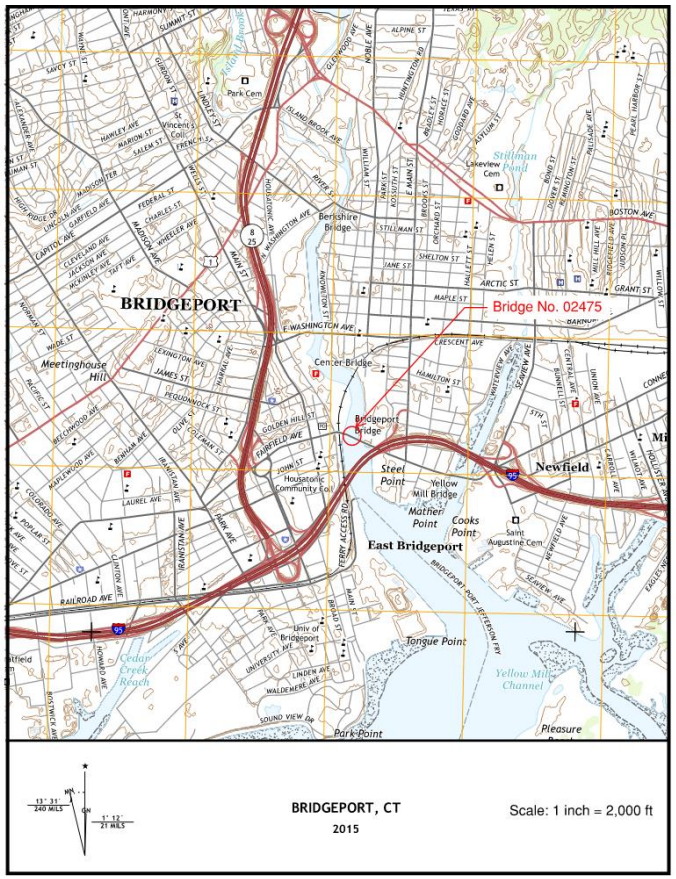
Purpose and Need

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

Scope of Work

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$48.735	**$38.988**	**$9.747**	$45.176	$35.429	$9.747	$3.559	$3.559	$0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

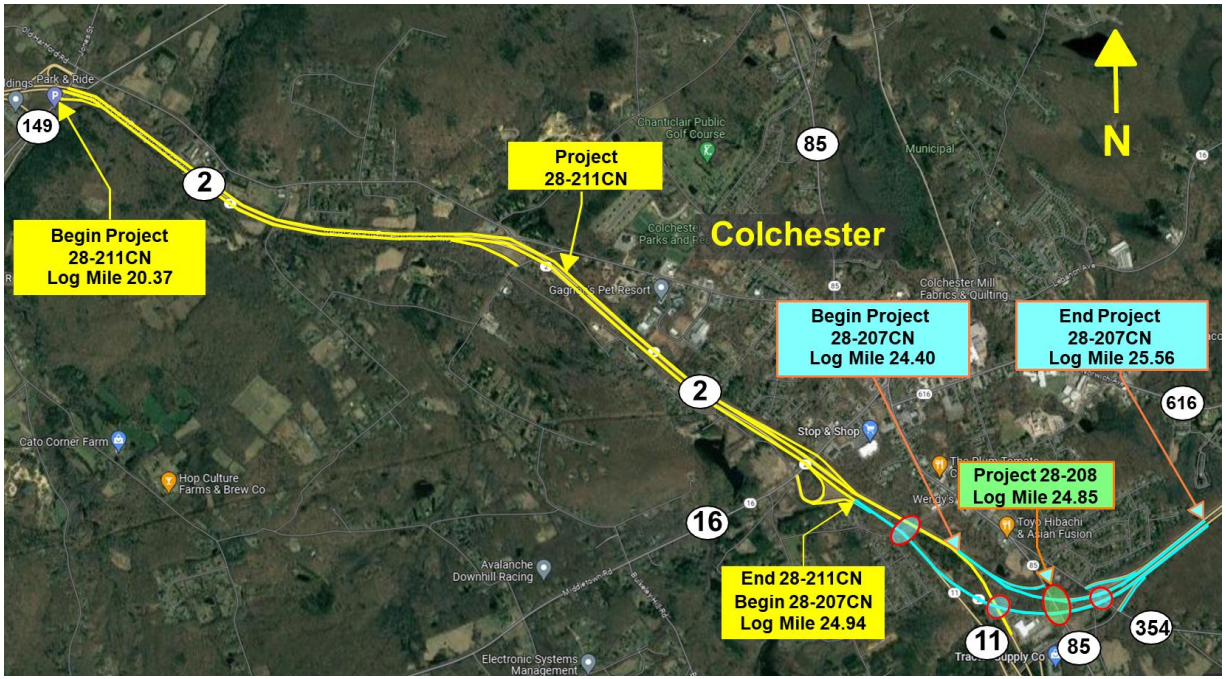
Project Status = Construction

Project Location
The project is located on Route 2 in Colchester.

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

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

Project Image



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

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$60.035	**$48.028**	**$12.007**	$53.005	$40.998	$12.007	$7.030	$7.030	$0.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Construction

Project Location

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

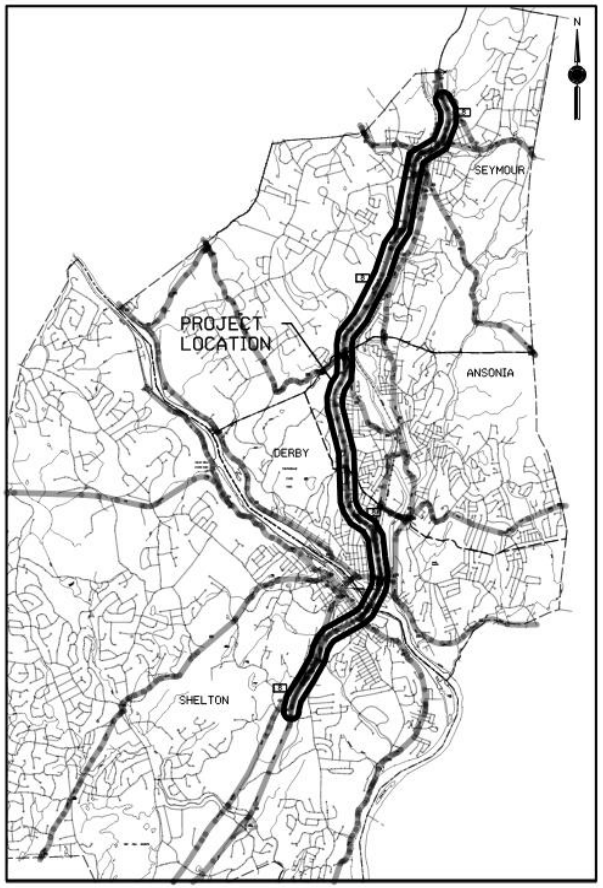
Purpose and Need

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

Scope of Work

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$171.82	**$137.46**	**$34.36**	$128.16	$101.29	$26.87	$37.47	$29.98	$7.49	-	-	-	-	-	-	$6.19	$6.19	$0.00	-	-	-	-	-	-

PROJECT 0042-0329: REHABILITATION OF BRIDGE NOS. 05685 & 05686
TOWN OF EAST HARTFORD

Project Status = Construction

Project Location

Bridges 05685 and 05886 known as little foot and big foot respectively are located in the town of East Hartford. Bridge No. 05685 carries HOV lanes for I-384 eastbound and westbound over I-84 eastbound and is located at log mile 0.00 of I-384. Bridge No. 05686 carries I-384 westbound over I-84 and is located at log mile 0.59 of I-384 westbound.

