

AMERICAN RECOVERY AND REINVESTMENT ACT
FY 2009, PUBLIC LAW 111-5 ("RECOVERY ACT")
PROJECT APPLICATION

CFDA # 20.205 - Highway Planning and Construction

1. **State:** Connecticut
2. **County:** Hartford
3. **U.S. Congressional District No.(s):** 01
4. **U.S. Congressional District Member's Name(s):** John B. Larson (D)
5. **Project Title:** Rocky Hill-Glastonbury Ferry Infrastructure
6. **Project Location (Service Termini and Ports):** Rocky Hill-Glastonbury Ferry Service, CT. Route 160 crossing the CT. River. This service is a domestic service consisting of a tug and barge arrangement. This service provides direct access to/from Rocky Hill and Glastonbury. This area is not capable of being served by bridge or tunnel due to the financial costs to construct either. The ferry service is the oldest continuously operated service dating back to 1655. The ferry transports both motor vehicles and people in Glastonbury from Rt. 17, &2 to Rt. 160 Rocky Hill from Rt. 9 N/S. The service is an alternate commuter link between Glastonbury to the Rt. 3 Putnam Bridge which is 4.0 miles to the north. If the bridge closes traffic is redirected via the Rt. 160 ferry crossing.
7. **Ownership/Operation:** Publicly Owned/Operated by Ct. Department of Transportation, Bureau of Aviation & Ports.
8. **Current and Future Traffic:** Yearly usage: Yearly usage: Vehicles (20,162), Total People (46,161), and People Only-Walk On (8,598). The ferry links local public routes, 160, 17 and 2. The highway links are I-91, Route 9 N/S, and Route 3. This service is a seasonal, running from May 1 to October 31st. The ferry services commuter vehicles, recreational walkers, bikers and visitors to the nation's oldest running ferry.
9. **Proposed Work:** The project is to remove and replace the existing engine with a Tier II possibly Tier III engine that meets or exceeds newly established emissions standards established by EPA's National Clean Diesel Campaign. Under this project the current power plant would be removed. If available on the market, a Tier III engine of comparable size and power would be installed. If Tier III engine is not available then a Tier II engine will be used. The replacement of the engine could also involve replacing the current drive train (reduction gear and shaft) as well as the controls to be compatible with the new engine. Hull plating and stringers may have to be

removed/replaced to gain access to the engine. The re-enginning of the ferry will not only provide for a more environmentally friendly operation, it will also extend the life of the boat.

10. **Total Project Cost: \$195,000.00**
11. **Amount of Federal FBD Funds Requested (up to 100% of project cost):
\$195,000.00**
12. **Commitment of Other Funds: N/A**
13. **Previous FBD Funding: N/A**
14. **Future Funding Needs: N/A**
15. **Project Purpose & Benefits: The current engine in the ferry is past due a major overhaul. Replacing the engine with more modern environmentally friendly engines will meet or exceed emission standards as well as save the cost of conducting an overhaul on the present engines. The Department is committed to reducing its carbon footprint created by the vehicles used to maintain the state's highways, the buses used in the transit system, the trains used by commuters as well as the state owned ferries.**
16. **Potential Job Creation and Economic Benefit: The job creations for this project will be all the mechanics, pipe fitters, welders and related trade workers necessary to remove and replace hull plating, to remove and replace the current engine, to rewire the gages and controls as well as hauling the vessel out of the water during the work. The work will be conducted by a ship repair facility located in Connecticut, most likely within the southeastern part of the state. The work will insure ship repair workers in the area have steady work during the winter months when work is scarce. The work will coincide with the time the ferry is not operating.**
17. **Project Administration: CTDOT Bureau of Aviation & Ports**
18. **Project Schedule: Start date November 2009, Completion date March 2010**
19. **Estimated Award Date: September 2009**
20. **Estimated Completion Date: March 2010**
21. **Is the project within an economically distressed area as defined in the Recovery Act? NO**
22. **D-U-N-S Number(s) for recipients and sub-recipients:
DOT DUNS NUMBER: 94944392**

23. Confirm that the recipient and any sub-recipients have a current registration in the Central Contractor Registration and the recipient has systems and internal controls that allow it to separately track and report Recovery Act funds (this applies even if the Recovery Act funds will be used to fund an existing project/activity): CONFIRMED