

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="10/25/2013"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
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8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="86-1154163"/>	* c. Organizational DUNS: <input type="text" value="108352811"/>
--	---

d. Address:

* Street1:	<input type="text" value="79 Elm Street"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Hartford"/>
County:	<input type="text"/>
* State:	<input type="text" value="CT: Connecticut"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="06106"/>

e. Organizational Unit:

Department Name: <input type="text" value="Bureau of Natural Resources"/>	Division Name: <input type="text"/>
--	--

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="Anthony"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Petrillo"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="860-424-3479"/>	Fax Number: <input type="text" value="860-424-4070"/>
---	---

* Email:

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Version 02

9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Fish and Wildlife Service

11. Catalog of Federal Domestic Assistance Number:

15.622

CFDA Title:

Sportfishing and Boating Safety Act

*** 12. Funding Opportunity Number:**

F13AS00254

* Title:

Boating Infrastructure Grant Program - Tier 2

13. Competition Identification Number:

F13AS00254

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

*** 15. Descriptive Title of Applicant's Project:**

2013 Tier 2 Boating Infrastructure Grant Program - Middletown Harbor Park

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="191,660.00"/>
* b. Applicant	<input type="text" value="67,340.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="259,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:



Ortiz, Alberto <alberto_ortiz@fws.gov>

Clarifications Needed for Middletown Harbor Park's Proposal (FY 14 - Tier II)

1 message

Ortiz, Alberto <alberto_ortiz@fws.gov>

Fri, Nov 15, 2013 at 1:29 PM

To: "Gwendolynn (Wendy) Flynn" <gwendolynn.flynn@ct.gov>

Hi Wendy,

While reviewing the Middletown Harbor Park Tier II proposal, I came across a few items where clarifications are needed in order to forward the proposal to the National review team. Those are:

1. The costs items in the budget page are not prorated however, on page 9 of the narrative, under the Project Objective, there is mention of the 7 boat slips "that can also be used by "local" fisherman whom frequent the area to catch..." Since this program targets recreational "transient" boaters, please explain why there is no proration needed.
2. Page 10 of the project statement narrative, under the approach section indicates that "the fees collected will go into a maintenance fund managed by the Harbor Improvement Agency." Please explain how will control of these revenues will be maintained and not used for other purposes of harbor improvements.
3. The Request for Applications (RFA) indicates a 10 page limit for the project statement. This proposal has over 14 pages for the project statement. Pages 11-14 and part of the 15 will be taken out of the package for National review.
4. On page 18, part 8 indicates a \$35 charge per "day/night" for a slip. If overnight stay is allowed, please describe safety, security, lighting at project area for transient boats as well as distance from the closest pumpout station, if you are not installing one (see page 9 of the RFA).

Thanks in advance for your assistance,

Al

—

Alberto Ortiz
CVA & BIG Programs Regional Coordinator
Wildlife and Sport Fish Restoration Program, Region 5
U.S. Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035-9589
Phone: (413) 253-8406
Fax: (413) 253-8487



Ortiz, Alberto <alberto_ortiz@fws.gov>

FW: Clarification for Middletown's Harbor park's Proposal (FY 14 Tier II)

1 message

Flynn, Gwendolynn <Gwendolynn.Flynn@ct.gov>
To: "Ortiz, Alberto" <alberto_ortiz@fws.gov>

Fri, Nov 22, 2013 at 2:14 PM

Al,

Please see the email below with the answers to the questions you asked on November 15, 2013. Please let me know if you have additional questions.

Thanks,

Wendy

From: Sipperly, James**Sent:** Friday, November 22, 2013 1:57 PM**To:** 'Flynn, Gwendolynn'**Cc:** Russo, Guy; 'Tom Chace'**Subject:** Clarification for Middletown's Harbor park's Proposal (FY 14 Tier II)

Hi Wendy,

The Harbor Improvement Agency met last night and reviewed the questions from the Fish and Wildlife Service relative to our BIG Tier II application.

Each item was discussed and we offer the following clarification points as requested:

1. On page 9 we originally stated under the Project Objective that the seven boat slips "can be used by local fisherman whom frequent the area to catch" . Since this program targets only recreational "transient " boaters, we will install a sign on the docks that will indicate that the "docks are for

transient boat use only". The Harbor Master will be the one that will enforce this policy as well as the local police who frequently patrol this area currently. By limiting the dock use for transeint boats only and providing signage as such no proration will be required.

2. Page 10 of the project statement narrative, under the approach section indicates that "the fees collected will go into a maintenance fund managed by the Harbor Improvement Agency." Clarification was needed to explain

how this fund will be managed and what assurances will there be to ensure that those funds are not used for other harbor improvements.

First of all, if we receive the grant, the Commom Council will have to approve a grant confirmation which will spell out the conditions and requirements of this grant, including a fee structure for transient boat usage of the docks and their management and maintenance. The Finance Director will then establish a fund line item within the existing Harbor Improvement Agency budget with a detailed description of what the fund is, how it generates income and for what purpose the money can be spent. That fund will then be added thereafter to the FY budget.

Upon collecting said funds, any allocation of funds needs to be approved by the Harbor Improvement Agency in the form of a formal motion and vote.

The Harbor Management Agency has a city employee who is assigned the mangement of the Agency's budget. In order to expend funds, the expenditure must align perfectly wih the description of the fund conditions when it was formed. The Finance Department staff will then double check to make sure that the attached paper work is consistent with the budget line item. The funds generated by the transient docks will solely be used for the maintenance of the transient docks. Agency staff also oversees the budget and financial processes.

3. It wasn't clear that there was a 10 page limit in the Request for Applications. We consent that pages 11-14 and part of 15 will be taken out for the National review to be consistent with other applications.

4. On page 18, part 8 indicates a \$35 charge per day/night charge for a slip. There is a question on saftey, security and lighting of the project area, as well as a question on the closest pumpout station.

As indicated in a map and included in text, the closest pumpout is just across the river in Portalnd, CT, and is within less than 1 mile in distance to the proposed transient boat docks. Maps, telephone numbers and contact names will be provided to the transient boaters utilizing the docks.

The City of Middletown has recently upgraded the existing tunnel which is for acces to the river from the city's Main Street. Included in the improvements were new LED lighting and security cameras that extend down to the river in the immediate vicinity of the proposed docks. There also is existing conventional lighting from light posts along the boardwalk of Harbor Park. In addition, there exists exterior spot lighting from the existing bathrooms which are approximately 200 feet away from the proposed docks.

This area is patrolled routinely by city police during all hours of the day and night. Signage will also list emergency phone numbers and contacts.

Please let me know if further clarification may be needed on any other items.

Thank You!