Purpose and Need

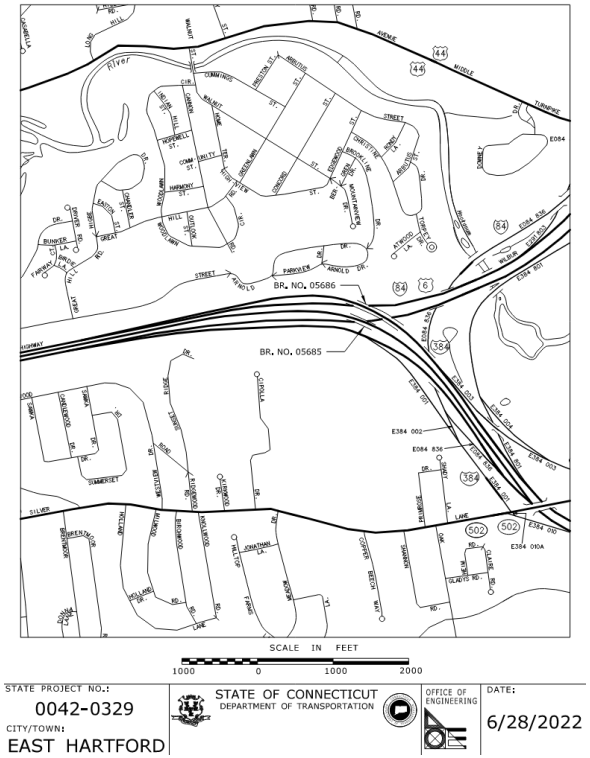
The purpose of the project is the address the superstructure deficiencies including concrete cracks and water infiltration to preserve and maintain the two bridges in a "State of Good Repair". The rehabilitation will extend the service life of these two structures.

Scope of Work

The overall scope of this project is as follow:

- Replace wearing surface and membrane waterproofing
- Repair areas of concrete deck as needed
- Apply deep penetrating concrete sealer to concrete surfaces
- Repair and realign concrete parapets, median barrier, and curbs
- Replace bridge rail with concrete cap
- Repair, clean, and extend weep pipes
- Full replacement of bridge joints
- Patch concrete superstructure and substructure elements
- Replace approach guiderails and upgrade end block transitions
- Other components/members identified during the rehabilitation study phase

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$9.450	**$8.505**	**$0.945**	$7.395	$6.450	$0.945	$2.055	$2.055	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Construction

Project Location

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

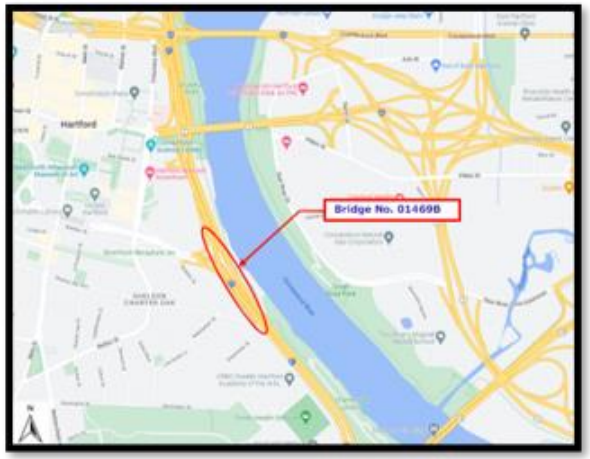
Purpose and Need

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

Scope of Work

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

Project Images



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$87.098	**$78.388**	**$8.710**	$82.654	$73.944	$8.710	$4.444	$4.444	$0.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0063-0731: REHABILITATION OF BRIDGE NO. 005868 (HARTFORD FLYOVER) I-84 EB TO I-91 NB (TR 839) IN THE CITY OF HARTFORD

Project Status = Construction

Project Location

Bridge No.05868 (I-84 Fly-Over) carries I-84 EB TR 839 to I-91 NB over I-84/I-91 Ramps, CSO Railroad in The City of Hartford, Connecticut.

Purpose and Need

The overall condition rating of the bridge is Satisfactory (Rating 6). The deck was rated Good (Rating 7), Superstructure rated Good (Rating 7), Substructure rated Satisfactory (Rating 6). The purpose of the bridge project is to address the operational, safety and preventative maintenance concerns and to upgrade the structural integrity of the entire bridge to a "state of good repair" extending its service life.

Scope of Work

The focus of the rehabilitation will be predominately on the operational issues regarding the rehabilitation comprising bridge deck, partial and full depth deck patching and joint replacement, installation of new waterproof membrane and overlay, upgrade drainage system with fiberglass pipes, spot clean and paint rusted girders and other steel surface areas, repair all hollow areas of pier grout pads, refurbishment of all bearing assemblies and frozen bearings, replace all hatchway wire mesh, replace light standards, replace bridge rails, and patch substructure spalled surfaces.

Project Image

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$7.130	**$6.417**	**$0.713**	$5.486	$4.773	$0.713	$1.644	$1.644	$0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

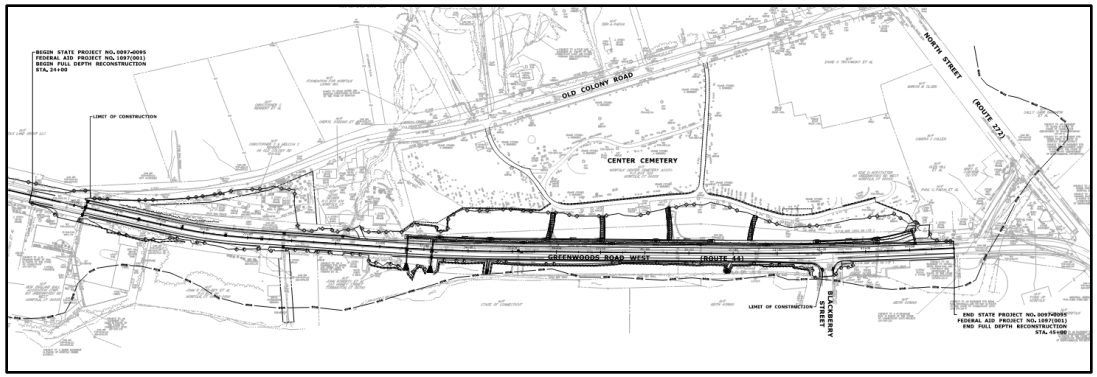
PROJECT 0097-0095: REPLACEMENT OF RETAINING WALLS ON US ROUTE 44 IN NORFOLK

Project Status = Construction

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

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

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



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$50.607	**$40.486**	**$10.121**	$41.973	$31.852	$10.121	$3.250	$3.250	$0.000	-	-	-	$5.384	$5.384	$0.000	-	-	-	-	-	-	-	-	-

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

Project Status = Construction

Project Location

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

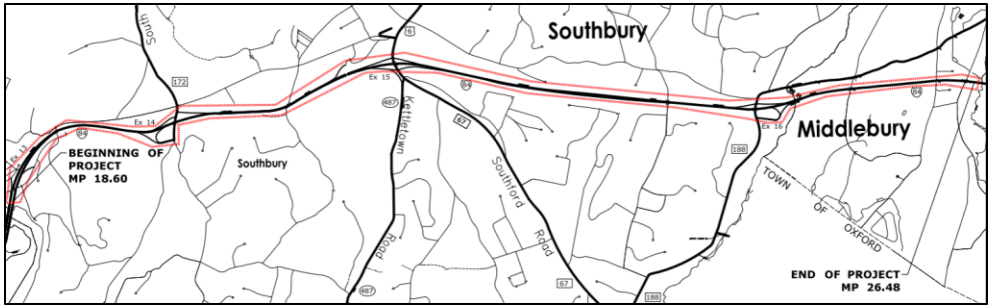
Purpose and Need

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

Scope of Work

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$46.177	**$14.559**	**$4.618**	$43.056	$38.438	$4.618	$3.121	$3.121	$0.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Construction

