

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):** 02
4. **U.S. Congressional District Member's Name(s):** Joseph D. Courtney (D)
5. **Project Title:** Chester-Hadlyme Ferry Re-engine
6. **Project Location (Service Termini and Ports):** Chester-Hadlyme Ferry Service, CT. Route 148 crossing the CT. River. This service is a domestic service consisting of a traditional double ended ferry vessel that provides direct access to/from Chester and Hadlyme. This area is not capable of being served by bridge or tunnel due to the financial costs to construct either. The ferry service has been continuously provided since 1769. The ferry transports both motor vehicles and people in Chester from Rt. 9, 82 and 148 as well as in Hadlyme from Rt. 148, 154 and 82. The service is an alternate commuter link between Chester/Old Saybrook to East Haddam and eastern Connecticut via the Rt. 82 East Haddam Swing Bridge which is 3.0 miles to the north. If the bridge closes traffic is redirected via Rt. 148 ferry crossing. The ferry service could also be a reliever to the I-95 Baldwin Bridge located 8 miles to the south during traffic incidents.
7. **Ownership/Operation:** Publicly Owned/Operated by Ct. Department of Transportation, Bureau of Aviation & Ports.
8. **Current and Future Traffic:** Yearly usage: Vehicles (39,984), Total People (81,106), and People Only-Walk On (4,236). The ferry links local public routes, 148, 154 and 82. The highway links are I-91 and Route 9 N/S. This service is a seasonal, running from April 1 to November 30th. The ferry services commuter vehicles, recreational walkers, bikers, and tourists wanting to visit the ferry and Gillette Castle.
9. **Proposed Work:** The project is to remove and replace the two existing diesel engines with Tier II possibly Tier III engines that meet or exceed 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, Tier III engines of comparable size and power would be installed. If Tier III engines are not available then Tier II engines will be used. The replacement of the engines could also involve replacing the

current drive train (reduction gear and shaft) as well as the controls to be compatible with the new engines. 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: \$295,000.00**
11. **Amount of Federal FBD Funds Requested (up to 100% of project cost):  
\$295,000.00**
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 engines in the ferry are past due a major overhaul. Replacing the engines 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 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 December 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**