To: Transportation Committee and Transportation Technical Committee

From: William Dickinson Chairman, Transportation Committee

Date: February 4, 2010

Subject: Wednesday, February 10, 2010
Meeting of the Transportation Committee and Transportation Technical Committee at 12:00, in the offices of SCRCOG

Agenda

Action Items:

1) Meeting Minutes of January 13, 2009 Page 4

2) 2010-2013 Transportation Improvement Program Amendment Three
   Recommend to SCRCOG adoption of Amendment 3 James Rode Page 5

3) FHWA/CTDOT Response regarding 511 Traveler Information System
   Discuss and take possible action Page 9

Informational Items:

4) New Haven-Meriden STP-Urban Program Monthly Review
   and Review the Region’s Schedule of Urban Priorities
   James Rode Page 17

5) Report on RPO Coordination Meeting
   Stephen Dudley, James Rode

6) Discuss Planning Proposals for 2010-2011 and 2011-2012 UPWP
   Stephen Dudley

7) Other Business
   Member comment and/or additional public comment

The agenda and attachments for this meeting are available on the SCRCOG website at www.scr cog.org. Please contact SCRCOG for copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two weeks notice.
Transportation Technical Committee Distribution List

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February 10, 2010

Municipalities

Bethany: S. Huxley, A. Marek, A. Green
Branford: A. DaRos, S. Rasmussen, E. Masotta, C. Andres, J. Plaziak
East Haven: A. Capone-Almon, P. Hongo, J Staunton
Guilford: G. Kral, M. Scott, M. Damiani, J. Portley
Hamden: S. Jackson, L. Creane, R. Roscov, E. Fuller, T. Wydra, B. Brinton
Madison: F. McPherson, M. Ozols, M. Ott
Meriden: D. Caruso, L. Kendzior, D. Brunet, P. Blanchet, P. Brennan, T. Loin
Milford: D. Sulkus, B. Kolwicz, J. O’Connell, R. Gregory, K. Rose
New Haven: J. DeStefano, K. Murphy, R. Miller, K. Gilvarg, B. Notghi, M Piscitelli
North Branford: K. Weiss, C. Zebb, R. Branigan
North Haven: M. Freda, A. Fredricksen, B. Cummings, J Bodwell
Orange: J. Zeoli, P. Dinice, E. Lieberman, P. Kaplan
Wallingford: W. Dickinson, J. Thompson, D. Roe
West Haven: E. Buckheit, A. Quadir, B. Sabo, R. Gilmore, J. Panza
Woodbridge: J. Hellauer, P. Rubens-Dahl, W. Connors

1 voting Technical Transportation Committee member appointed by chief elected official

Others

Center for Disability Rights: M. Gallucci
ConnDEP: W. Menz
ConnDOT: S. Livingston, P. Moberg, M. Rolfe, G. Wright, D. Larosa, J Redeker
Connecticut League of Women Voters (New Haven Chapter): T. Doyle, N. Ciarleglio
Connecticut Office of Policy and Management: R. Van Ausdall
Connecticut Post: F. Juliano
Connecticut Transit: V. Marques, P. Fry
Fay, Spofford & Thorndike: G. Lindsay
FHWA: Steve Cooper, Eloise Powell, Amy Jackson-Grove
Greater New Haven Chamber of Commerce: T. Rescigno, L. DiCocco-Beauton
Greater New Haven Convention and Visitors Bureau: G. Kozlowski
Greater New Haven Transit District: D. Carter
Integrated Management Controls: S. Gale
Jennifer Alcock
League of Women Voters (West Haven): E. Addonizio
Distribution List (Continued)
February 10, 2010