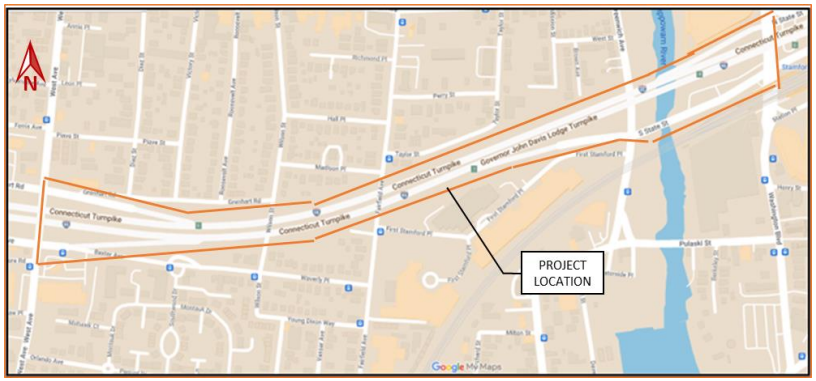
Project Location

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

Purpose and Need

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

Project Image



Scope of Work

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$78.860	**$70.974**	**$7.886**	$76.160	$68.274	$7.886	$2.700	$2.700	$0.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

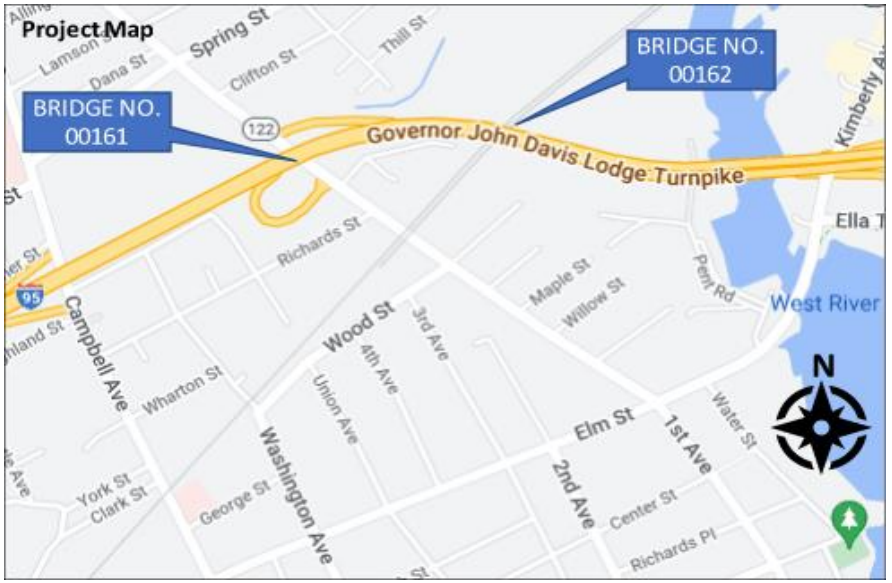
Project Status = Construction

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

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

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

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$131.70	**$118.53**	**$13.17**	$123.00	$109.83	$13.17	$8.70	$8.70	$0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Construction

Project Location
The project is located in New Britain and Plainville.

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

The scope of work includes the following bridges:
Plainville: 02908 – Route 72 westbound over Route 372
New Britain: 04243 – Route 72 westbound over Route 9 southbound & Route 9 Ramp 055, 04244 – Route 72 Town Road 801 over Route 72 northbound, 04297 – Route 72 Town Road 801 over Routes 174 & 9 southbound

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$47.436	**$37.949**	**$9.487**	$44.721	$35.234	$9.487	$2.715	$2.715	$0.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Construction

Project Location

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

Purpose and Need

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

Scope of Work

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$210.00	**$168.00**	**$42.00**	$160.00	$128.00	$32.00	$50.00	$40.00	$10.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0301-0509: IMPROVEMENTS TO THE STAMFORD MAINTENANCE OF EQUIPMENT (MOE) FACILITY IN STAMFORD

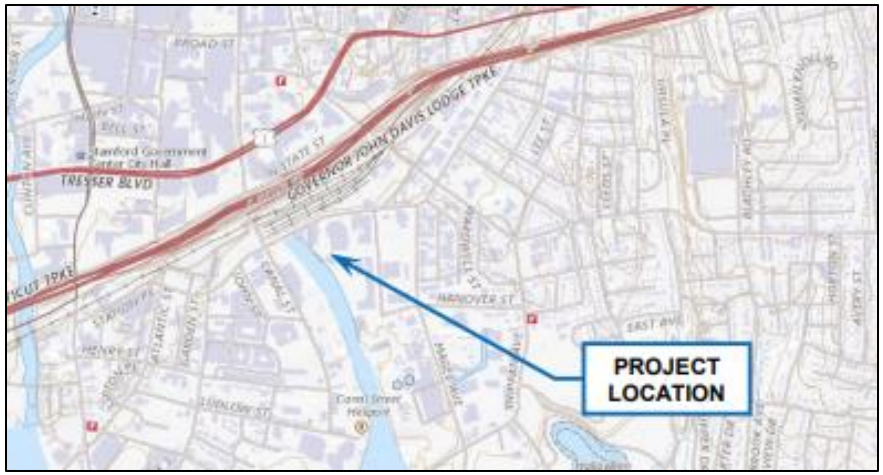
Project Status = Construction

Project Location
This project is located on Cherry St in the City of Stamford in the Stamford Rail Yard on Metro-North Railroad's New Haven Line encompassing improvements to the existing Maintenance of Equipment (MOE) and Car Wash Facilities.

Purpose and Need
The MOE Facility was opened in 1997 which is the largest dispatch location on the New Haven Line that is primarily used to inspect, maintain, and clean the machinery. The MOE also functions continuously, 24-hours a day, as a home base to conductors, trainmen, engineers, and administrative staff. Inspections have identified necessary improvements throughout the MOE, Car Wash, parking lot, and storage yard areas. These renovations will allow for more efficient use of the facility, minimize extensive maintenance requirements, and to meet current ADA and building codes.

Scope of Work
The following project improvements by location:
• MOE Facility: Roof replacement, HVAC replacement, improvements to office and staff support areas, extension of Track 44, new shop air compressors, fall protection systems, IT and security upgrades, electrical improvements, new transformer, and an addition of a standby generator.
• Car Wash: Upgrades to the wash systems, new roof, upgrades to building elements to meet current building and safety codes, addition of a standby generator connection, site improvements, and perimeter fence repairs.
• Upper Storge Yard: Add paved aisles, service consoles, cleaning cabinets, hydrants, and flush tanks and sewer connection. Create dumpster pad sites, new retaining walls and egress, lighting, security cameras, and repair/add perimeter fence. Lower Storage Yard: Repave service aisles and replace/upgrade toilet manifold system.
• MOE Parking Lot: Improve site entrance for delivery vehicles, drainage improvements, lighting and security camera upgrades, repave the lot and repair fencing.

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$110.00	**$88.00**	**$22.00**	$40.00	$32.00	$8.00	$70.00	$56.00	$14.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

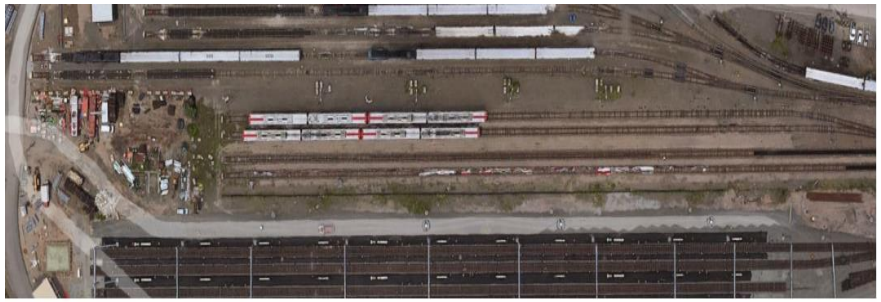
PROJECT 0301-0561: NEW HAVEN RAIL YARD FACILITIES IMPROVEMENTS – COACH YARD ACCEPTANCE FACILITY

Project Status = Construction

Project Location

This project is located within the New Haven Rail Yard Complex in the Town of New Haven. Location of the site within the Rail Yard is on the west side of the yard in the existing 50's yard (bone yard).

