

Major Capital Projects Under Design

| Project | Location | Town | Description | Scheduled Advertising | Preliminary Engineering Estimate (Construction phase) | | % Complete in Design | Current Estimate (Construction phase) | Change from Original Engineering Estimate | Reason for Change | Does Current Estimate reflect anticipated inflation through the end of construction and the basis for calculating the projected inflation |
|--|----------------|--|---|--|---|------------------|--------------------------------------|---|---|--|--|
| | | | | | Cost | Date of Estimate | | | | | |
| | | | | | | | | | | | |
| 300-0138, 300-T189, 300-0139, 300-0137, 300-T193 | New Haven Line | New Haven | New Haven Maintenance Facility Complex - Program 1A - West End Rail Yard Expansion and Improvements, Independent Rail Car Wheel True Facility, Electrical Multiple Unit/Critical Systems Replacement Facility Improvements, Rail Car Component Change Out Facility NHY- Program 1B - East End Yard Improvements, Mainline Signal Mods, Yard Signal System, Car Wash Foundations, Warehouse. NHY-Program 2 - Service & Inspection Shop including Wheel True, Pedestrian Bridge, Car Wash Facility, Parking Garage, Maintenance of Way Building, Heavy Repair Shop | Program 1A - 11/19/2008 Program 1B - Fall 2011 Program 2 - Late 2014 | 662,100,000 | Apr-06 | 90% | 1,187,281,394 Fed/State TBD | 525,181,394 | PE estimate was based on 2006 dollars. Current estimate has been inflated to the midpoint of construction for each of the three phases - a total duration of 15 years. The cost associated with inflation is \$58,563,300 for Program 1A, \$35,787,500 for Program 1B and \$363,513,600 for Program 2. Total cost associated with inflation is \$457,864,400. In addition, the project start date was extended as a result of design issues and individual components were re-packaged. Several elements were added to the scope based on needs such as additional Outdoor Storage, MOW Building and Warehouse, Railroad Employee Parking Garage and Employee Pedestrian | Yes, program consists of 15 projects completed in three phases. The total duration for all 3 phases is 15 years. All projects are inflated 10% per year to the midpoint of construction to coincide with the year the project will be built. |
| 301-XXX, 301-0040 | New Haven Line | Norwalk, Westport, Fairfield, Bridgeport | Mainline Catenary and Bridge Replacement -Norwalk to Bridgeport Sections C1a and C2 - Including the WALK Movable Bridge over the Norwalk River and SAGA Movable Bridge over the Saugatuck River. | Section C1a 12/15/2010 Section C2 12/11/2013 | 395,000,000 | May-07 | Section C1a (30%) Section C2 (0%) | 893,075,466 Fed/State | 498,075,466 | PE estimate was based on 2007 dollars. Current estimate has been inflated to the midpoint of construction. The cost associated with inflation is \$174,727,962 for Section C1a and \$230,547,504 for Section C2. Total cost associated with inflation is \$405,275,466. In addition, four bridge rehabilitations in Stratford are new components and will be added to the contract | Yes, 10% inflation per year to midpoint of construction |

Major Capital Projects Under Design

| Project | Location | Town | Description | Scheduled Advertising | Preliminary Engineering Estimate (Construction phase) | | % Complete in Design | Current Estimate (Construction phase) | Change from Original Engineering Estimate | Reason for Change | Does Current Estimate reflect anticipated inflation through the end of construction and the basis for calculating the projected inflation |
|----------|-------------------------------|---|--|-------------------------|---|------------------|----------------------|---|---|---|---|
| | | | | | Cost | Date of Estimate | | | | | |
| 171-0305 | Greater Hartford | New Britain, Newington, West Hartford, Hartford | New Britain-Hartford Busway - Busway Facility along 9.4 mile corridor, 11 transit stations, 16 bridges, 4 culverts and bus rolling stock. | Varies 2/2010 - 10/2011 | 458,800,000 | Aug-06 | 30% | 569,131,000 Fed/State TBD | 110,331,000 | PE estimate was based on 2006 dollars. Current estimate has been inflated to the midpoint of construction. The cost associated with inflation is \$93,916,000. In addition, increased Amtrak costs and additional bridge and station work was added to the scope based on public involvement through the | Yes, inflation rate limited to 6% per year (In accordance with New Starts Financial Plan) |
| 106-0116 | New Haven Line | West Haven | West Haven Railroad Station - Includes trackwork, signal and communication and electrification | 6/10/09 | 102,850,000 | Mar-08 | 30% | 102,850,000 100% State | 0 | No change at this time | Yes, 10% inflation per year to midpoint of construction |
| 310-0048 | Shore Line East | Branford, Clinton, Guilford, Madison, Westbrook | SLE Station Improvements - Pedestrian Bridge and North Platforms including additional parking | 11/25/09 | 96,983,882 | Jan-08 | 30% | 96,983,882 100% | 0 | No change at this time | Yes, 10% inflation per year to midpoint of construction |
| 302-0007 | New Haven Line Danbury Branch | Danbury, Redding, Bethel, Norwalk | Danbury Centralized Traffic Control | 3/18/10 | 55,000,000 | Sept-07 | 30% | 75,635,000 100% | 20,635,000 | PE estimate was based on 2007 dollars. Current estimate has been inflated to the midpoint of construction. The cost associated with inflation is \$18,187,000. The aerial cable design was determined to be cost prohibitive resulting in extended project duration due to required re-design effort. Re-design effort for cable burial method is | Yes, 10% inflation per year to midpoint of construction |
| 431-0006 | CT Transit | Watertown | Waterbury Bus Maintenance Facility | 1/27/10 | 32,515,000 | Dec-03 | 60% | 68,500,000 54,800,000 Federal | 35,985,000 | PE estimate was based on 2003 dollars. Current estimate has been inflated to the midpoint of construction. The cost associated with inflation is \$35,985,000 | Yes, 10% inflation per year to midpoint of construction |