Luchs Associates: R. Dagan
Meriden Transit District: J. Zajac
Milford Transit District: H. Jadach
New Haven Parking Authority: J. Staniewicz, W. Kilpatrick, M. Fortunata
New Haven Register: M. Zaretsky
Northeast Transportation Company: J. Spina
Office of Congresswoman Rosa DeLauro: L. Mangini
PBQD (Glastonbury): A. Moretti,
Rideworks: J. Stimolo
Roadway Express: T. McKinnon
Shore Publishing: Brian Boyd
Technical Planning Associates: B. Sacco
United Illuminating Company: S. Saczynski,
U.S. Department of Housing and Urban Development (Hartford): C. Higgins
Vision for Greater New Haven, Transportation Committee: J. Babbin, E. Jameson
West Haven Chamber of Commerce: N. DeMatties
**Transportation Committee members** | **Transportation Technical Committee**
---|---
Wallingford, Mayor William Dickinson, Chair | East Haven, James Staunton
North Haven, First Selectman Michael Freda. | Guilford, Jim Portley
Branford, Janice Plaziak proxy for First Selectman | Hamden, Bob Brinton
Anthony DaRos | Madison, Mike Ott
East Haven, Tara Pisaturo Pelatowski Proxy for Mayor | New Haven, Dick Miller
April Capone Almon | North Branford, Kurt Weiss
New Haven, Michael Piscitelli, proxy for Mayor John | North Haven, John Bodwell
DeStefano | Wallingford, John Thompson
West Haven, Abdul Quadir |

**Guests**
Jean Stimolo, Rideworks
Stephen Livingston, ConnDOT
Karyn Gilvarg, New Haven
Ken Shooshan-Stoller, FHWA
SCRCOG Carl Amento, James Rode, Stephen Dudley,

Mayor Dickinson began the meeting at 12:07 PM.

**Item #1**
Minutes of the November 10, 2009 meeting were unanimously adopted on a motion by J.Portley/ J.Plaziak.

**Item #2**
The discussion of FY2010 –FY2013 TIP Amendment 2 began with an update of the STP Urban Stimulus (STPRR) fund obligations. S. Dudley presented a summary sheet which showed how the region’s $14,048,105 in STPRR funds was to be obligated among 5 projects. These 5 projects were #92-585, #92-641, #92-642, #92-643 and #59-158. There was further discussion regarding STPRR and STP-Urban funds available for pavement preservation projects in FFY10. J. Rode presented a supplemental to FY2010 –FY2013 TIP Amendment 2 regarding project #43-124 and then presented the 6 projects in the amendment packet. D. Miller made the motion to approve FY10 TIP Amendment 2 with the inclusion of project #43-124. J Portley seconded, the motion was approved.

**Item #3**
J. Rode presented the status on current urban projects included in the agenda package. FY2010 –FY2013 TIP Amendment 2 included fund increases to 3 of the Urban projects and The remaining STPRR funded projects are expected to be advertised in the next month or so. D. Miller reported that the location of a 42” water main has slowed work on #92-561 the State Street: Mill River Bridge Replacement project

**Item #4**
S. Dudley discussed preparations for the 2010-2011 and 2011-2012 UPWP. He asked those present to develop planning projects to be included and submit proposals by Wednesday, February 17, 2010.

**Item #5**
J. Plaziak made a motion to adjourn, meeting adjourned at 12:55 PM.
Project 0148-0190  2001-072  US 5: Toelles Rd to Rte 702 Widening
Municipality Wallingford
Changes Amendment 3 moves unobligated funds from FFY2009 to FFY2010
Reason Project has was advertised last year, bids opened in November with construction to start in spring 2010. To be made available the funding must be shown in the appropriate fiscal year
State Project: 0148-0190  
Municipality: Wallingford  
Project Name: US 5: Toelles Rd to Rt 702 Widening  
Description: Widen US 5 to add opposing left hand turn lanes at Toelles Road and Route 702 (I-91 connector).

**Current TIP Funding (In Thousands)**

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
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<td>NHTSA</td>
<td>CON</td>
<td>Federal</td>
<td>2,080</td>
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</table>

**Total Cost**: $2,080

**Proposed TIP Funding (In Thousands)**

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<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
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<td></td>
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</tr>
</tbody>
</table>

**TIP Funds**: $2,080

**Amendment Notes**

CN moved from FY04 to post-FY05 by FY03 TIP Amend 2 due to financial constraint. FY07 TIP Amend 7 increases funding. FY07 TIP Amend 13 moves project to FFY08. FY07 TIP Amend 19 moves CON from FFY08 to FFY09 and increases funds. FY07 TIP Amend 29 replaces STPA funds with NHTS and increases cost. FY10 TIP Amend 3 moves funds from FFY09 to FFY10.
Resolution