Project Image



Purpose and Need

The Department has a confirmed order with Alstom to receive 60 single-level rail coach cars with options to build and additional 313 cars as part of the Department's coach renewal program for its statewide rail system. Delivery is scheduled to begin in 2026. The primary purpose of this project is to provide a facility for Alstom to conduct testing and commissioning and prepare the cars to be placed in service. The current timeline calls for the first shipment of 6 cars due by rail in the summer of 2026 with 60 cars to be fully accepted by the end of 2027. The acceptance facility will be needed for 2-year reliability testing and warranty period through 2029.

Scope of Work

The proposed improvements includes updating the existing 50's yard (bone yard) to provide a four-track facility for acceptance of new coaches. Improvements include provide unpaved areas for parking, storage and trailers, install chain link fence and gates around the facility, replace all failing wooden rail ties, install grade crossing on east end of tracks, install prefabricated portable metal stairs on reinforced concrete pads at eight locations, install service consoles with water yard hydrants and sewage dumps between interior tracks, provide supplemental wood pole mounted site lighting, provide two 30'-40' office trailers with electric, communications, water and sewer hookups, provide two 40' storage containers with power and ventilation and provide 480 volt stand-by power for the interior tracks.

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$8.50	**$0.00**	**$8.50**	$7.20	$0.00	$7.20	$1.30	$0.00	$1.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PROJECT 0320-0016: HARTFORD LINE
WINDSOR LOCKS STATION IN WINDSOR LOCKS

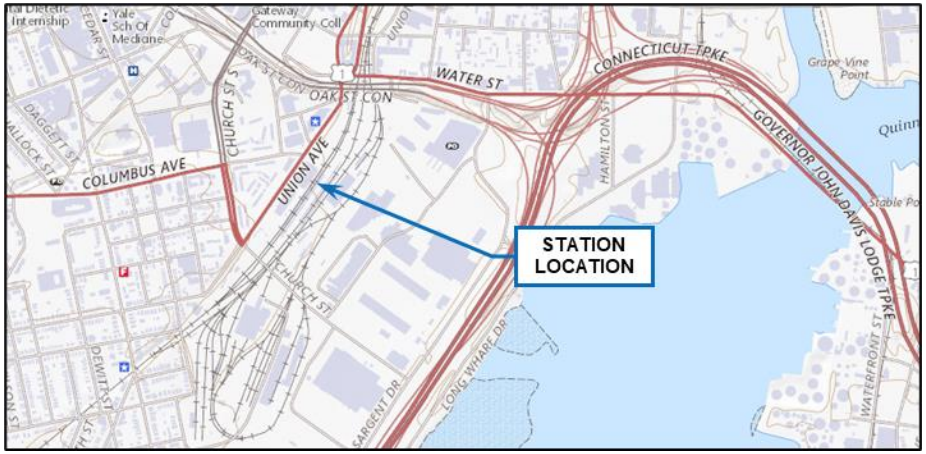
Project Status = Construction

Project Location
Building at 231 Main Street, as well as roads and intersections south along the locks towards the existing Windsor Locks Railroad station.

Purpose and Need
The purpose of this project includes demolition of an abandoned building and the construction of a new train station as well as realignment of Route 159, construction of cul-de-sac at Church Street, traffic signalizations on Route 159 at Church Street and Spring Street, and installation of a multi-use trail.

Scope of Work
The new station will consist of a new station utility building and single-sided platform. The new 500-foot platform has incorporated ADA features such as a high-level boarding. Other features include full customer service stations containing Passenger Information Displays (PID) with audible performance, security cameras, blue light phones and heated waiting areas with individual seating. The platforms will also be equipped with a 24/7 snow melt system. The new parking lot will consist of 159 spaces. A multi-use trail is being provided on the east side of Route 159. The Trail will connect the Montgomery Mills buildings, a Transit Oriented Development on the east side of the Canal. The trail will begin at the station and terminate at the grade crossing.

Project Image



Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$129.82	**$103.86**	**$25.96**	$109.82	$103.86	$5.96	$20.000	$0.00	$20.000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

WALK BRIDGE PROGRAM IN NORWALK

Project Status = Construction

Project Location

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

Purpose and Need

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

Scope of Work

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

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

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$1667.0	**$1284.5**	**$382.5**	$1009.5	$884.5	$125.0	$257.5	$80.0	$177.5	$100.0	$80.0	$20.0	$100.0	$80.0	$20.0	$100.0	$80.0	$20.0	$100.0	$80.0	$20.0	-	-	-

TIME-2 PROJECTS IN NORWALK

Project Status = Construction

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

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

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

Project Images

Construction Funding (cost in millions)

Total	Total Fed	Total State	Previous Years			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			Future Years		
			Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State
$376.0	**$300.8**	**$75.2**	$251.0	$200.8	$50.2	$125.0	$100.0	$25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Project Status = Overprogrammed

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

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

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

Project Image

Construction Cost Estimate: $27.5 million

PROJECT 0034-0364: I-84 FLEX LANE (DYNAMIC LANE USE) IN THE CITY OF DANBURY

Project Status = Overprogrammed

Project Location

Installation along the I-84 corridor between Interchanges 4 and 7 in Danbury. The project limits begin on the west side in the vicinity of Lake Avenue (EB and WB mile marker 3.87) to the vicinity of the Beaver Brook Overpass (EB mile marker 7.55 and WB mile marker 7.62) in Danbury.

Purpose and Need

The purpose of this project is to improve capacity deficiencies at peak hours, enhance travel time reliability, and reduce congestion in defined bottleneck locations on I-84.

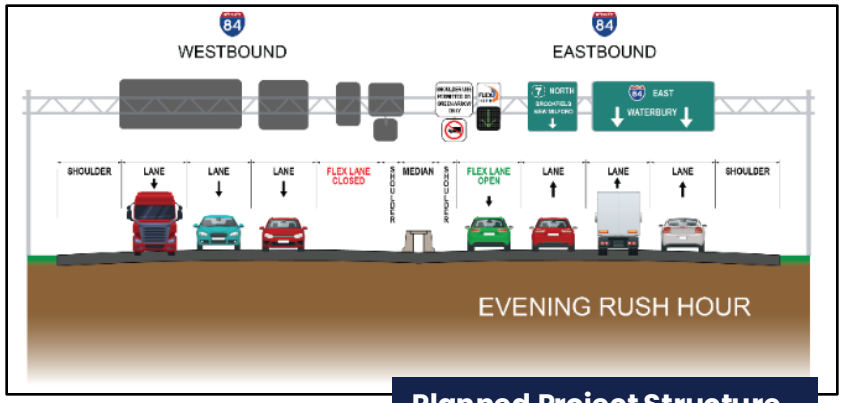
Scope of Work

The Connecticut Department of Transportation (CTDOT) initiated the I-84 Danbury Planning and Environment Linkage (PEL) Study to address congestion and mobility issues along the I-84 corridor in the Danbury area. The study identified several functional deficiencies of the highway contributing to these issues and identified many concepts to address them. One of the recommended concepts was Dynamic Lane Use (DLU), a strategy of Transportation Systems Management and Operations (TSMO), that reallocates road space in response to changes in demand to use existing infrastructure more efficiently. Providing this DLU, also known as a Flex Lane, provides additional capacity during limited periods of congestion in this corridor without unnecessary highway widening. In this way, costs and impacts are considerably reduced, and congestion can be mitigated more promptly.