James Sipperly

STATE OF CONNECTICUT
DEPARTMENT OF ENERGY AND ENVIRONMENTAL
PROTECTION
BUREAU OF OUTDOOR PROGRAMS
BOATING DIVISION

**BOATING INFRASTRUCTURE GRANT
PROGRAM**



**MIDDLETOWN HARBOR PARK
CONNECTICUT RIVER**

Submitted August 15, 2013
City of Middletown
245 DeKoven Drive
Middletown, CT 06457

TABLE OF CONTENTS

	Page No.
Executive Summary	4
Part 1.0 Contact Information	8
Part 2.0 Owner Information	8
Part 3.0 Location, Need, Objective, Benefits, & Approach	8
3.1 Location	8
3.2 Project Need	8
3.3 Project Objective	9
3.4 Expected Benefits	9
3.5 Approach	10
Part 4.0 Eligibility	10
4.1 50 CFR 86.60 – Criteria Used to Select Projects for Grants	11
Part 5.0 Project Description	11
5.1 Site History	11
5.2 Upland Site Description	12
5.3 Waterfront Description and Use	12
5.3.1 Walkways, Boardwalk and the Waterfront	14
5.3.2 Tunnel Access, River Gateway	14
5.3.3 Fishing Opportunities	14
5.3.4 Mooring Potential	14
Part 6.0 Project Justification	14
6.1 Plan to Construct Transient Docks	15

6.2	Public/Private Partnerships	15
6.3	Project Innovation	16
6.4	Amount of Match Provided	16
6.5	Cost Efficiency	16
6.6	Waypoint Linkage to other Destinations on CT River	16
6.7	Access to Recreational, Historical, Cultural, Artistic, Natural, or Scenic Opportunities	16
6.8	City of Middletown	17
6.9	Other Attractions, Fireworks, Head of the CT Regatta	17
6.10	Positive Impact on Local Economy (See Chamber of Commerce Support Letter)	17
6.11	Multi-State-Town Efforts Resulting in Coordinated Locations for Docking and Mooring	17
6.12	Eligible Activities	17
6.13	Non-Eligible Activities	18
Part 7.0	Regulatory Authorizations/Permits	18
7.1	Local – City of Middletown	18
7.2	State- Connecticut Department of Energy and Environmental Protection	18
7.3	Federal- U.S. Army Corps of Engineers	18
Part 8.0	Fees Charged	18
Part 9.0	Additional Budget Information	

ATTACHMENTS / SHEETS REFERENCED

EXECUTIVE SUMMARY

This project is being initiated because there is a lack of recreational boating dock space available to the general public on the Connecticut River in the vicinity of the Towns of Middletown, Portland, Haddam, Cromwell, East Hampton, and East Haddam. The Connecticut Department of Energy and Environmental Protection (CT DEEP) have documented the need for transient boating docks and boat launch access in this reach of the Connecticut River.

This application for the Tier II Boating Infrastructure Grant Program represents the first phase of the cities long-term goals for providing a stopover place for transient non-trailerable recreational vessels greater than or equal to 26 feet, to tie up to for a maximum of 10 days in a single location. Phase I is installation of 185 linear feet of dock space (7 boat slips/spaces to accommodate a 26' vessel) along an existing steel bulkhead with a sloped walkway and ramp that is handicapped accessible. Future phases will include installation of a mooring field with buoys, transient slips, a dinghy dock and dockside utilities.



PROPOSED TRANSIENT DOCKS AND RAMP (ramp along face of riprap, docks parallel to bulk head heading upriver towards bridge)

Up to the early part of the twentieth century, Middletown provided facilities for recreational boaters including a yachting club (The Middletown Yacht Club), mooring fields, floating docks and dinghy space. Like many riverside cities in New England, Middletown turned its back to its waterfront with increased industrialization and pollution that was the result of direct discharges during the mid and later part of that century.

In the late 1970's Middletown made a commitment to revitalize its waterfront with the completion of the award winning Harbor Park Area. That commitment continues today with the recent extension of Harbor Park called Columbus Park. An area that contains a panoramic view of the Connecticut River also has amenities that include stone benches, a statute of Christopher Columbus, picnic tables, and a metal artistic structure with an enclosed roof with seating underneath. Middletown's latest project is a Riverfront Redevelopment plan that includes 85 acres to be developed south of Sumner brook. The city has recently acquired numerous waterfront properties including a 34 acres south of Silver Street and is decommissioning its relic wastewater treatment plant that will free up 5 additional acres for proposed waterfront improvements. To shepherd all these activities, the city created the Harbor Improvement Agency which recently adopted a state approved Harbor Management Plan. There is a lot of boating activity in the Middletown harbor area in the summer and for that reason, the city maintains emergency boat docks that hold two marine patrol boats, two fire safety boats, and the harbor master boat. No wake zones are strictly enforced as well as routine safety inspections are performed.

The need for transient dock space is most noted during the numerous public events sponsored by or involving Middletown for the region. The annual Head of the Regatta, drawing over 3,500 participants is now second in attendance in the country only to the Head of the Charles in Boston. The city also holds its Fourth of July celebration with fireworks lit from a barge in the center of the harbor. The fireworks show draws thousands of people from around the region and draws hundreds of boats that are anchored to enjoy the show.

Arts events are also sponsored by the Arts and Culture Committee throughout the summer months. The Amistad, a replica of a two mastered 129' Baltimore Clipper made several stopover visits to Middletown's Harbor Park and the purpose was two fold, to share the history of the ship as well as tell the story of the abolition of the Atlantic slave trade. The events were well received by the public who had an opportunity to board the vessel, view the ship and talk with the captain and crew. The annual Connecticut River Raft Race uses the crew docks as a layover in Middletown. All of these functions and activities create the need for public transient docking space for the people wanting to attend, participate or support the activities mentioned.

The city, also in 2011, redesigned and expanded an existing parking lot that has the ability for users of the riverfront to park their vehicles for river access on an unlimited hourly rate. Those improvements alone totaled \$900,000.



NEWLY INSTALLED PARKING LOT FOR IMPROVED RIVER ACCESS

There were additional improvements that were completed this July, that allows people to gain access, including handicapped access down a ramp into a tunnel that goes under Route 9 (which is a 4 lane limited access highway) with direct access to the river. An aluminum roof was added with an architectural design to cover the access point to the river, similar to a large gazebo, with large words in gold leaf saying "TO THE RIVER". The structure stands thirty five feet tall and has clearly become a pedestrian gateway to the river. Lighting and security cameras were also added to improve safety for people using the tunnel. These access improvements totaled \$600,000.

At the other end of the tunnel location is where the ramp to the transient docks will be constructed. Signage will provide information regarding the terms of use of the docks and contact information for city personnel. Emergency numbers will also be included, such as police fire, ambulance as well as reminding people to call 911.



NEW GAZEBO GATEWAY TO THE RIVER VIA HANDICAPPED ACCESSIBLE PEDESTRIAN TUNNEL UNDER ROUTE 9

Finally the Harbor Management Plan has identified the need for support facilities for recreational boating through its goals and policies. The Harbor Management Plan was a compilation of research and information gathered from the public which was obtained during several public solicitation sessions where residents, business owners and city officials gave their input on how they feel the waterfront should be developed. One of the most recommended ideas was to have more dock space available to the public and install a local boat launch. The following are goals and objectives desired:

Part 1.0 Contact Information

City of Middletown
Water and Sewer Department
Harbor Improvement Agency
82 Berlin Street
Middletown, CT 06457

Telephone: 860-638-3506
Fax: 860-343-8091

Contact Persons: Tom Chace, Chairman, Harbor Improvement Agency
t.chace@sbcglobal.net

James Sipperly, Environmental Resource Specialist
James.sipperly@middletownct.gov

Consultants: Keith Neilson, P.E., Project Manager
Docko, Inc.
14 Holmes Street
Mystic, CT 06355
860-572-8939 phone, fax 860-572-7569
docko@snet.net

Part 2.0 Owner Information

City of Middletown
245 DeKoven Drive
Middletown, CT 06457

Part 3.0 Project Locations, Need, Objectives, Expected Benefits, and Approach

3.1 Location

Town of Middletown, Harbor Park, Connecticut River
Harbor Drive
Middletown, CT 06457
Latitude: N41-33'-47"
Longitude: W72-38'-50"

3.2 Project Need

The Boating Infrastructure Grant Program developed by the U.S. Department of the Interior, Fish and Wildlife Service knows that many boaters are unable to enjoy many recreational, cultural, historic, scenic, and natural resources of the United States because of the lack of access.

In Middletown because of the physical location of the natural channel for navigation is close to Middletown's shoreline, Middletown cannot support an adequate location for a marina. Therefore, the need for transient dockage is of an utmost need. The design of the transient docks and their proposed location is ideal access to the pedestrian tunnel gateway from the river which is less than two blocks from Middletown's vibrant downtown. The Middletown Harbor Master receives many calls and requests for docking of boats in Middletown. He usually relays them to the marinas in Portland that have docks associated with a few small marinas. Unfortunately, they usually pass as you have to travel over the Arrigoni Bridge on foot to get to Middletown's fine restaurants and shopping in the downtown area.