Fiscal Year 2010-Fiscal Year 2013 Transportation Improvement Program Amendment Three

Whereas: U.S. Department of Transportation “Metropolitan Planning Regulations” (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration-established air quality guidelines and SIP-established mobile source emissions budgets; and

Whereas: The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a Fiscal Year 2010-Fiscal Year 2013 Transportation Improvement Program on October 28, 2009, after finding the Program conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 CFR 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: Air Quality Conformity Reports: Fiscal Year 2010-2013 Transportation Improvement Program and the Region’s Long-Range Transportation Plans, May, 2007); and

Whereas: The Council, on October 28, 2009, indicated that periodic Program adjustment or amendment was possible; and

Whereas: Projects referenced in the Program amendment (below) are consistent with the region’s long-range transportation plan (South Central Regional Long Range Transportation Plan—2007 to 2035, (May, 2007); and

Whereas: Council Public Participation Guidelines: Transportation Planning have been observed during the development of the proposed Program amendment (below); and

Whereas: By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a Statewide Transportation Improvement Program and/or its amendment; and

Whereas: Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the Program.
Resolution
Fiscal Year 2010-Fiscal Year 2013 Transportation Improvement Program Amendment Three
(Continued)

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

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

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on February 24, 2010.

Date: February 24, 2010

Anthony DaRos
Secretary
Stephen Dudley

From: Judy Gott (SCRCOG)
Sent: Thursday, September 10, 2009 4:47 PM
To: James Rode; Stephen Dudley; Albert Ruggiero Jr; Eugene Livshits
Subject: FW: 511

Fyi no action

From: Amy.Jackson-Grove@dot.gov [mailto:Amy.Jackson-Grove@dot.gov]
Sent: Thursday, September 10, 2009 4:19 PM
To: Judy Gott (SCRCOG)
Cc: jeffrey.parker@po.state.ct.us; Eloise.Powell@dot.gov
Subject: RE: 511

Hello Judy,

When we were asked to look into the issues surrounding the 511 project, Eloise contacted our headquarters office. After discussion with HQ, we collectively concluded that the following regulation applies to 511 project:

23 CFR 450.324(c): The TIP shall include all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the MPO area proposed for funding under 23 USC and 49 USC.

The FHWA-CT and HQ found this section of the regulations required projects (capital and non-capital) within the boundaries need to be in the MPO’s TIP. As the 511 project is not a physical project in the MPO boundary, the project did not need to be in the individual TIPs.

Amy

Amy Jackson-Grove
Division Administrator
Connecticut Division
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, CT 06033
(860) 659-6703 x 3009
(518) 659-6703 (fax)

From: Judy Gott (SCRCOG) [mailto:jgott@scrcog.org]
Sent: Thursday, September 10, 2009 3:10 PM
To: Jackson-Grove, Amy (FHWA)
Cc: jeffrey.parker@po.state.ct.us
Subject: 511

Hi Amy and Jeff:
Sorry I missed the meeting today.... Heard from my staff that 511 is going to be in the new STIP as a statewide item without the approval of our region ....I am again requesting that I be provided the federal regulation or citation that allows this to happen. If federal transportation dollars are spent in our region I have always been told that SCRCOG needs to have them in the TIP or at least approve the spending of the federal dollars in our region.

Don’t mean to make an issue of this, but I will be asked by my Board and I need a response.

Thanks
Judy
Amy Jackson-Grove  
Division Administrator CT  
Federal Highway Administration  
628-2 Hebron Avenue, Suite 303  
Glastonbury, CT

Dear Amy:

SCRCOG is seeking a review of the decision by FHWA to allow CTDOT to include in the new 2010 STIP a statewide project # 170-2830 / CMAQ funds / FY2010 / $3,350,000 without the approval of the item in the SCRCOG 2010 TIP.

SCRCOG received an email with your opinion dated September 10, 2009.

Hello Judy,

When we were asked to look into the issues surrounding the 511 project, Eloise contacted our headquarters office. After discussion with HQ, we collectively concluded that the following regulation applies to 511 project:

23 CFR 450.324(c): The TIP shall include all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the MPO area proposed for funding under 23 USC and 49 USC.