Major Capital Projects Under Design

| Project | Location | Town | Description | Scheduled Advertising | Preliminary Engineering Estimate (Construction phase) | | % Complete in Design | Current Estimate (Construction phase) | Change from Original Engineering Estimate | Reason for Change | Does Current Estimate reflect anticipated inflation through the end of construction and the basis for calculating the projected inflation |
|---------|----------|-----------|---|-----------------------|---|------------------|----------------------|---|---|---|---|
| | | | | | Cost | Date of Estimate | | | | | |
| | | | | | | | | | | | |
| 92-531 | I-91/95 | New Haven | Q Bridge - Reconstruction of the I-95 /I-91/RT 34 Interchange. - (Contract E) | 5/12/10 | 203,100,000 | Jan-01 | 95% | 422,490,000 380,204,011 Federal | 219,390,000 | PE estimate was based on 2001 dollars. Current estimate has been inflated to the midpoint of construction. The cost associated with inflation is \$194,940,000. Architectural changes and other new components were added at the request of the City of New Haven, which contributed to the cost. | Yes, inflation rate limited to 6% per year to midpoint of construction (In accordance with Q Bridge Financial Plan) |
| 92-532 | I-95 | New Haven | Q Bridge - Construct new Pearl Harbor Memorial Bridge - (Contract B) | 10/15/08 | 324,000,000 | Jan-01 | 95% | 538,940,000 474,475,000 Federal | 214,940,000 | PE estimate was based on 2001 dollars. Current estimate has been inflated to the midpoint of construction. The cost associated with inflation is \$157,390,000. New components were added at the request of the City of New Haven, which contributed to the cost increase (e.g. Signature bridge design and extension of Stiles Street) | Yes, inflation rate limited to 6% per year to midpoint of construction (In accordance with Q Bridge Financial Plan) |
| 92-619 | I-95 | New Haven | Q Bridge -Breakout of 92-531, RT 34 Flyover & temp. tie down - relocate interchange 46 ramps, construction of bridge connecting I-91 northbound to CT 34 westbound (Contract E2) | 4/16/08 | 95,612,820 | Apr-08 | 100% | 108,762,849 94,623,679 Federal | 13,150,029 | Bid Opening held on 7/2/08 - current estimate based on apparent low bid. Not yet awarded. There are multiple bidders, however bids appear impacted by unfavorable market conditions for steel, asphalt, rebar and other commodities. | Yes, inflation rate limited to 6% per year to midpoint of construction (In accordance with Q Bridge Financial Plan) |

Major Capital Projects Under Design

| Project | Location | Town | Description | Scheduled Advertising | Preliminary Engineering Estimate (Construction phase) | | % Complete in Design | Current Estimate (Construction phase) | Change from Original Engineering Estimate | Reason for Change | Does Current Estimate reflect anticipated inflation through the end of construction and the basis for calculating the projected inflation |
|---------|-----------|------------|--|-----------------------|---|------------------|----------------------|---|---|--|---|
| | | | | | Cost | Date of Estimate | | | | | |
| 92-522 | I-95 | New Haven | I-95 - Reconstruction of I-95 over West River | 12/17/08 | 58,540,000 | Oct-00 | 95% | 175,100,000 157,590,000 Federal | 116,560,000 | 2000 PE estimate did not account for inflation. Current estimate has been inflated to the midpoint of construction. The cost associated with inflation is \$106,000,000. Additionally, the limits of the work were expanded to include modifications to Interchange 45 to provide safety and operational improvements. | Yes, 10% inflation per year to midpoint of construction |
| 138-221 | I-95 | Stratford | Moses Wheeler Bridge Advance Foundation Breakout; Replace Moses Wheeler Bridge | 11/5/2008 & 2/3/2010 | 78,500,000 | Jul-08 & Sept-98 | 75% & 98% | 390,000,000 351,000,000 Federal | 311,500,000 | 1998 PE estimate did not account for annual inflation. An adjustment for inflation to the midpoint of construction has now been included. The cost associated with inflation is \$244,000,000. The original concept was partial replacement and the current plans include full replacement with interchange. The limits of the work were expanded to include an additional, adjacent I-95 bridge and utility relocation efforts were expanded to encompass the additional bridge. | Yes, 10% inflation per year to midpoint of construction |
| 51-259 | I-84/Rt 4 | Farmington | I-84/RT 4 - Upgrade Expressway | 12/2/09 | 41,925,000 | Sep-01 | 78% | 118,000,000 106,200,000 Federal | 76,075,000 | 2001 PE estimate did not account for annual inflation. Current estimate has been inflated to the midpoint of construction. The cost associated with inflation is \$76,075,000. | Yes, 10% inflation per year to midpoint of construction |