The proposed construction of the transient docks is necessary to fill a need in the region for boaters to be able to dock medium to large size boats. A pump out is located just across the river at Portland Boat Works. The Middletown Parks and Recreation Department has remodeled the bathrooms and sinks in a building adjacent to this area. A small gazebo was also repaired and benches installed in the proposed transient dock and ramp location.

The current Harbor Management Plan includes goals that will link the waterfront with the downtown business district that over the past 20 years has spiraled into one of the state's best downtowns for choices of many different ethnic restaurant choices, all within walking distance to the proposed transient dock location.

3.3 Project Objective

The construction of the transient docks will allow the boating public to utilize the numerous amenities of Harbor Park, including but not limited to bathrooms, picnic areas, a safe harbor for inclement weather, access to restaurants, hardware stores, shopping and public transportation.

The project will also allow for 185 feet of dock space that will allow 7 boat slips/spaces (to accommodate a 26' vessel) that can also be used by local fisherman whom frequent the area to catch the many variety of fish found in the Connecticut River. Because of the economic climate many more people are resorting to fishing to feed their families.

When the transient docks are constructed, the Harbor Improvement Agency and the Downtown Business District can advertise and boast of the ability to promote tourism via transient dockage. People with boats larger than 26 feet generally are financially able to spend money on entertainment and eat out more frequently. The transient docks will provide additional financial benefits to Middletown's economy.

The objective is to receive funding at the beginning of 2014 and obtain the necessary permit modifications to start construction after the spring freshet. The docks will be ready for use by the middle of the 2014 summer. The docks will be taken out every winter and stored at the Peterson Oil Property which was purchased by the City and adjacent to Harbor Park.

3.4 Expected Benefits

The transient docks will benefit not only the local economy and community but boaters from all states. The local businesses have a motto "live local, give local". A farmers market is available three blocks from the proposed transient dock location.

The local downtown businesses will promote and make aware to its customers the fact that there are transient docks available. Fisherman will also be able to access these docks for access to a wide variety of fish species found in the Connecticut River.

It's a trendy thing to do, go out on a boat with friends and family, go for a short ride to a great, accessible, safe, destination for some food, entertainment and to shop around the stores. This opportunity to do just that will be marketed throughout the region. The awareness of these opportunities will also be made available on our website, perhaps ads in local publications, press releases, and at meetings of the Middlesex Chamber of Commerce, as well as flyers put up at regional launch facilities. Everyone will benefit from this type of facility.

3.5 Approach

The City of Middletown has since the adoption of the Harbor Management Plan, made some significant improvements along our waterfront. Volunteers from the Lions Club cleared a large overgrown "wasteland area" of the waterfront which is now maintained by the Parks and Recreation Department. This area is now used by fisherman, pedestrians can sit at picnic tables, and the area can hold hundreds of people to view the Regatta and the fireworks. This area mentioned above is adjacent to the proposed transient boat docks. The boat docks will also allow for people to use this area, which is very visible from the Connecticut River for picnicking, and relaxing, while renovated bathrooms are very close by.

The docks will be installed in the spring after all the necessary permits obtained. The docks will be regulated by the Harbor Master and fess collected will go into a maintenance fund managed by the Harbor Improvement Agency. The docks will be removed by the Parks Department in the winter. A subsequent source of funding will be sought to add power and water to the transient docks in then future.

A mooring field and dingy dock will also be added just south of this project. Docko Inc. has designed the handicapped accessible ramps and transient boat docks. They will also submit permit modification documents prior to the commencement of construction. They will also serve as project manager as well as city staff. The CT DEEP welcomed the news that the City was applying for Tier II funding. In fact, Middletown hosted a "Commissioner in Your Corner" meeting that consisted of a kayak tour that ended along Harbor Park. The CT DEEP Commissioner, Dan Esty, after travelling down the Mattabeset River and finally the Connecticut River, commented on the natural beauty and valuable resources right along Middletown's shoreline. The transient docks will also help to make that an opportunity for other boaters as well.

The docks will also be patrolled by the local police that routinely patrol that portion of Harbor Park. Police and Fire also have rescue boats at a Public Safety Dock just a few hundred yards away downstream.

Part 4 Eligibility

The City of Middletown's Transient Dock Project meets the eligibility requirements for the Boating Infrastructure Grant Program by meeting the following criteria:

- Secure and safe facilities with services and access to transportation public
- The docks are designed to accommodate boats 26 feet in length or grader

- The docks will be constructed in water deeper than 6 feet at low depth (adjacent to river channel)
- Designed and constructed with materials that will last 50 years or more with required maintenance
- The docks will be used by transient boaters for no more than 10 consecutive days
- The docks will be constructed on the Connecticut River a designated navigable waterway
- The docks are within 1 mile of an existing pump out facility (see attached map)
- The area will be open to the public
- The docks will be used for the intended use for the useful life of the project
- The city will do periodic inspections and conduct routine maintenance as required

4.1 50 CFR 86.60 – Criteria to select projects for grant awards

The City of Middletown has reviewed the requirements listed above and our project meets the following criteria:

- The Project meets Subpart M of Connecticut’s program plan that includes river access and dockage
- Has established both public and private partnerships to advance the project and the links with the downtown businesses and other marinas
- Uses innovative design and materials so that the dock can be used during different flood stages on the CT River
- In-kind services for annual dock installation and removal and public awareness and the town will provide 25% cost share
- The docking ability at this location will compliment other amenities at Harbor Park and provide the necessary link to bring a successful waterfront to the City of Middletown
- The transient docks are within two blocks of Middletown’s vibrant and successful downtown, theaters, museums, restaurants, libraries, shopping and public transportation
- The transient docks throughout the boating season will generate significant revenue which will be used for maintenance of the facility and be used for future development of a dinghy dock and mooring field
- The CT DEEP is involved in a Memorandum of Understanding with the Fish and Wildlife Region in five states. The project will be highlighted in many guides and publications that are developed and distributed to the boating world

Part 5.0 Project Description

5.1 Site History

Up to the early part of the twentieth century, Middletown provided facilities for recreational boaters including a yachting club (The Middletown Yacht Club), mooring fields, floating docks and dinghy space. Like many riverside cities in New England, Middletown turned its back to its waterfront with increased industrialization and pollution that was the result of direct discharges during the mid and later part of that century.

In the late 1970’s, Middletown made a commitment to revitalize its waterfront with the completion of the award winning Harbor Park Area. That commitment continues today with the recent extension of Harbor Park called Columbus Park. An area that contains a panoramic view of the Connecticut River also has amenities that include stone benches, a statute of Christopher Columbus, picnic tables, and a metal artistic structure with an enclosed roof with seating underneath. Middletown’s latest project is a Riverfront Redevelopment plan that includes 85 acres to be developed south of Sumner brook. The city has recently acquired numerous waterfront

properties including a 34 acres south of Silver Street and is decommissioning its relic wastewater treatment plant that will free up 5 additional acres for proposed waterfront improvements. To shepherd all these activities, the city created the Harbor Improvement Agency which recently adopted a state approved Harbor Management Plan. There is a lot of boating activity in the Middletown harbor area in the summer and for that reason, the city maintains emergency boat docks that hold two marine patrol boats, two fire safety boats, and the harbor master boat. No wake zones are strictly enforced as well as routine safety inspections are performed.