Construction Cost Estimate: $250 million

Project Images

Flex Lane Project Limits



Planned Project Structure

PROJECT 0042-0334: NOISEWALL REPLACEMENT – I-84 WESTBOUND
TOWN OF EAST HARTFORD

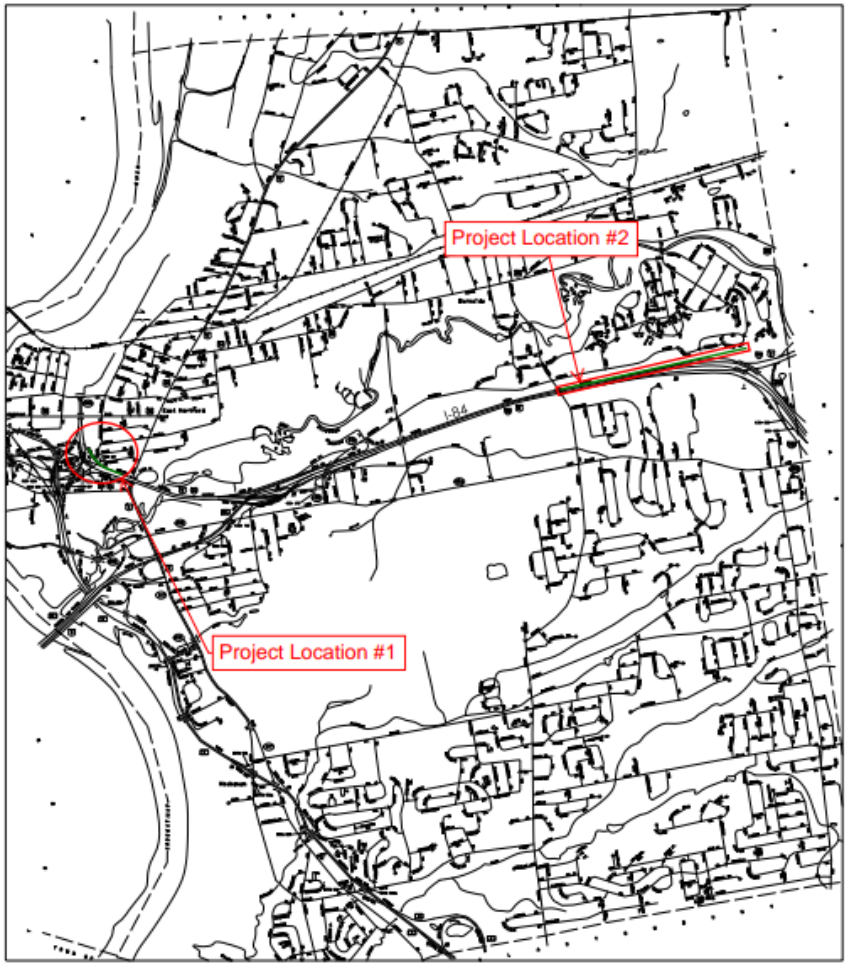
Project Status = Overprogrammed

Project Location
The project is located in the Town of East Hartford on I-84 westbound (WB). Location #1 is approximately 1,000 feet long and located at exit 56. Location #2 is approximately 5,500 feet long starting at Bridge No. 05556.

Purpose and Need
The primary purpose of the project is upgrading the noise protection along two sections of I-84 WB. The existing timber barrier has deteriorated significantly and has missing panels and compromised structural integrity. As a result, it no longer meets safety of noise mitigation standards. The area has a high population density and the project will improve the living conditions of nearby residents and ensure long-term performance and safety.

Scope of Work
This project will involve replacing the current timber structure with a more durable, modern noise barrier designed to effectively reduce traffic noise. The project will also include replacement of the existing metal beam guiderail with R-B MASH guiderail throughout the project limits.

Project Image



Construction Cost Estimate: $24.1 million

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

Project Status = Overprogrammed

Project Location

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

Purpose and Need

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

Scope of Work

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

Project Image

Construction Cost Estimate: $27.5 million

PROJECT 0056-0328: IMPROVEMENTS TO I-684 OVER TAMARACK SWAMP (BRIDGE NOS. 03512 & 03513) TOWN OF GREENWICH

Project Status = Overprogrammed

Project Location

Bridge Nos. 03512 and 03513 carry three lanes of Interstate 684 (I-684) Southbound and three lanes of I-684 Northbound, respectively, over the Tamarack Swamp in the Town of Greenwich.

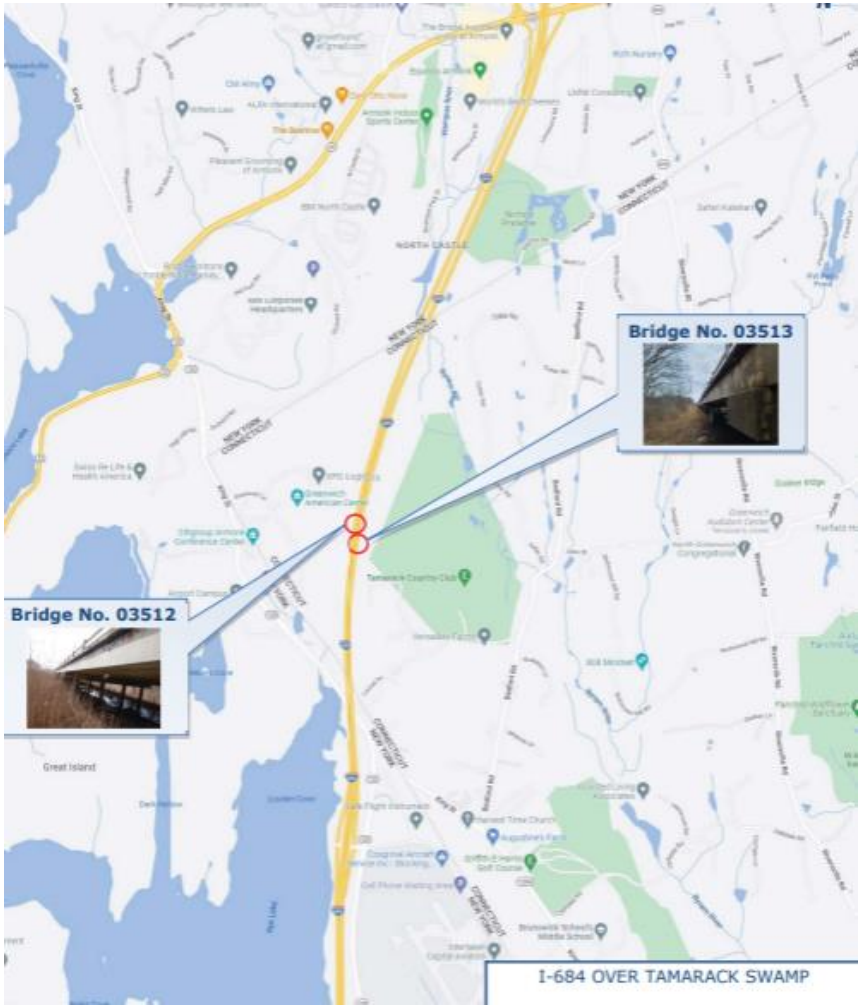
Purpose and Need

Bridges 03512 and 03513, built in 1968 and reconstructed in 1991, are currently in fair condition and are expected to fall into poor condition in the near future. The purpose of the project is to maintain these structurers in a state of good repair, meet current load rating standards, and provide adequate level of service on I-684.

Scope of Work

The existing structures were built in 1968, reconstructed in 1991, and are multi-span bridges consisting of a 4-inch reinforced concrete slab placed on multiple (18 adjacent) precast, prestressed, and post-tensioned concrete box beams that are supported by precast reinforced concrete pile caps and precast, prestressed reinforced concrete piles. Due to the limited rehabilitation alternatives for this type of superstructure, the expected scope of work is a superstructure replacement. However, the following alternatives will be investigated: 1) Superstructure Preservation/Repair , 2) Superstructure Strengthening, 3) Superstructure Replacement – Steel , 4) Superstructure Replacement – Precast Concrete, 5) Full Structure Replacement .

Project Image



Construction Cost Estimate: $109.7 million

PROJECT 0063-0742: GREATER HARTFORD MOBILITY PROGRAM (GHMP) – I-84 RAMP CLOSURES AT HIGH STREET AND TRUMBULL STREET CITY OF HARTFORD

Project Status = Overprogrammed

Project Location
The project location includes the I-84 westbound on-ramp from High Street / Chapel St N, and the I-84 eastbound off-ramp to Trumbull St / Chapel St S in the City of Hartford.

Purpose and Need
The purpose of this project is to improve traffic operations and reduce crashes along I-84 in Hartford. This segment of I-84 has high traffic volumes in an area where drivers must weave, merge, and diverge within short distances. There are three ramps in each direction of I-84 within a distance of less than 2,000 feet. The closely spaced interchange ramps are also in close proximity to the I-84/I-91 interchange contributing to the overall congestion.