The FHWA-CT and HQ found this section of the regulations required projects (capital and non-capital) within the boundaries need to be in the MPO's TIP. As the 511 project is not a physical project in the MPO boundary, the project did not need to be in the individual TIPs.

Amy
Amy Jackson-Grove  
Division Administrator  
Connecticut Division  
Federal Highway Administration

The Transportation Committee has recommended to the full SCRCOG that this matter be reconsidered by FHWA. At the October 28, 2009 meeting of the SCRCOG a unanimous vote was taken to pursue this matter with FHWA seeking a reversal of the above opinion. This opinion will lead to future projects being authorized without regional approval and this is contrary to the intent of the federal transportation bill. SCRCOG disagrees that the 511 project is not a project in the MPO boundary.

Further, the Transportation Committee and the SCRCOG Board believe the added value of this product should be demonstrated as part of the approval process. SCRCOG has not been provided information which demonstrates the benefit outweighs the cost of this product (ongoing operating costs and equipment upgrades should be included in the analysis matrix).

SCRCOG further believes CMAQ funds should not be used for this purpose based on the backlog of other needs currently awaiting funding.

Edward M. Sheehy, Secretary  
SCRCOG

127 Washington Avenue - 4th Floor West  
North Haven, Connecticut 06473-1715  
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E-mail: jsheehy@scr cog.org  
Phone: (203) 234-7555  
Fax: (203) 234-9850  
E-Mail: jsheehy@scr cog.org
Mr. Edward M. Sheehy, Secretary  
South Central Regional Council of Governments  
127 Washington Avenue – 4th Floor West  
North Haven, Connecticut 06473-1715

Subject: Statewide Project # 170-2830, 511 Traveler Information System

Dear Mr. Sheehy,

Thank you for your letter of October 28, 2009 which requested that Federal Highway Administration (FHWA) review its decision to allow the Connecticut Department of Transportation (CTDOT) to include the subject project as a statewide project in the draft Federal Fiscal Year (FFY) 2010-2013 Statewide Transportation Improvement Program (STIP).

In our process to form a decision on the STIP and the 511 Traveler Information System, we utilized our planning regulations and appropriate guidance. In addition, upon coordination with the CTDOT, we learned there was varying support of the 511 System at some MPOs. FHWA wanted to be assured that the proper process was followed and all federal requirements were met. With this intent in mind, Ms. Eloise Powell of my staff engaged our headquarters Office of Planning. The Office of Planning for Oversight and Stewardship confirmed that a project, such as the 511 Traveler Information System, was not required to be in each individual Metropolitan Planning Organization’s Transportation Improvement Program. Of course, it would be most effective and beneficial for the traveling public to have all MPO regions functioning with 511, but it is not required. Parallels to this situation can be seen in the long existing rideshare activities where the MPO where the service originates endorses the activity while the service is enjoyed by the entire state of Connecticut as well as neighboring states. At this time, FHWA understands that 10 of the 11 MPOs have endorsed Project # 170-2830, 511 Traveler Information System

FHWA truly believes that the implementation of a nationwide 511 Traveler Information System is an important tool to help alleviate recurring and non-recurring traffic congestion. The information gained by the traveler is also demonstrated to improve safety for the traveling public within metropolitan and rural areas of our nation. Transportation agencies are struggling to
squeeze more capacity out of their systems and improve their operations, with less and less Federal and State funds available. Research conducted by FHWA and other organizations on deployed 511 Traveler Information Systems has revealed a broad range of benefits including benefits to the traveling public, to the deploying agencies, and to the overall transportation system. A very recent example of the benefits of 511 Traveler Information Systems to the traveling public is the indefinite closure of the Bay Bridge in San Francisco, CA. The 511 system has been able to provide people daily information on alternative driving routes and increased transit routing during this emergency situation to help alleviate congestion, avoid construction areas, and diffuse driver frustration.

The use of Congestion Mitigation Air Quality (CMAQ) funds for 511 Traveler Information Systems and up to three years of operating costs are allowable under the FHWA’s CMAQ Final Program Guidance, November 17, 2008, under Category D, Eligible Project and Programs, No. 4b-Congestion Reduction & Traffic Flow Improvements, and No. 7-Travel Demand Management. The FHWA made a CMAQ eligibility determination for the 511 Traveler Information Systems as submitted by the CTDOT on September 3, 2008.