The need for transient dock space is most noted during the numerous public events sponsored by or involving Middletown for the region. The annual Head of the Regatta drawing over 3,500 participants is now second in attendance in the country only to the Head of the Charles in Boston. The city also holds its Fourth of July celebration with fireworks lit from a barge in the center of the harbor. The fireworks show draws thousands of people from around the region and draws hundreds of boats that are anchored to enjoy the show.

Arts events are also sponsored by the Arts and Culture Committee throughout the summer months. The Amistad, a replica of a two-mastered 129' Baltimore Clipper made several stopover visits to Middletown's Harbor Park and the purpose was two fold, to share the history of the ship as well as tell the story of the abolition of the Atlantic slave trade. The events were well received by the public who had an opportunity to board the vessel, view the ship and talk with the captain and crew. The annual Connecticut River Raft Race uses the crew docks as a layover in Middletown. All of these functions and activities create the need for public transient docking space for the people wanting to attend, participate or support the activities mentioned.

The city also in 2011, redesigned and expanded an existing parking lot that has the ability for users of the riverfront to park their vehicles for river access on an unlimited hourly rate. Those improvements alone totaled \$900,000.

5.2 Upland Site Description

Surrounding the proposed transient dock location is an area that contains a gazebo, benches and picnic tables. Direct access by pedestrians is available through an existing tunnel under Route 9 that has been renovated and is now a gateway "to the river" (see photo on front cover). Often people for their lunch breaks gather and stroll along the existing boardwalk that exists along the entire length of Harbor Park. Tour boats, Coast Guard boats and kayakers utilize this area and the peacefulness of the river currents, birds and fisherman are a draw on fair weather days. Many people drive and get out of their cars just to eat lunch, many often just drive up and eat in their cars. Transient docks will be a welcome addition to this tranquil setting.

5.3 Waterfront Description and Use

The adopted Harbor Management Plan is Middletown's bible when it comes to the waterfront use and management. The following are goals, policies and objectives that are adhered to and implemented regarding the use of the waterfront:

Goal 4: Recreational Use

Maintain and enhance opportunities for recreational use of the waterfront and Harbor Management Area, consistent with the capacity of the waterfront and HMA to support that use without the occurrence of significantly adverse impacts on the environmental quality and the public health, safety, welfare and enjoyment.

Goal 5: Water-Dependent Facilities and Uses

Support and maintain a diversity of water-dependent facilities and uses that individually and collectively enhance the quality of the Harbor Management Area environment, the local and regional economy, and the overall quality of life in the City of Middletown.

Goal 7: Public Health, Safety, and Welfare

Manage and regulate use of the waterfront and Harbor Management Area to provide for the continued health, safety, and welfare of those who use the waterfront and HMA.

Policy 4.11: Provision of Public Boating Facilities

The City should provide and maintain public boating facilities for the beneficial use of City Residents and others, including docking and launching facilities and upland support facilities for recreational and commercial vessels. Facilities should be consistent with demonstrated need and with the capabilities of the waterfront and Harbor Management Area to accommodate the facility and their use.

Policy 4.12: Transient Boating Facilities

Suitable facilities for beneficial use by transient boaters, including dockage and related facilities and shore access facilities, should be provided in the Harbor Management Area.

OBJECTIVES:

Within 12 months of the end of the grant proposal period, Middletown will have provided limited short-term opportunities for transient boaters to access the City of Middletown to meet the following objectives:

- Achieve public recognition of the important recreational, economic, environmental, cultural, and other resources and values provided by the Middletown waterfront and Harbor Management Area, and of the importance of those resources and values to the overall quality of life in the City.
- Promote beneficial use and development of the waterfront and HMA, balanced with necessary protection and enhancement of environmental quality.
- Achieve and maintain consistency and coordination between waterfront and Harbor Management efforts and redevelopment plans and programs affecting the Downtown and waterfront.
- Support beneficial use and redevelopment of underutilized waterfront sites and facilities.
- Establish and maintain opportunities for boating and boating-related uses of the HMA.
- Establish and maintain a vital, Connecticut River waterfront that will serve as a focal point of community activities for people of all ages and interests throughout the year.
- Support continued operation and, where feasible, enhancement of recreational boating-related facilities and uses.
- Support the expansion of boating and other water access facilities and areas where consistent with public needs and the HMA.



- Maintain public safety in the HMA.
- Plan and manage use of the waterfront and HMA in a manner consistent with the capacity of the waterfront and HMA to support this use and development without the occurrence of unacceptable impacts on public health, safety, and welfare.
- Establish a base docking facility to allow for future expansion including additional dockage and slips, establishment of mooring fields and dingy dock facilities.

5.3.1 Walkways, Boardwalks and the Waterfront

Harbor Park was designed to allow the public access to the River along its entire length. A wooden boardwalk was constructed along the entire bulkhead adjacent to the CT River. A safety rail exists along its entire length as well. The tunnel connection directly links the downtown business district with the waterfront. A historic walk is also developed many years ago that highlights at certain kiosks, information on the American Native History, its role in shaping Connecticut's development and participation in the underground railroad.

5.3.2 Tunnel Access, River Gateway

The pedestrian tunnel was part of the original construction of Route 9, which essentially cut off the downtown from its waterfront. The tunnel was recently renovated by adding lights, gating, and security cameras. A new River Gateway was constructed recently costing \$300,000 that allows for handicapped accessibility to the river. It serves as a focal point for access to the CT River. A newly constructed parking lot was also constructed to allow for additional access to this area.

5.3.3 Fishing Opportunities

Middletown's waterfront has historically been a destination for fishing. The CT River channel hugs the Middletown side of the River thus allowing for catching migratory or other fish feeding in the channel. Middletown's waterfront also contains mudflats and cut banks where fish are known to be found. There is a tremendous amount of variety one can fish for. Typically people fish for channel catfish, bass, perch, shad, and striped bass. The transient docks will provide for better access to fishing opportunities, as the existing boardwalk is at times 10 feet from the water surface which makes landing big fish very difficult, if not impossible.

5.3.4 Mooring Potetntial

A subsequent project that would compliment the transient dock system would be to develop a dinghy dock and mooring field. The Harbor Improvement Agency has identified a potential mooring area where additional boats can be moored between the transient docks and the Arrigoni Bridge. This area is outside the navigable channel and is in deep enough water.

Part 6.0 Project Justification

The following expected results and benefits are expected for completing this project:

Access for Transient and Recreational Boaters: Access to Harbor Park and Middletown for transient and recreational boats 26 feet or more in length will be provided.

Economic Benefit: Transient docks will provide support for water-based tourism and complement economic development initiatives as well as access to cultural and historic areas in the Downtown and other areas adjoining and near the Harbor Management Area.

Emergencies: Suitable dock space will be provided, free of charge, for transient boaters requiring emergency docking for medical or mechanical reasons.

Improved Safety: Public dockage space will reduce the tendency of transient boaters to tie up at unsafe and unauthorized locations in the HMA, especially during public event.

Anchoring Opportunities: Transient boaters will have an opportunity to anchor along Middletown's bulkhead which will provide a safe harbor in certain conditions.

Increased Use: Increased use of Harbor Park for transient boaters will improve the vitality of the underutilized northern area of the park.

Public Access to the Shore: Public docking facilities will provide a transportation linkage, i.e., a pick-up and drop-off point to the shore for people connecting with other forms of transportation.

Fees: Fees will be charged to support the management of the facility.

Promotional Activity: The public docking opportunities in Middletown will be promoted to the boating community.

6.1 Plan to construct Transient Docks

Permits were issued to the City to build a similar facility with less dock footage within the past two years. The City will apply for permit modifications based on the current design of the ramp and docks. If awarded the grant, the city is expected to start construction of the docks in the spring of 2014. Work along the shore (landward work) would commence after the spring floods (freshet). The concrete work for the access ramp, walls and rails will be constructed first. The pilings can be driven during this time as well. The docks will be constructed off site and delivered and assembled in place. Welding along the bulkhead above and below the waterline will be done to secure the dock float system to the bulkhead. Please see attachments for detail of ramp design and dock design.