Scope of Work
This project includes removing the I-84 westbound on-ramp from High St and Chapel St N, and removing the I-84 eastbound off-ramp to Trumbull St / Chapel St S. It is anticipated that the closure of these two ramps and increasing the spacing between remaining ramps would provide an operational improvement and reduce crashes on I-84 in downtown Hartford. A traffic study task is currently underway to determine the effect that the proposed closure of these ramps would have on the surrounding roadway network to determine if additional improvements and mitigation will be needed as a result of change in traffic patterns.

Project Image

Construction Cost Estimate: $21 million

PROJECT 0092-0696: REHABILITATION OF BRIDGE NO. 00333 CARRYING ROUTE 34 OVER US 1 AND METRO NORTH RAILROAD IN NEW HAVEN

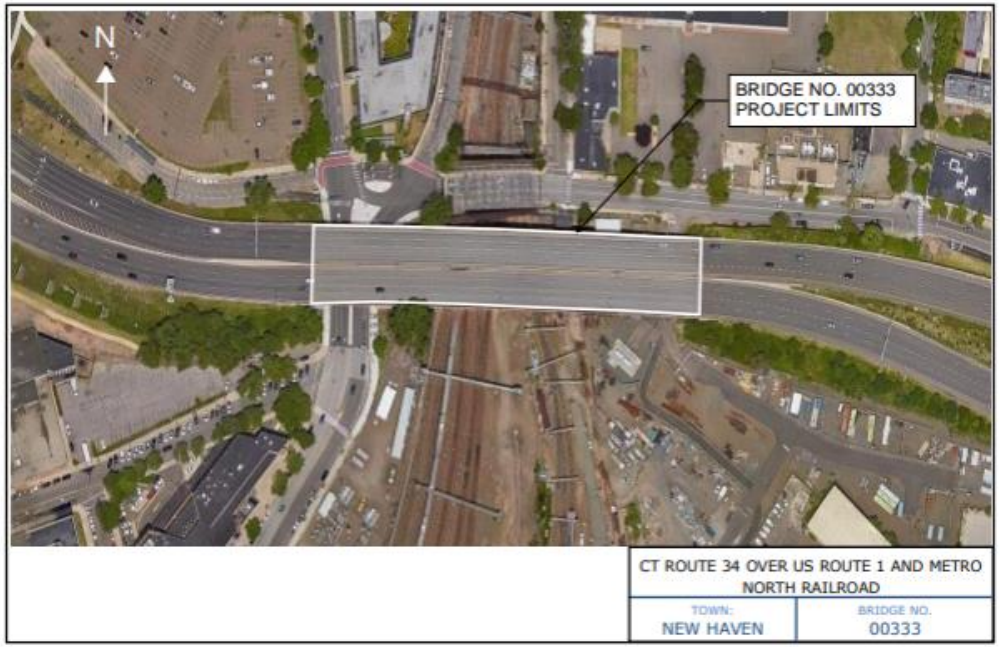
Project Status = Overprogrammed

Project Location
Bridge No. 00333 carrying Route 34 over U.S. Route 1 and MNRR in the City of New Haven

Purpose and Need
The purpose of the project is to address the operational, safety and preventative maintenance concerns, and to upgrade the structural integrity of the entire bridge to a "state of good repair" extending its service life.

Scope of Work
The focus of the rehabilitation will be predominately on the operational issues regarding the superstructure repairs, substructure repairs, replacing bridge joints, partial mill and overlay, deck patching and superstructure painting. Also, there are significant section losses to the stringers and floor beams in isolated locations which need to be addressed.

Project Image



Construction Cost Estimate: $ 16.6 million

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

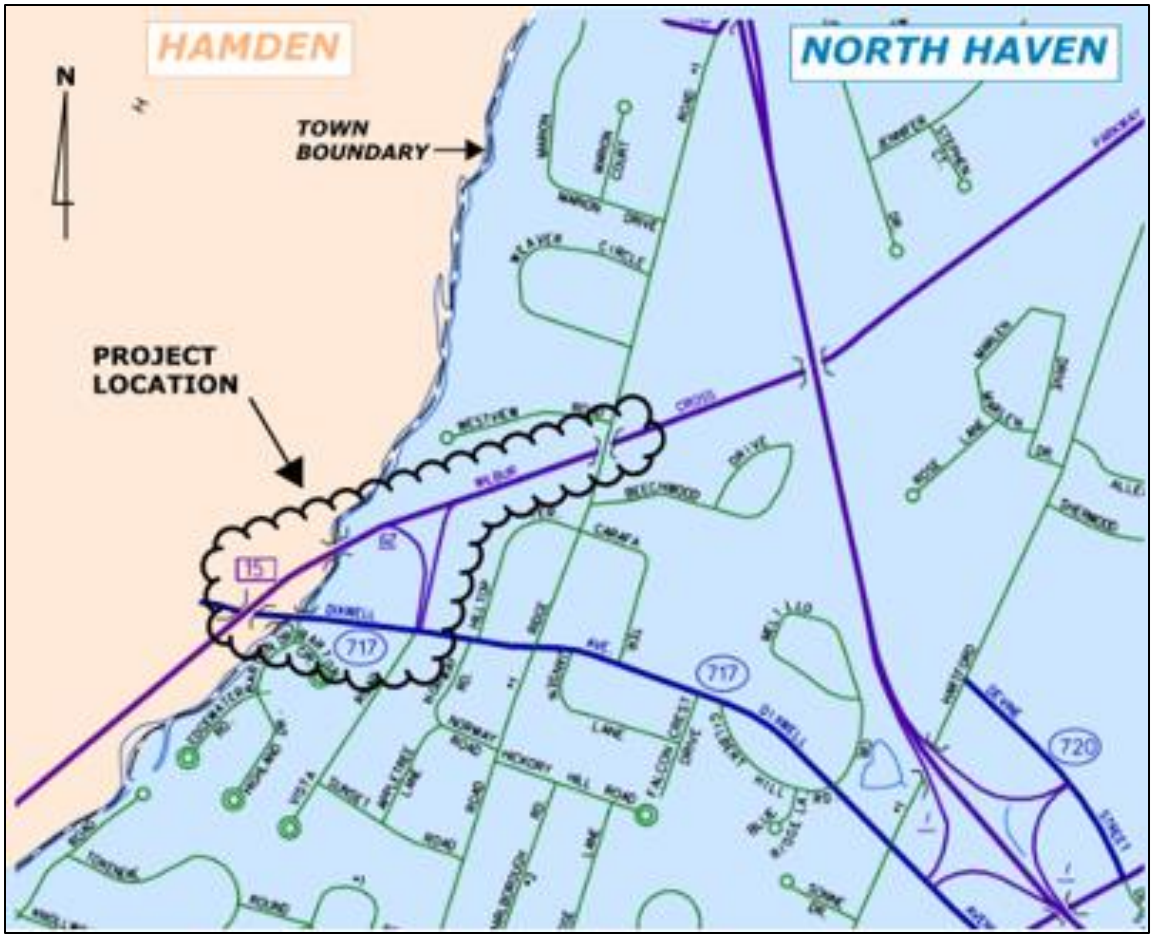
Project Status = Overprogrammed

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

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

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

Project Image



Construction Cost Estimate: $22.2 million

PROJECT 0109-0173: FARMINGTON CANAL HERITAGE TRAIL, PHASE 3
NORTON PARK TO ROUTE 72
TOWN OF PLAINVILLE

Project Status = Overprogrammed

Project Location

This project is located in the Town of Plainville, begins at Norton Park and extends north for approximately 13,000 ft. (2.5 miles), matching into the proposed Phase 2 trail alignment just south of Route 72. The proposed multi-use trail begins at the terminating point of the Phase 1 section of Farmington Canal Heritage Trail (FCHT) in Norton Park.

