

State of Maryland

2013 Bond Bill Fact Sheet

1. Senate LR # Bill #		House LR # Bill #		2. Name of Project	
lr1712	sb0299			Lockhouse 44, Lock 44, and Western MD Railroad Lift Bridge	
3. Senate Bill Sponsors				House Bill Sponsors	
Edwards					
4. Jurisdiction (County or Baltimore City)				5. Requested Amount	
Washington County				\$175,000	
6. Purpose of Bill					
<p>Authorizing the creation of a State Debt not to exceed \$175,000, the proceeds to be used as a grant to the National Park Service, U.S. Department of the Interior for the planning, design, repair, and renovation of Lockhouse 44, Lock 44, and the Western Maryland Railroad Lift Bridge.</p>					
7. Matching Fund					
Requirements:			Type:		
Equal			The matching fund may consist of in kind contributions or funds expended prior to the effective date of this Act.		
8. Special Provisions					
<input type="checkbox"/> Historical Easement			<input checked="" type="checkbox"/> Non-Sectarian		
9. Contact Name and Title			Contact Phone		Email Address
John Noel			(301) 714-2238		John_Noel@nps.gov
T.J. Stottlemyer					tj_stottlemyer@nps.gov
10. Description and Purpose of Grantee Organization (Limit Length to Visible area)					
<p>The Chesapeake & Ohio Canal National Historical Park consists of nearly 20,000 acres of a diverse and scenic landscape that runs along the Potomac River from Georgetown, in the District of Columbia, to Cumberland, Maryland. The park serves many purposes and provides numerous educational, interpretive, and recreational opportunities that allow visitors to experience the cultural and natural resources along the ecologically important riparian area of the Potomac River. The towpath is used by three million hikers, bikers, and campers, constituting one of the most highly used and extensive recreational trails in the nation. From a historical perspective, the 184.5-mile canal stands as the most intact symbol of an era in American history when nearly 4,000 miles of canal were constructed during the late 18th and early 19th centuries. Our mission is to protect and preserve the park's cultural and natural resources, to educate the public about those resources, and to provide for public recreation and enjoyment. This project will help the park fulfill its mission by making improvements to three historic structures located midway along the 184.5 miles of the C&O Canal, Maryland's most visited National Park.</p>					

11. Description and Purpose of Project (Limit Length to Visible area)

The project will involve the repair and restoration of three of the Chesapeake & Ohio Canal National Historical Parks primary historic structures located in Williamsport, MD and situated midway along the 184.5 mile C&O Canal. First, Lock 44 including water supply will be repaired and made fully operational to allow canal boats to be locked through the lock. Secondly, Lockhouse 44 will receive preservation work to restore the structure to the 1920s operational era will serve as an interpretive exhibit for park visitors and curriculum based school programs. Lastly, the Lift Bridge will be raised to provide access for canal boats to the downstream portion of the currently restored canal. Currently, over 10,000 area students, including every 4th grade student in Washington County, participates in interpretive programs at this location. The purpose of the project is to allow the national park to use its historic replica electric canal launches to offer public and curriculum-based interpretive living history programs. From a historical and educational perspective this projects value is priceless. Current visitation to the area is 230,000 and we expect an increase in visitation of 20%, or 46,000 per year. This increase in heritage tourism will have a significant economic impact in Williamsport and Washington County.

Round all amounts to the nearest \$1,000. The totals in Items 12 (Estimated Capital Costs) and 13 (Proposed Funding Sources) must match. The proposed funding sources must not include the value of real property unless an equivalent value is shown under Estimated Capital Costs.

12. Estimated Capital Costs

Acquisition	
Design	\$123,000
Construction	\$591,000
Equipment	
Total	\$714,000

13. Proposed Funding Sources – (List all funding sources and amounts.)

Source	Amount
2012 Maryland Bond Bill	\$175,000
C&O Canal National Historical Park	\$364,000
2013 Maryland Bond Bill	\$175,000
Total	\$714,000