Between June and September 2009, the CTDOT sent a Transportation Improvement Program (TIP) Amendment to the eleven Metropolitan Planning Organizations (MPOs) and four Rural Planning Organizations (RPOs) requesting the 511 Traveler Information System be approved. As of this time, ten of the eleven MPOs and all four RPOs approved the TIP Amendment to add the 511 Traveler Information System to the TIPs/FFY 2007-2010 STIP. These officials see the benefits of such a system to their traveling public. With these MPO TIP approvals, the CTDOT could have proceeded with the implementation of this project in all MPO approved areas, because there are no Federal Regulations requiring unanimity of all MPOs to implement a project of this nature. The CTDOT and the FHWA continues to want to work with your MPO and take the time to provide additional information to your MPO members in an effort to demonstrate the benefits of this system. There is a point in any process where a decision must be made to move forward for the benefit of the majority. It is unfortunate that your MPO has not seen the benefits of getting started with the 511 System.

Though your organization may not agree, FHWA maintains the process is within the federal regulations. Therefore, we have advised the CTDOT to add a statewide 511 Traveler Information System project to the draft FFY10-13 STIP since a year had lapsed since the last TIP Amendment action, and notify the MPOs and RPOs of this action, which CTDOT has done. We also advised the CTDOT that if an MPO no longer approved of the 511 Traveler Information System at the conclusion of the MPO meetings to approve the FFY10-13 TIPs/STIP, then that MPO area would not have 511 services provided by the CTDOT in its MPO region. This is in keeping with the spirit of the Federal Metropolitan Planning Regulations and the majority of the MPOs and RPOs votes to have 511 Traveler Information Services in their regions in CT.

In your letter you requested an analysis of “the added value of this product”. There are no federal requirements for state DOTs to prove the added value for CMAQ projects, there is a requirement that that CMAQ projects demonstrate air quality/congestion benefits. Though there are no added value requirements, the 511 Traveler Information System has demonstrated benefits. FHWA has completed a benefit-cost analysis as part of the rulemaking for Real-time System Management Program (SAFETEA-LU Section 1201). This analysis has demonstrated the benefits to adding 511 to Travel Information Systems, i.e. Traffic Management Systems.
The study calculated the cost savings to the traveling public to be a ratio of 2.5. This benefit-cost ratio is considered, by FHWA, to be very conservative, assuming only 1/10th of the delay reduction attributed to the traveler information system.

In response to your statement “SCRCOG further believes CMAQ funds should not be used for this purpose based on the backlog of other needs currently awaiting funding”, the Congestion Mitigation and Air Quality Improvement Program is restricted to projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions [23 USC 149(a)]. Often traditional transportation projects, i.e. resurfacing, bridge rehabilitation, replacement, do not meet the restrictions of the CMAQ Program. The FHWA, with the CTDOT, will continue to work with SCRCOG to review the backlog of projects in your region and look for opportunities to address these needs.

Sincerely yours,

Amy Jackson-Grove
Division Administrator

cc: Joseph Marie, Commissioner, CTDOT
    James P. Redeker, CTDOT
    Mike Lonergan, CTDOT
    Robbin Cabelus, CTDOT
    Maribeth Wojenski, CTDOT
Federal Highway Administration, Connecticut Division
628-2 Hebron Avenue
Suite 303
Glastonbury, CT 06033

Attn: Ms. Amy Jackson-Grove, Division Administrator

Dear Ms. Jackson-Grove,

Thank you for your letter of November 16, 2009.

Your response was discussed at the January 27, 2010 SCRCOG meeting. SCRCOG believes that the implementation of a statewide project without all regional approvals does not meet the spirit of the federal approval process. We continue to disagree with the inclusion of the 511 program in the STIP, feeling that current highway radio and variable message signs, when provided with accurate and timely information, will provide the necessary service. Our members remain concerned that the transportation planning process, in a time of constrained resources and extremely limited funding, should be focused on preservation of the existing infrastructure and programs. They feel strongly that we should avoid undertaking new and costly programs or projects which cannot be viewed as critical, and, if implemented, would divert resources from pressing preservation needs.