Purpose and Need

The purpose of this project is to construct a multi-use trail through the Town of Plainville in order to close the final remaining gap in the Connecticut section of the FCHT. The Connecticut share of the FCHT consists of a 54-mile section connecting New Haven through Suffield, terminating at the Massachusetts border. The entirety of the Connecticut section is either complete, in construction, or approaching final design, excluding sections of the remaining 5-mile gap in the Town of Plainville. The Farmington Canal Heritage Trail makes up part of the larger East Coast Greenway Trail network the runs from Maine through Florida. This project will close the remaining gap in Plainville providing continuity to the multi-use transportation network through Connecticut.

Scope of Work

The multi-use trail will consist of a 12-foot wide paved surface and include other amenities such as signage for information and safety, benches, and picnic tables to provide rest areas. The Phase 3 alignment begins at Norton Park and continues north through Downtown Plainville along Norton Park Road and Route 177, then across the Pequabuck River through widening Bridge No. 01485, along the Clean Earth property boundary, across the existing Pan Am Railroad, and then travels east of West Cemetery prior to terminating at Route 72. To maintain a continuous trail, Bridge No. 01485 over the Pequabuck River is proposed to be widened. To traverse the CSX Railroad an 85 ft. pedestrian span bridge is proposed.

Project Image

Construction Cost Estimate: $ 15 million

PROJECT 0131-0190: INTERSECTION IMPROVEMENTS ON ROUTE 10 & ROUTE 322 AND THE REMOVAL OF BRIDGE 00518 CARRYING ROUTE 10 OVER ROUTE 322 IN THE TOWN OF SOUTHINGTON

Project Status = Overprogrammed

Project Location
This project is located primarily within the town of Southington in the area surrounding the intersections of Route 10, Route 322, and Old Turnpike Road.

Purpose and Need
The purpose of the project is to remove or replace structurally deficient and/or functionally obsolete bridges and improve intersection geometry.

Scope of Work
This project involves:

- the removal of Bridge No. 00518 (Route 10 over Route 322) and the construction of a new at-grade intersection between those two roadways.

- approximately 1,525 feet of Route 10 will be reconstructed by this project. The proposed Route 10 horizontal alignment follows the existing horizontal alignment. The Route 10 profile will be lowered to meet Route 322 at-grade. Bridge No. 00646 (Route 10 over the Tenmile River) will be replaced.

- approximately 950 feet of Route 322 will be reconstructed by this project. The proposed Route 322 horizontal alignment follows the existing horizontal alignment. The profile is proposed to be raised approximately 3 feet to be above the 100-year flood plain. Bridge No. 05753 (Route 322 over Tenmile River) is being replaced as it has been determined to be structurally deficient.

- approximately 550 feet of Old Turnpike Road will be reconstructed by this project. The proposed horizontal alignment of Old Turnpike Road will be modified to provide an improved geometry at the Route 10/Old Turnpike Road intersection. The proposed profile closely follows the existing profile. New traffic signals are proposed at the Route 10/Route 322, the Route 322/Old Turnpike Road and the Route 10/Old Turnpike Road intersections. Sidewalks are proposed throughout the project. A stormwater quality basin is proposed at the northeast corner of the Route 10 and Route 322 intersection.

Project Image

Construction Cost Estimate: $ 9.2 million

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

Project Status = Overprogrammed

Project Location

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

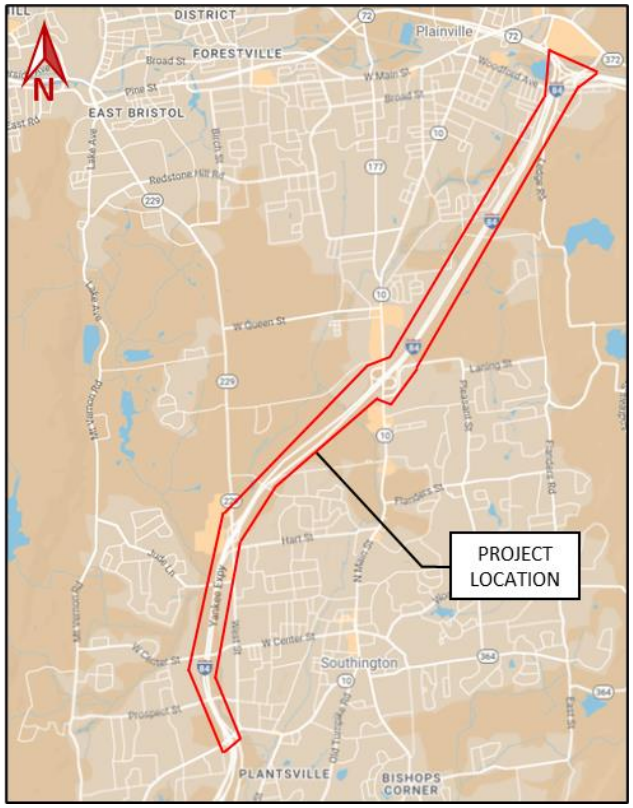
Purpose and Need

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

Scope of Work

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

Project Image



Construction Cost Estimate: $80 million

PROJECT 0137-0164: REHABILITATION OF BRIDGE NO. 03096 ALPHA AVENUE OVER AMTRAK AND LOCA ROADS IN THE TOWN OF STONINGTON

Project Status = Overprogrammed

Project Location
This project is is located in the Town of Stonington, where Alpha Avenue crosses Amtrak, Cutler Avenue, and Main Street on the Frank Turek Viaduct into the Borough of Stonington, including approaches extending from Trumbull Avenue on the northeast to Water Street on the southwest.

Purpose and Need
Bridge #03906 provides the only highway access to the Borough of Stonington south of the Amtrak railroad. It was constructed in 1940, rehabilitated in 1992, and is currently in poor condition due to deterioration of its substructure. As the only access to the Borough, it is critical that this bridge be kept open and in safe condition and that the need for future maintenance be minimized.

Scope of Work
An analysis was conducted to review the viable options to restore the bridge to good condition for the foreseeable future. The analysis concluded that the most economical option, considering current and future construction and maintenance costs, was to completely replace the bridge. The approved scope is to replace the existing 8-span bridge with a new 6-span structure. However, the proposed project scope is now being reconsidered due to local opposition. Project scope and schedule are still TBD.

Project Image

Construction Cost Estimate: $ 48 million

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

Project Status = Overprogrammed

Project Location
Route 136 over Saugatuck River in Westport.

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

Project Images

Construction Cost Estimate: $40 million

PROJECT 0158-0224: PAVEMENT REHABILITATION AND RECONSTRUCTION IN WESTPORT

Project Status = Overprogrammed

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

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

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

Project Image

Construction Cost Estimate: $67.4 million

PROJECT 0159-0193: REPLACEMENT OF BRIDGE NOS. 00642, 00810, AND 00811 (DESIGN-BUILD PROJECT) TOWN OF WETHERSFIELD

Project Status = Overprogrammed

Project Location
Bridge No. 00811 supports Route 15 and U.S. 5 over the Providence & Worcester Railroad (P&W R.R.) and Hartford Avenue in the town of Wethersfield, approximately 0.20 miles south of the Wethersfield/Hartford town line. Bridge No. 00810 supports Route 15 & U.S. 5 over McMullen Avenue and is located approximately 1,000 feet southwest of Bridge No. 00811. Bridge No.00642 supports Route 15 and US 5 over Route 99 (Silas Deane Highway).

Purpose and Need
The purpose and need for this project is to address the structural deficiencies and substandard geometry associated with the three bridges.

Scope of Work
The project proposes the full replacement of all three bridges and roadway reconstruction within the project limits.

For Bridge No. 00811:, it is proposed that the first and third spans will be replaced with single spans, one over the P&W R.R. and one over Hartford Avenue. Span two is proposed to be removed and replaced with a retained fill structure.

Bridge No. 00810 is proposed to be replaced with a single span structure over McMullen Avenue and widened to support the geometric improvements on the ramp to Route 15/US 5 SB and from Route 99.

Bridge No. 00642 is proposed to be replaced with a multi-girder – multi-span bridge over Route 99. This is proposed to be widened to support the geometric improvements of the SB off ramp to Route 99.

