

FERRY BOAT DISCRETIONARY (FBD) PROGRAM  
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 that provides direct access to/from Rocky Hill and Glastonbury. These areas are not capable of being served by bridge or tunnel due to the financial costs to construct either. The service is the Nation's oldest continuously operated ferry service which dates back to 1655. The ferry transports both motor vehicles and people in Glastonbury from Rt. 17 & 2 to Rt. 160 and Rocky Hill from Rt. 9 N/S. The service is an alternate commuter link from Glastonbury to 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: 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 31<sup>st</sup>. The ferry services commuter vehicles, recreational walkers, bikers, and visitors to the nation's oldest running ferry.
9. **Proposed Work:** The project is to construct a new office for the ferry operation. Included in the office is sanitary sewer, water and electric services. Install a bathroom facilities housed within the structure. Construct a parking area for the crew. Presently there isn't any video security monitoring of the facility especially needed during the shut down periods. Under this project cameras will be installed, and have web access capabilities. Also, both ferry landings don't have security gates and fencing. Both area's are adjacent to Town owned parking lots and provide public access to their facilities. The landings are open to public encroachment. By providing both security cameras and fencing the facility would have the ability to monitor and protect public safety. This project is a complete project for the facility.
10. **Total Project Cost:** \$2,095,000.00

11. Amount of Federal FBD Funds Requested (up to 100% of project cost):  
\$2,095,000.00
12. Commitment of Other Funds: N/A
13. Previous FBD Funding: N/A
14. Future Funding Needs: N/A
15. Project Purpose & Benefits: The existing ferry office is nothing more than a shed with only electric hook-up. The crew presently uses a portable bathroom and has no running water. By constructing a new office all the comforts of a "modern" office will be afforded the workers. During seasonal high waters in the Ct. River the shed has to be moved to higher ground, and money is expended each time. The proposed office will be located on State owned property on higher ground. The structure will also be constructed using "green" construction practices. Providing a good, clean and safe work environment makes for a safe work place for the crew which operates continuously through the season. Improvements to both landings (fencing, gates and cameras) will improve the public safety and security for the ferry. Presently the landings are only secured by an arm bar. By providing all aspects of this project both landings will get the much needed improvements which results in community enhancement. The ferry has been in operation carrying commuters back and forth since 1655. Enhancing the operation will promote the continued use of the ferry which will introduce to area businesses customers and workers.
16. Potential Job Creation and Economic Benefit: The job creations for this project will be all the construction related trade workers. This structure is design similar to a home. With little to no home starts in this area this will generate a lot of interest. Constructing a building of this type draws materials from many local suppliers, ranging from concrete, framing lumber, roofing material, sheetrock and paint. The ferry also provides service to get people to places such a work, eateries, shopping and enjoyment of the local history and nature.
17. Project Administration: CTDOT Bureau of Aviation & Ports
18. Project Schedule: Start date June 2010, Completion date February 2011
19. Estimated Construction Award Date: May 2010
20. Estimated Construction Completion Date: February 2011
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**