6.2 Public/Private Partnerships

The Harbor Improvement Agency has developed and maintained several partnerships that will benefit indirectly from this project. Wesleyan University hosts several collegiate rowing races. They are a great steward of our waterfront and we coordinate events, practices and other events along the waterfront. The Connecticut River

Watershed Council is a partner with the city to sponsor river cleanups and educational kayak trips. The US Coast Guard has a berth for their boats at Harbor Park. They assist us in the need for navigational signage and buoys. The Middletown Chamber of Commerce has 2,400 business members that, when asked for assistance, donations and to sponsor events are always there in full support.(please see letter of support). The Downtown Business District is concerned with items that affect the immediate downtown area. They have voiced support for this project and will help educate the businesses of this new opportunity for boaters in the area to utilize the transient docks. The Middletown Historical Society would like to develop materials highlighting Middletown's positive impact on development of Connecticut as a state with large ports and shipbuilding. The Odd Fellow's Playhouse seeks to educate the boaters using the transient docks as to plays, musicals, dances and other events and will encourage their participation.

6.3 Project Innovation

The City of Middletown will use innovative approaches to attract boaters to utilize the transient docks and make them stay. With just the numerous opportunities already available to them, boaters will want to make Middletown a boating destination. Middletown's motto "It's all Here" is a true testament of the arts, cultures, natural resources, shopping, ethnic restaurants, museums, and public transportation that we have to offer. Because of the spring floods, sometimes very severe, we designed the project to have a minimum of pilings that tend to trap and accumulate large trees and floating debris. By designing an anchoring system off the existing bulkhead money was saved and the project will utilize a unique design. The ramp design will also eliminate the need for a steep ramp at extreme low tide that would make the handicapped accessibility out of compliance because of the slope.

6.4 Amount of Match Provided

Please see the attached Cost Estimate for the categories, and unit pricing. Middletown is in the process of obtaining additional financial support for this project from various partners mentioned including grants or awards from CDBG, Middlesex Foundation, The Rockfall Foundation and Wesleyan University. Presently the cost share match is 25% at a cost of \$64, 750.

6.5 Cost Efficiency

The addition of a transient dock will increase the social and environmental value of the Harbor Park. This one piece of the puzzle is integral to connect all the other parts that will make this project worthwhile and successful. The funds generated by this facility will in turn be put back into the resource for maintenance, expansion and future development. Many people live in the census tracks in this densely populated area and the social impacts, positive impacts to one's life's is very difficult to measure.

6.6 Waypoint Linkage to other Destinations on the CT River

Middletown is just that, in the middle of the state between Hartford and Long Island Sound. For boating enthusiasts, planning a trip is of the utmost concern. Where there is a pump-out, safe docks, bathroom facilities, and a fun destination worth wanting to go to, all these things are considered. Because of our physical location on the river we will serve as a waypoint for almost any destination a 26' foot boat or over can go to.

6.7 Access to Recreational, Historical, Cultural, Artistic, Natural or Scenic Opportunities

The Central location of Middletown and Harbor Park offers to the boating world a wonderful opportunity for all of the above. As described throughout this grant application, numerous opportunities exist. Historic Brownstone Quarries in Portland, just across the River are accessible on foot, museums, libraries, art collections, galleries, restaurants, ice cream shops, shopping, YMCA, cultural events, Wesleyan University events(weekly high profile events), Kid City Museum, and public transportation are all available so easily. Middletown even has a 9 hole golf course and driving range. Hiking opportunities are available along Higby Mountain on the CT Blue Trail System.

6.8 City of Middletown

The City of Middletown has a population of approximately 50,000. Middlesex College and Wesleyan University are respected and popular institutions and great civic partners. It has a Common Council form of Government. Middletown has a known longstanding reputation for being business friendly as it also balances the need for environmental protection. Middletown has an aggressive open space purchase program. It also has a very active Economic Development Commission which attracts and maintains new industrial and commercial businesses. Please visit us at www.MiddletownCT.gov

6.9 Other Attractions – Fireworks, Head of the CT Regatta

The City of Middletown is fortunate to have a physical setting on the CT River that is a big meander where hosting the Head of the Regatta makes it possible. The race course is almost all within viewing distance from shore. Thousands of spectators and rowers come to Middletown in October to witness and participate in the second biggest Regatta in the country, second to the head of the Charles.

Every Fourth of July, Middletown has been sponsoring fireworks for the region. A barge is set up in the middle of the CT River and people on boats and spectators from shore enjoy a spectacular show. Thousands of people from both sides of the River attend.

6.10 Positive Impact on Local Economy

Please find attached a letter of support from the President of the Middlesex Chamber that has a membership of over 2,400 businesses. Also please find letters of support from our U.S. Congressional and Senate Members. Whenever a municipality can add amenities that will attract and draw people from other towns to come to that town, stay and spend money is a good thing. This project will do just that and more.

6.11 Multi-State-Town Efforts Resulting in Coordinated Locations for Docking or Mooring

Middletown will work with other towns in the region to make them aware of this new opportunity for transient docks. Middletown will also work with sailing clubs and motorboat clubs to make them aware and promote its use as well. Middletown will join the transient vessel support system that exists and utilize the CT DEEP services and connections with the US Fish and Wildlife Regions.

6.12 Eligible Activities

The Middletown Transient Dock Project will rely on and provide the following items from the BIG list of eligible activities:

1. Transients slips, 7 additional slips/spaces or 185 feet of linear docks
 2. Floating docks and fixed piers and pilings
 3. Overnight stay for no more than 10 consecutive days
 4. Space available to boats 26 feet or over
 5. Restrooms
 6. Access to Pump-out Station (across river)
- Safe Harbor (protected from waves, wind, tides, currents during severe storms)

6.13 Non-Eligible Activities

There are no non-eligible activities for funding that are included in this application.

Part 7.0 Regulatory Authorization/Permits

7.1 Local – City of Middletown

The City of Middletown’s Inland Wetlands and Watercourses Commission reviewed the project and determined that the project complies with the “permitted use as of right” section of its regulations for docks under recreational use. No permit will be required.

7.2 State- CT DEEP

The CT DEEP Office of Long Island Sound regulates all activities conducted in tidal wetlands and in tidal, coastal or navigable water up to the high tide line under the Structures, Dredging and Fill Act. Middletown has received a permit from them to construct a similar facility that had less linear feet of dockage with a different ramp configuration and design. When the city is awarded the BIG grant permit modification documents will be submitted to the CT DEEP for updated approvals that are expected to be approved within a timely manner.

7.3 Federal – U.S. Army Corps of Engineers

The City has also obtained the necessary permits from the U.S. Army Corps of Engineers as well for a similar project in the same location with less linear feet of dockage. Similarly, if we received funding, we would submit a permit modification request which we also expect to be granted within a timely manner.

Part 8.0 Fee Charged

The Harbor Improvement Agency is currently in the process of developing a transient dock fee schedule that is consistent with other towns in then region. At this time, we are estimating that we would charge \$35.00 per day/night for a slip.