While we question whether this project is “not a physical project within the MPO boundaries”, we see no benefit in continuing that debate at this time. Based upon your letter, it is our understanding that the creation of a statewide project which does not require the approval of all MPOs can only be utilized for those specific projects where there is no physical project within the boundaries of the MPO. We expect that there will be very few projects that fit this criterion. We believe that it is important that ConnDOT and SCRCOG be committed to maintaining the integrity of the transportation planning process, insuring MPO concurrence in all phases of transportation expenditures which affect our region.

ConnDOT has recently improved the communication with regional agencies, implementing regular coordination meetings. Staff has reported that these meetings, with FHWA participation, have been very useful for better exchange of issues and concerns at regional, state and federal levels. Our concerns on this and other issues reflect SCRCOG’s active participation in the transportation planning process.
A successful transportation planning process involves active discussion of the issues by the regional, state and federal partners. We look to a continued, effective process which leads to consensus and approval by all three partners, leading to transportation projects which meet the goals of the act, insure compliance with all planning requirements, and improve mobility for our region and the state.

Very truly yours,

Anthony J. DaRos, First Selectman, Branford, SCRCOG Secretary

cc: Joseph Marie, Commissioner, ConnDOT
    Jeffrey Parker, Deputy Commissioner, ConnDOT
    James Redeker, ConnDOT
    Robbin Cabelus, ConnDOT
    Maribeth Wojenski, ConnDOT
    Eloise Powell, FHWA
    Carl Amento, Executive Director, SCRCOG
## STP Urban Project Status
### February 2010