14. Project Schedule (Enter a date or one of the following in each box. N/A, TBD or Complete)			
Begin Design	Complete Design	Begin Construction	Complete Construction
September 2007	June 2012	January 2013	August 2014
15. Total Private Funds and Pledges Raised		16. Current Number of People Served Annually at Project Site	17. Number of People to be Served Annually After the Project is Complete
		230000	276000
18. Other State Capital Grants to Recipients in Past 15 Years			
Legislative Session	Amount	Purpose	
2007	\$200,000	Restoration of the Catoctin Aqueduct - Jefferson, MD	
2007	\$100,000	Design for Repair of Big Slackwater - Downsville, MD	
2008	\$50,000	Planning, Design, and Repair Conococheague Aqueduct - Williamsport, MD	
2012	\$175,000	Planning, Design, Repair, and Renovation Lockhouse 44, Lock 44, and Railroad Lift Bridge - Williamsport, MD	
19. Legal Name and Address of Grantee		Project Address (If Different)	
Chesapeake and Ohio Canal National Historical Park 1850 Dual Highway Suite 100 Hagerstown, MD 21740		Located in Williamsport, MD in the C&O Canal National Historical Park at Milepost 99.80	
20. Legislative District in Which Project is Located		2A - Washington County	
21. Legal Status of Grantee (Please Check one)			
Local Govt.	For Profit	Non Profit	Federal
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22. Grantee Legal Representative		23. If Match Includes Real Property:	
Name:	Kevin D. Brandt	Has An Appraisal Been Done?	Yes/No
Phone:	301-714-2238		No
Address:		If Yes, List Appraisal Dates and Value	
Chesapeake and Ohio Canal National Historical Park 1850 Dual Highway Suite 100 Hagerstown, MD 21740			

24. Impact of Project on Staffing and Operating Cost at Project Site			
Current # of Employees	Projected # of Employees	Current Operating Budget	Projected Operating Budget
7	14	\$110,000	\$400,000
25. Ownership of Property (Info Requested by Treasurer's Office for bond issuance purposes)			
A. Will the grantee own or lease (pick one) the property to be improved?			Own
B. If owned, does the grantee plan to sell within 15 years?			No
C. Does the grantee intend to lease any portion of the property to others?			No
D. If property is owned by grantee and any space is to be leased, provide the following:			
Lessee	Terms of Lease	Cost Covered by Lease	Square Footage Leased
N/A			
E. If property is leased by grantee – Provide the following:			
Name of Leaser	Length of Lease	Options to Renew	
N/A			
26. Building Square Footage:			
Current Space GSF			
Space to Be Renovated GSF			
New GSF			
27. Year of Construction of Any Structures Proposed for Renovation, Restoration or Conversion		Liftbridge - 1923, Lock 44 - 1834 , Lockhouse 44 - 1860	

28. Comments: (Limit Length to Visible area)

Williamsport is the C&O Canal! The town offers more potential for interpreting the canals operation and reason for being than any other single area along the canal. Restoration and interpretation of the historic features of the canal at Williamsport will captivate and engage visitors, both children as well as adults, with an immersion into the canal heritage while stimulating tourism and bringing economic benefit to the area. Completing the proposed improvements will allow for a historically-accurate canal launch to operate in Williamsport. The launches will enhance the learning experience and increase the fun factor by providing on-the water tours of the Williamsport boat basin downstream to Lock 44 on the canal. Both of these new activities will complement the exhibits in the existing visitor center and in the restored Lockhouse 44. The canal launch boat tour will transport visitors back in time and visually highlight the relationship between the railroads, the canal, a coal yard and an electrical power generating station. The boat tour, staffed by costumed interpreters, will lock through Lock 44 and feature a stop at Lockhouse 44 to allow visitors to learn about and participate in activities relating to those who lived and worked on the canal. In the future, visitors will be able to see the liftbridge operate as it did in the past and actually float over the Conococheague creek via a restored aqueduct. It would be the only place in North America where visitors could experience, first-hand, the thrill of crossing over a re-watered stone aqueduct, under an operable railroad lift bridge and down and back up a working lift lock. It would be the single most complete canal boat experience anywhere. The concluding element of the Williamsport experience will be a tour of the Cushwa Warehouse; the last original warehouse still standing along the canal. Filled with exhibits and original artifacts from the operational days of the canal, visitors will be able to see how George Washingtons dream of opening the coastal cities of the new nation to the riches and commercial opportunities of the Western Frontier was realized. The potential increase in tourism is enormous considering that more than 10.2 million people live within a 2 hour drive and more than 24,000,000 travel within 2 miles on nearby I-81 and I-70 annually. Lastly, and not least importantly, the Williamsport Experience fulfills the social studies curriculum requirements for over 10,000 4th grade students in area schools in Maryland, Pennsylvania, Virginia and West Virginia.