Part 9

Budget Information

Please see budget sheet Part 9

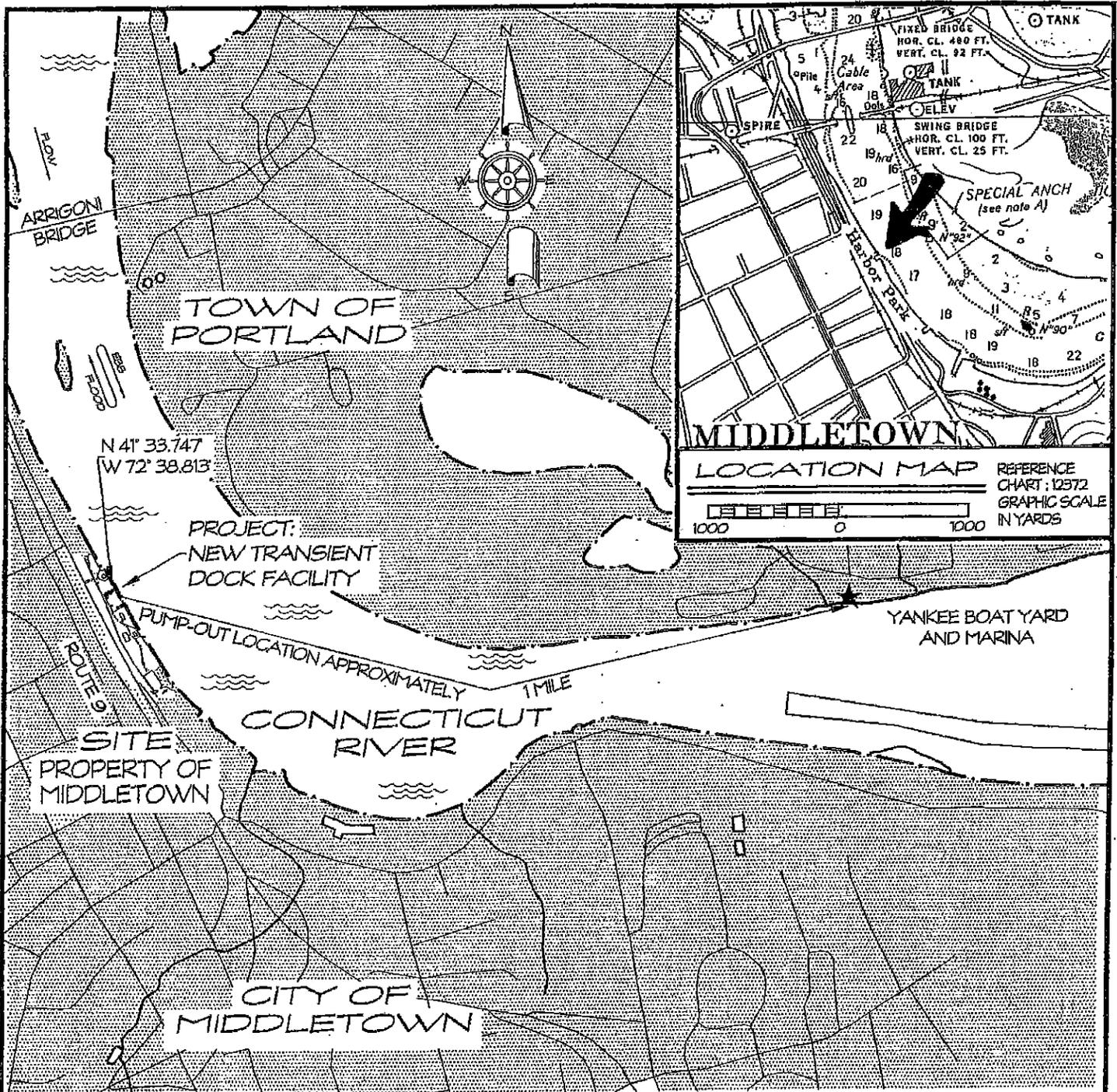
**PART 9
CITY OF MIDDLETOWN, CT
Transient Dock Facilities**

Cost Estimate

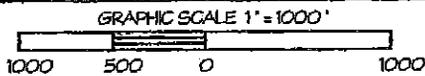
CATEGORY	UNIT PRICES	EXTENDED TOTALS	MATCH	
			FEDERAL	LOCAL
			74%	26%
Engineering	\$20,000		\$14,800	\$5,200
Permitting	\$8,000		\$5,920	\$2,080
	\$5,000		\$3,700	\$1,300
Bidding	\$3,000		\$2,220	\$780
Const. Administration	\$4,000		\$2,960	\$1,040
Subtotal	\$40,000	\$40,000	\$29,600	\$10,400
 Construction				
Mobilization	\$20,000	\$20,000	\$14,800	\$5,200
Floats- 8FT x 20FT				
Furnish 10 @	\$8,000	\$80,000	\$59,200	\$20,800
Install 10 @	\$4,000	\$40,000	\$29,600	\$10,400
Subtotal		\$140,000	\$103,600	\$36,400
Piles 40FT Steel Driven				
Furnish 3@	\$2,000	\$6,000	\$4,440	\$1,500
Install 3 @	\$3,000	\$9,000	\$6,660	\$2,340
Subtotal		\$15,000	\$11,100	\$3,900
Pile Guides 4 inch steel				
Furnish 10@	\$2,500	\$25,000	\$18,500	\$6,500
Install 10 @	\$2,500	\$25,000	\$18,500	\$6,500
Subtotal		\$50,000	\$37,000	\$13,000
Ramp 3.5FT x 40FT				
Furnish	\$7,000	\$7,000	\$5,180	\$1,820
Install	\$7,000	\$7,000	\$5,180	\$1,820
Subtotal		\$14,000	\$10,360	\$3,640
			<u>\$219,000</u>	<u>\$164,250</u>
Total Project		\$259,000	\$191,660	\$67,340