<table>
<thead>
<tr>
<th>Project</th>
<th>Update</th>
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<tbody>
<tr>
<td>0043-0124</td>
<td>Main St Signal Replacement Program</td>
</tr>
<tr>
<td>2005-022</td>
<td>The project is in final design. CE has submitted an extra work claim relative to the need for property maps; design changes (span poles vs. mast arms as requested by the Town, adjustments to design in various locations, etc. We are currently evaluating this with the Town). Project continues on the current schedule: FDP 5-19-2010, DCD 6-30-2010, ADV 7-28-2010</td>
</tr>
<tr>
<td>0061-0145</td>
<td>Whitney Ave Signal Replacement</td>
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<tr>
<td>2003-040</td>
<td>The preconstruction meeting was held back on December 11/15.</td>
</tr>
<tr>
<td>0079-0210</td>
<td>Gravel St: Reconstruction</td>
</tr>
<tr>
<td>1999-032</td>
<td>Consultant reports that Preliminary Design submission could be early February. Project Schedule is to be updated.</td>
</tr>
<tr>
<td>0092-0561</td>
<td>State St: Mill River Bridge Replacement</td>
</tr>
<tr>
<td>2003-011</td>
<td>According to ConnDOT the consultant has submitted change order request documentation relative to environmental items (larger area of environmental concern than originally identified, contaminated material handling, treating/disposing of contaminated groundwater from excavations, etc.). Cost as estimated by CE = $750,000. Also, the issue of relocation or protection of the existing 42&quot; water main in the vicinity of the proposed cofferdam installation is still being discussed. It appears at this time that relocation would be the preferred and most cost effective option. While a formal estimate has not been submitted the expected numbers would be in the range of $400,000.</td>
</tr>
<tr>
<td>0092-0585</td>
<td>Quinnipiac Ave Phase 1: Reconstruction</td>
</tr>
<tr>
<td>2005-002</td>
<td>Project continues on the current schedule</td>
</tr>
<tr>
<td>0092-0641</td>
<td>Quinnipiac Ave Phase 2: Reconstruction</td>
</tr>
<tr>
<td>2007-0115</td>
<td>Project continues on the current schedule</td>
</tr>
<tr>
<td>0092-0642</td>
<td>Pavement Rehab Congress Avenue</td>
</tr>
<tr>
<td>2007-0116</td>
<td>Project continues on the current schedule</td>
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<tr>
<td>0092-0643</td>
<td>Traffic Control Signal Controllers</td>
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<tr>
<td>2007-0117</td>
<td>Project continues on the current schedule</td>
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<tr>
<td>0167-0104</td>
<td>Peck Hill Road Construction</td>
</tr>
<tr>
<td>2007-055</td>
<td>State Historic Preservation Officer now reviewing archeological report prepared by CE. Once approved, design approval can be issued and final design activities authorized. Approval is expected this month. FDP: 4/4/10, DCD: 5/26/10, ADV: 6/23/10.</td>
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<td>FY 2010</td>
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<tr>
<td><strong>Hamden</strong></td>
<td>61-145 Whitney Ave Signals PE+</td>
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<tr>
<td><strong>New Haven</strong></td>
<td>92-561 State Street Bridge CON</td>
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<tr>
<td><strong>Various</strong></td>
<td>Approved/Pending increases to previously obligated phases $136,825</td>
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<tr>
<td><strong>DOT</strong></td>
<td>92-648 STPNH Scoping $133,333</td>
</tr>
<tr>
<td><strong>Cheshire</strong></td>
<td>25-138 Route 42 Realignment ROW $170,000</td>
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<tr>
<td><strong>East Haven</strong></td>
<td>43-124 Main Street Signals CON $840,000</td>
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<tr>
<td><strong>Guilford</strong></td>
<td>59-158 Pavement Preservation $550,000</td>
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<td><strong>New Haven</strong></td>
<td>92-632 Pavement Rehabilitation CON $844,000</td>
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<td><strong>New Haven</strong></td>
<td>92-585 Quinnipiac Ave Phase 1 CON $7,000,000</td>
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<td>92-641 Quinnipiac Ave Phase 2 CON $2,700,000</td>
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<td><strong>New Haven</strong></td>
<td>92-643 Traffic Signal Controllers CON $3,258,000</td>
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<tr>
<td><strong>Wallingford</strong></td>
<td>148-TBD Pavement Preservation River Rd / Exit 64,65 ROW $1,200,000</td>
</tr>
<tr>
<td><strong>Wallingford</strong></td>
<td>148-200 River Rd / Exit 64,65 Row $80,000</td>
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<tr>
<td><strong>Woodbridge</strong></td>
<td>167-104 Peck Hill Rd ROW $40,000</td>
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<tr>
<td><strong>Woodbridge</strong></td>
<td>167-104 Peck Hill Rd CON $771,520</td>
</tr>
<tr>
<td><strong>FY 2010 Totals</strong></td>
<td>$3,371,678 $14,352,000</td>
</tr>
<tr>
<td><strong>FY 2011</strong></td>
<td>DOT 92-648 STPNH Scoping $133,333</td>
</tr>
<tr>
<td><strong>Cheshire</strong></td>
<td>25-138 Route 42 Realignment CON $1,300,000</td>
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<tr>
<td><strong>Meriden</strong></td>
<td>79-210 Gravel St Phase #2 CON $4,880,000</td>
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<tr>
<td><strong>Milford</strong></td>
<td>Naugatuck Ave Drainage $2,800,000</td>
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<tr>
<td><strong>FY 2011 Totals</strong></td>
<td>$8,980,000</td>
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<tr>
<td><strong>FY 2012</strong></td>
<td>DOT 92-648 STPNH Scoping $133,333</td>
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<tr>
<td><strong>New Haven</strong></td>
<td>Pavement Rehabilitation Dixwell etc $2,300,000</td>
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<tr>
<td><strong>North Haven</strong></td>
<td>Sacket Pt Phase #1 CON $6,000,000</td>
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<tr>
<td><strong>Wallingford</strong></td>
<td>148-200 River Rd / Exit 64,65 CON $2,420,000</td>
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<tr>
<td><strong>FY 2012 Totals</strong></td>
<td>$10,720,000</td>
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<tr>
<td><strong>FY 2013</strong></td>
<td>New Haven Phase V Signals $20,000,000</td>
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<tr>
<td><strong>FY 2013 Totals</strong></td>
<td>$20,000,000</td>
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<tr>
<td><strong>FY 2014</strong></td>
<td>New Haven Grand Ave Bridge $15,000,000</td>
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<tr>
<td><strong>FY 2014 Totals</strong></td>
<td>$15,000,000</td>
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</tbody>
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