Project Image

Construction Cost Estimate: $ 23 million

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

Project Status = Overprogrammed

Project Location
This project is located in New Haven, Hamden and Woodbridge on Route 15 between exits 46 and 50, under West Rock Ridge State Park.

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

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

Project Image

Construction Cost Estimate: $150 million

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

Project Status = Overprogrammed

Project Location
The project is located in Berlin and New Britain.

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

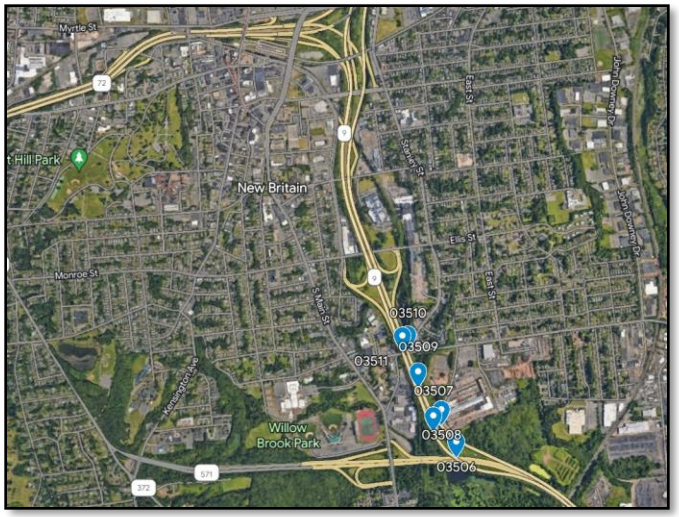
The Scope of work includes the following bridges:

Town of Berlin:
Bridge No. 03506 – Route 9 southbound over State Road 571
Bridge No. 03507 – Route 9 northbound over Private Property
Bridge No. 03508 – Route 9 southbound over Private Property

City of New Britain:
Bridge No. 03509 – Route 9 over Pan Am Railroad (CSX Transportation, Inc.)
Bridge No. 03510 – Route 9 northbound over South Street
Bridge No. 03511 – Route 9 southbound over South Street

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

Project Image



Construction Cost Estimate: $48 million

PROJECT 0301-0512: STAMFORD TRANSPORTATION CENTER IN STAMFORD

Project Status = Overprogrammed

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

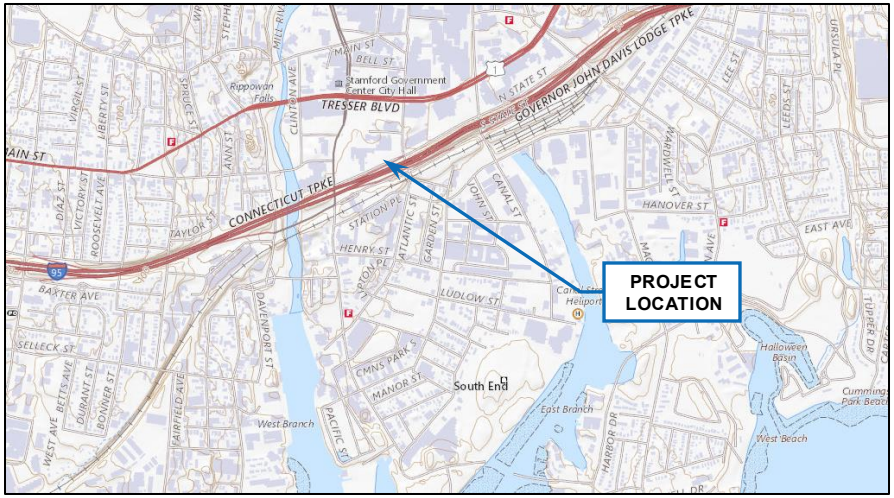
Purpose and Need
The purpose of this project is to modernize the main concourse building, Station Place, and bus terminal as part of the Stamford Transportation Center Master Plan. The project will also support future, mixed-used Transit-Oriented Development (TOD) on certain State-owned parcels at the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

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

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

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

Project Images



Construction Cost Estimate: $400 million

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

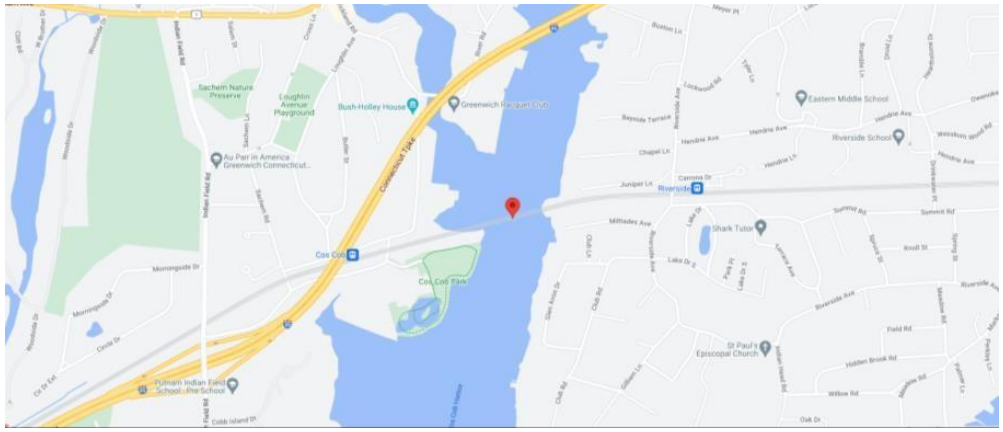
Project Status = Overprogrammed

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

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

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

Project Images



Construction Cost Estimate: $2.7 billion

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

Project Status = Overprogrammed

Project Location

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

Purpose and Need

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

Scope of Work

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

Project Image

Construction Cost Estimate: $72.8 million

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

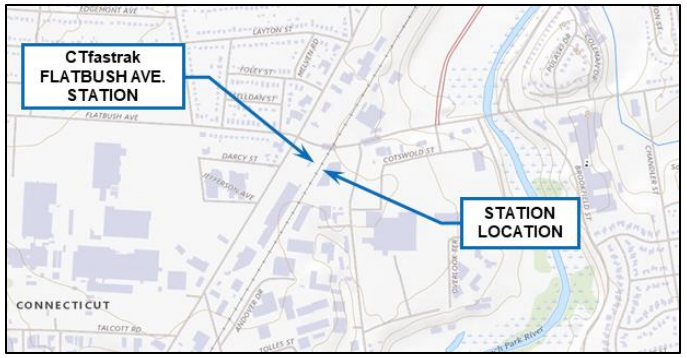
Project Status = Overprogrammed

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

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

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

Project Image



Construction Cost Estimate: $70.5 million

PROJECT 0320-0015: WINDSOR RAILROAD STATION IN WINDSOR

Project Status = Overprogrammed

Project Location

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

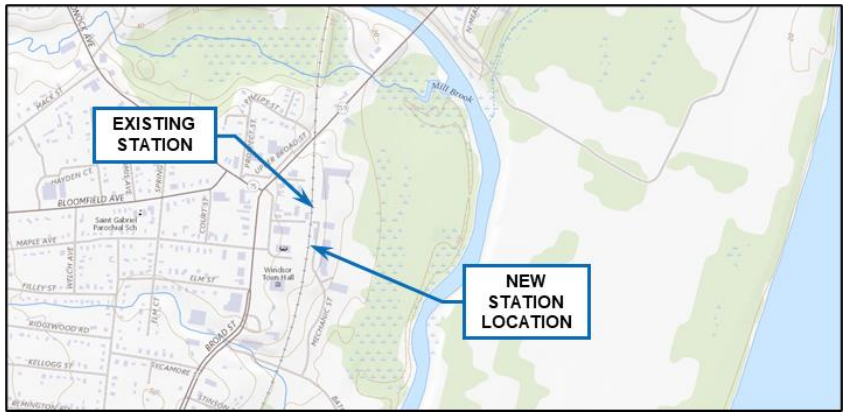
Purpose and Need

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

Scope of Work

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

Project Image



Construction Cost Estimate: $86.9 million