*Utilities Not Included

ATTACHMENTS / SHEETS REFERENCED



OVERALL PLAN VIEW



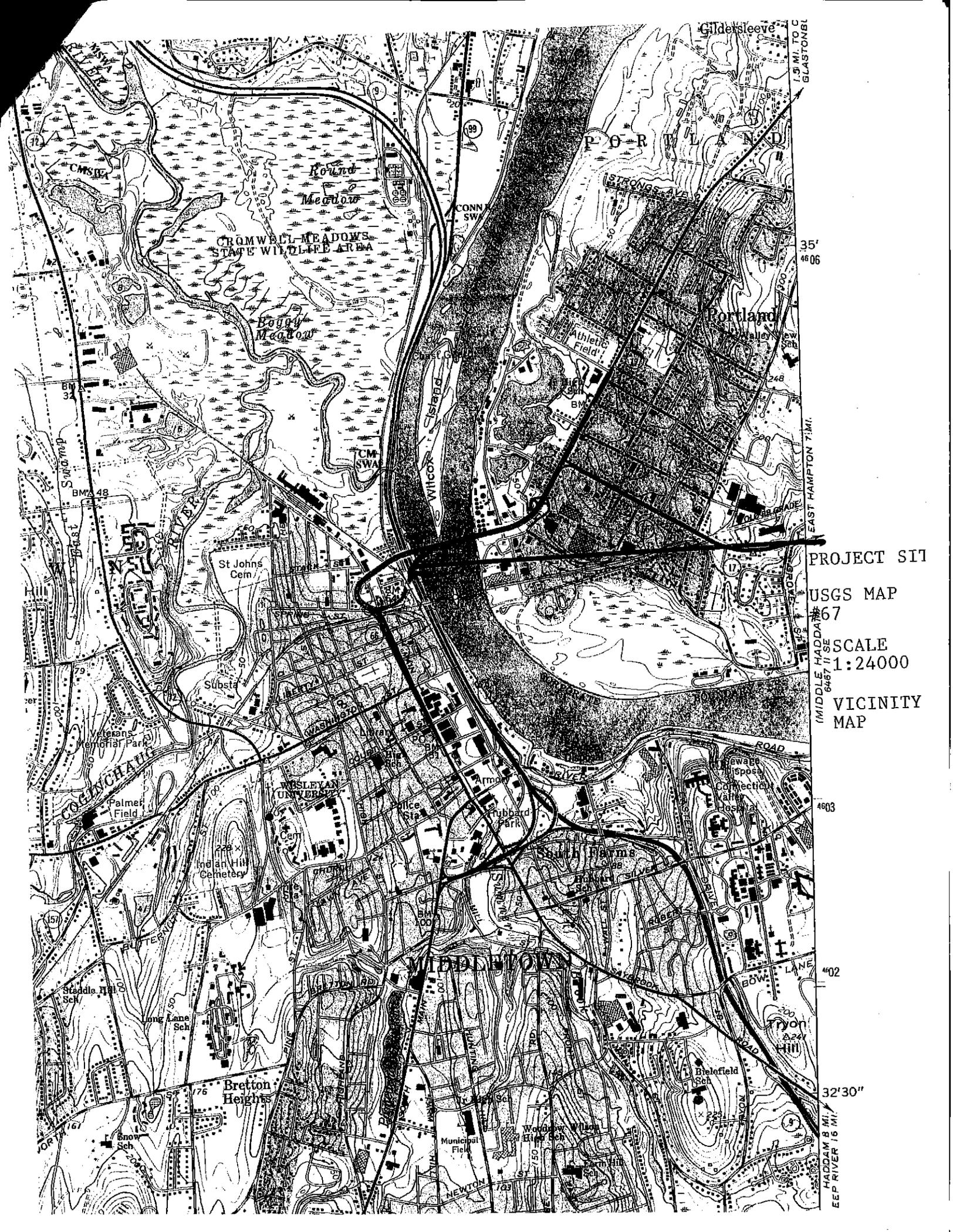
SHEET 1 AREA MAP

PROJECT: TRANSIENT DOCK FACILITY
 LOCATION: CITY OF MIDDLETOWN - HARBORPARK
 MIDDLESEX, CONNECTICUT
 WATERWAY: CONNECTICUT RIVER
 DATE: AUGUST 16, 2005
 APPLICANT: MIDDLETOWN
 PLANNING & ZONING
 AGENT: SHEET 1 OF 3

DOCKO, INC.
 Keith B. Nelson, PE
 Myetic, CT 06355
 860 572 8939 FAX 860 572 7569



DWG 05-07-1720



1.5 MI. TO C
GLASTONBURY
35'
4606
EAST HAMPTON 7 MI.
MIDDLE HADDAM 67
6467 II SE
SCALE
1:24000
VICINITY
MAP
4603
4602
32'30"
HADDAM 8 MI.
EPP RIVER 16 MI.

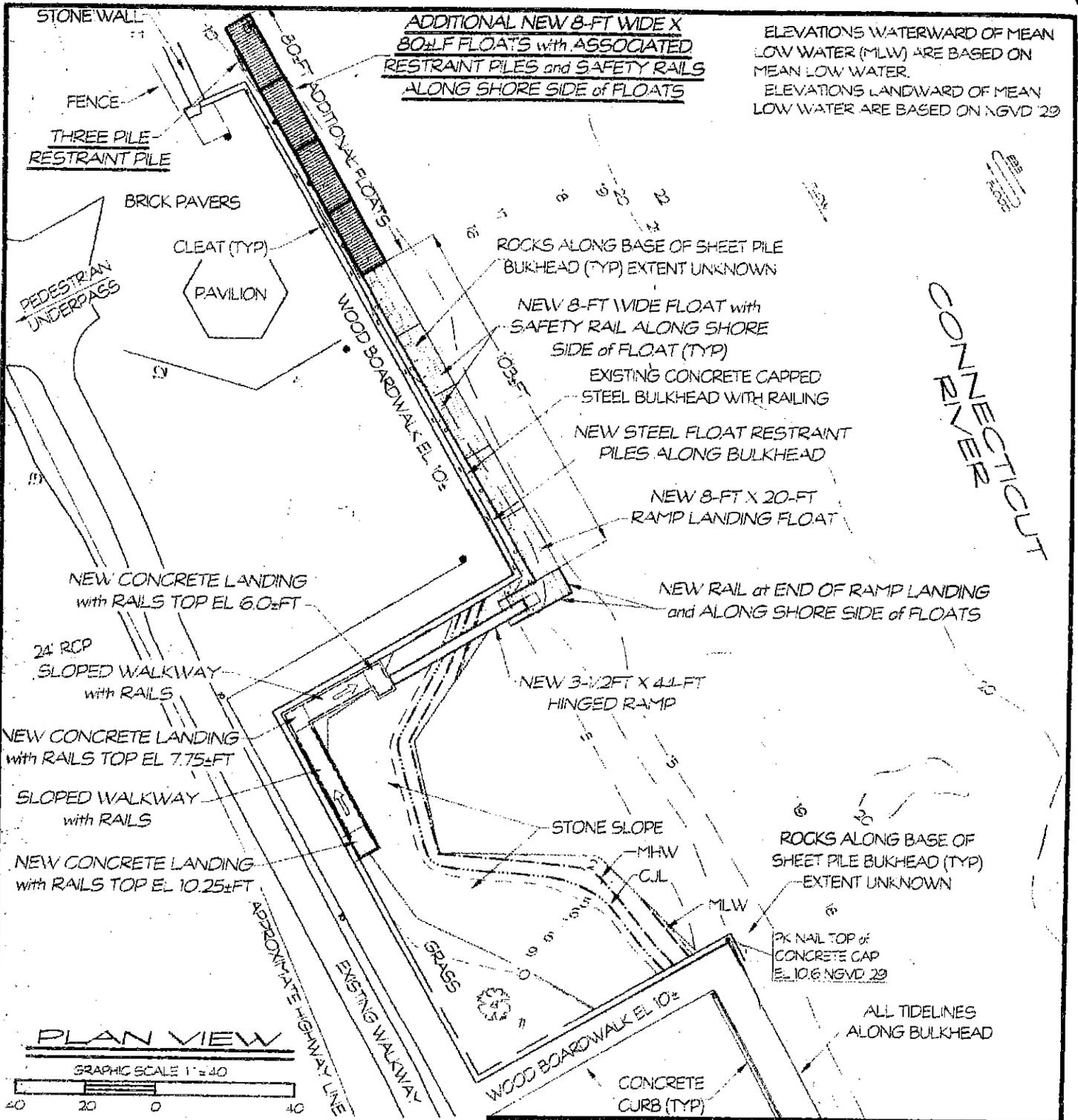
PROJECT SIT

USGS MAP
#67

SCALE
1:24000

VICINITY
MAP

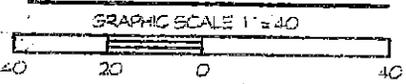
SHEET 2 PLAN DETAIL



ELEVATIONS WATERWARD OF MEAN LOW WATER (MLW) ARE BASED ON MEAN LOW WATER.
ELEVATIONS LANDWARD OF MEAN LOW WATER ARE BASED ON NGVD 29

CONNECTICUT

PLAN VIEW



NOTE: ELEVATION DATUM MEAN LOW WATER (MLW)

7-23-13 Additional Transient Floats

PROJECT: NEW FLOATING DOCK
 LOCATION: CITY OF MIDDLETOWN - HARBORPARK
 MIDDLESEX, CONNECTICUT
 WATERWAY: CONNECTICUT RIVER
 DATE: DECEMBER 1, 2010
 APPLICANT: CITY OF MIDDLETOWN

AGENT: SHEET 2 OF 3
DOCKO, INC.
 Keith B. Nelson, PE
 Mystic, CT 06355
 860 572 8939 FAX 860 572 7569
 EMAIL: docko@snet.net



DWG 05-07-1720

JOHN B. LARSON
FIRST DISTRICT, CONNECTICUT

HOUSE DEMOCRATIC CAUCUS
CHAIR

COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON TRADE
SUBCOMMITTEE ON SELECT REVENUE MEASURES

DEMOCRATIC STEERING COMMITTEE



Congress of the United States
House of Representatives
Washington, DC 20515-0701

August 16, 2013

WASHINGTON OFFICE
1501 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
202-225-2265
202-225-1031 (FAX)

DISTRICT OFFICE
221 MAIN STREET, SECOND FLOOR
HARTFORD, CONNECTICUT 06108
860-278-8888
860-278-2111 (FAX)

INTERNET ADDRESS
<http://www.larson.house.gov>
TOLL-FREE NUMBER (IN STATE ONLY):
888-716-4734

The Honorable Daniel Esty
Commissioner
Department of Energy & Environmental Protection
79 Elm Street
Hartford, CT 06106-5127

RECEIVED

SEP - 4 2013

DEPT. OF ENVIRONMENTAL PROTECTION

RE: Boating Infrastructure Grant Program

Dear Commissioner Esty:

I write in support of the application submitted by the City of Middletown to the Department of Energy & Environmental Protection (DEEP) under the Boating Infrastructure Grant (BIG) Program (Tier II).

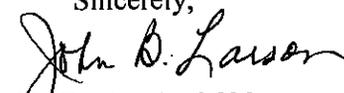
Since the late 1970's, the City of Middletown has been committed to the revitalization of the Connecticut River waterfront. The city, along with the Towns of Portland and Cromwell, has made great strides over the years and continue to do so through projects like, Columbus Park and the Riverfront Redevelopment Plan. Most recently, the city has acquired land for more river access, improved the parking areas and added a gazebo to the riverfront. Today, more and more residents and visitors use the Middletown area of the Connecticut River for boating and recreation.

This area is also home to many popular events throughout the year. Middletown's Head of the Regatta event has the second most participants in the country after the Head of the Charles in Boston. In addition, the Fourth of July fireworks attract hundreds of boaters to the area. The need for transient docks for these events and others has been expressed by residents and visitors alike. This need is especially evident during the summer months when recreational activity is at its height in all three municipalities.

The Connecticut River is a vital waterway that is used by people from all over the state. The City of Middletown and its neighboring towns have made every effort to improve the riverfront. The addition of transient docks will attract more visitors which will have a significant impact on the local economies.

Thank you for your time and consideration.

Sincerely,


JOHN B. LARSON
Member of Congress



OFFICE OF THE MAYOR
City of Middletown
CONNECTICUT 06457

Daniel T. Drew
MAYOR

August 15, 2013

U.S. Fish and Wildlife Service
Division of Wildlife and Sport Fish Restoration Program
Boating Infrastructure Grant Program

To Whom It May Concern:

On behalf of the City of Middletown, Connecticut, I am pleased to submit this Boating Infrastructure Grant Application. Middletown is located in the central part of the State of Connecticut on the shores of the Connecticut River. We have a vibrant downtown business district that is thriving and expanding. By being able to install 185 linear feet of transient boat docks on the River this will enable us to attract a new type of potential visitor to the downtown from the boating community.

The City is committed to obtaining the federal funds so that we may complete this project. The City is equally committed to deliver its required 25% local match of funds totaling \$64,750. The City has already obtained the necessary permits for a smaller scale project that was never constructed because of the lack of necessary funds to complete the project at its present scale.

I hope that you look favorably upon our application and that if you have any questions please contact me directly at 860- 638-4801.

Very truly yours,


DANIEL T. DREW
Mayor

August 14, 2013

U.S. Fish and Wildlife Service
Division of Wildlife and Sport Fish Restoration Program
Boating Infrastructure Grant Program

To Whom It May Concern:

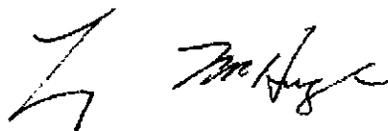
I am writing you today to offer the support of the Middlesex County Chamber of Commerce, for the City of Middletown Boating Infrastructure Grant Program Application.

The Middlesex Chamber is a dynamic business organization with over 2,400 members that employ over 50,000 people. We are based in the City of Middletown, Connecticut. Middletown is blessed with not only a strong and diverse population, but with a location that is right on the Connecticut River. The city has submitted this grant request because there is a real lack of boating dock space in Middletown and in other Middlesex County towns along the river.

The Middlesex Chamber believes that transient docks and ramps would serve as a real economic generator and would increase water based tourism in the city. This infrastructure would also provide the public, and emergency personnel, with better access to the shore. Finally, well-constructed and well-maintained transient docks and ramps would increase the overall safety of the shoreline area which is important to not only the business community, but to all Middletown residents and visitors.

In closing, I would like to reiterate the Middlesex Chamber's support for the City of Middletown Boating Infrastructure Grant Program Application. If you have any questions or concerns, please contact Jeff Pugliese at the Chamber at 860-347-6924 or jpugliese@middlesexchamber.com. Thank you for your time.

Sincerely,



Larry McHugh
President
Middlesex County Chamber of Commerce



**G. Application Form
BOATING INFRASTRUCTURE
GRANT PROGRAM
FOR TIER I OR TIER II FUNDING ASSISTANCE**

Submit to:

Department of Environmental Protection
Bureau of Outdoor Recreation – Boating Division
P.O. Box 280, 333 Ferry Street
Old Lyme, CT 06371-0280
Attn: Gwendolynn Flynn
860-434-8638

Contact Person:

Gwendolynn Flynn, BIG Coordinator
Telephone: 860-434-8638
Fax: 860-434-3501
Email: gwendolynn.flynn@ct.gov

Tier I [a total of \$90,000 Federal Funds available] **Tier II** [greater than \$100,000 Federal Funds]

1. Applicant (Facility Name): City of Middletown, Middletown Transient Docks

Contact Person: Tom Chace Relationship to Facility: Chairman, Harbor Improvement Agency

Mailing Address: 82 Berlin Street

City/Town: Middletown, CT

Zip Code: 06457

Business Phone: (860) 638-3506 ext.

Fax (860) 343-8091

Cell phone (optional) (860) 334-7073

Email: tachace@gmail.com

2. Owner/ Chief Elected Authority or Designee of Proposed Project

Name: Daniel T. Drew

Mailing Address: 245 Dekoven Drive, Municipal Building

City/Town: Middletown, CT

Zip Code: 06457

Business Phone: (860) 638-4801 ext.

Fax (860) 638-9901

Federal Employer Identification Number or Social Security #: 06 6001872

3. Project Location

Facility Location address:

Water body: CT River

Latitude: N41-33'-47"

Longitude W72-38'-50"

City or Municipality: Middletown

County: Middlesex

4. *Physical Requirements*: check applicable boxes

	Yes	No
Facilities are on navigable waters.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Facilities construction or renovation is designed to last at least 20 years	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Facilities are for temporary (less than 10 day visit) use by non-trailerable (greater than or equal to 26 feet) transient recreational vessels (operated primarily for pleasure).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Facilities are in water greater than or equal to 6 feet of depth at the lowest tide.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public pumpout is available on site or within two miles. Location of pumpout facility: <u>Portland BoatWorks, Inc., Portland</u> <u>1 Grove Street</u> CT	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Facilities provide security, safety, and service (including a pumpout station within 2 miles for overnight facilities)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Facilities are open to the public without regard to age, race, color, religion, sex, disability (Handicap), familial status or national origin.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

"I have personally examined and am familiar with the information submitted on this application and all attachments thereto, and I certify that based on reasonable investigation, including my inquiry of the individuals responsible for obtaining the information, the submitted information is true, accurate and complete to the best of my knowledge and belief."

Applicant Signature: JSipperly Date: 8/15/13

Title: Environmental Resource Specialist

Applicant Printed Name: James Sipperly

Owner/Chief Elected Authority or Designee

Signature: Daniel T. Drew Date: 8/15/13

Title: Mayor

Owner Printed Name:

Daniel T. Drew

Return One original application with the original signature and Attachments and Four copies of the complete application.