

State of Maryland

2007 Bond Bill Fact Sheet

1. Senate		House		2. Name of Project
LR #	Bill #	LR #	Bill #	
1479	SB94	1215	HB287	C&O Canal National Historic Catoctin Aqueduct
3. Senate Bill Sponsors			House Bill Sponsors	
Brinkley			Frederick County Delegation	
4. Jurisdiction (County or Baltimore City)			5. Requested Amount	
Frederick County			\$450,000	
6. Purpose of Bill				
Authorizing the creation of a State Debt to serve as a grant to the Board of Directors of the Catoctin Aqueduct Restoration Fund, Inc. for the repair, restoration, reconstruction, and stabilization of the National Historic Catoctin Aqueduct.				
7. Matching Fund Requirements				
Grantee shall provide and expend a matching fund. No part of the grantee's matching fund may be provided, either directly or indirectly, from funds of the State, whether appropriated or unappropriated. No part of the fund may consist of real property, in kind contributions, or funds expended prior to the effective date of this Act.				
8. Special Provisions				
None				
9. Contact Name and Title			Contact Phone	Email Address
George Lewis			301-834-4004	lewisdvm@aol.com
10. Description and Purpose of Grantee Organization (3000 characters maximum)				
The Catoctin Aqueduct Restoration Fund, Inc. (CAR Fund, Inc.) is a 501(c)(3) public charity incorporated in Maryland in 2005 for the single purpose of facilitating the stabilization and restoration of the partially collapsed Catoctin Aqueduct. The CAR Fund, Inc. has formally partnered with the C&O Canal National Historical Park (C&OCNHP), and the Community Foundation of Frederick County, Inc. (CFFC) to leverage project planning, awareness, public involvement, educational, fundraising and management opportunities for restoration of the aqueduct.				

11. Description and Purpose of Project (3000 characters maximum)

The project involves the planning, design, sight preparation, contracting, stabilization, and restoration, of what is arguably Maryland's most significant historic aqueduct, the Catoctin Aqueduct (a.k.a. the most beautiful aqueduct on the line).

The aqueduct crosses Catoctin Creek at the 51.5 mile mark of the C&O Canal, within the Frederick County, Maryland corridor of the C&OCNHP; midway between the City of Brunswick and the rapidly growing community of Point of Rocks, Maryland.

Catoctin Creek is the single historic site where Maryland's two 19th century titans of national transportation - the C&O Canal (old technology) and the B&O Railroad (new technology) - crossed a tributary of the Potomac River, Catoctin Creek, in Maryland's well documented 1830s struggle to build our state's infrastructure and move our nations frontier westward.

The C&O Canal closed to commercial traffic in 1924, and in 1973 two of the three arches of the Catoctin Aqueduct collapsed into Catoctin Creek; 139 years after its construction in 1832-1834.

Externally, restoration of the aqueduct will incorporate over 500 of the aqueduct's recently recovered original cut stones and wrought iron railing segments; upon completion the aqueduct will appear as it did in the 1830s.

Internally, the project will utilize modern day technologies and materials to establish unprecedented strength, assure longevity, and protect our investment in this state and national treasure.

Upon completion the Catoctin Aqueduct will add continuity to the Maryland's C&O Canal hiker/biker/walker/jogger towpath, serve as a magnet for historic and cultural tourism, and it will be utilized as a one-of-a-kind educational platform to interpret the unique and central role Maryland played in the development of transportation and commerce in the early years of our young nation's growth.

Round all amounts to the nearest \$1,000. The totals in Items 11 (Estimated Capital Costs) and 12 (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	NA
Design	\$212,000
Construction	\$2,879,000
Equipment	NA
Total	\$3,091,000

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

Source	Amount
Bond Bill	\$450,000
National Park Service Challenge Cost Share Grant	\$30,000
Frederick County, MD	\$25,000
Heritage Area Grant	\$37,500
Corporate Cash Gifts	\$378,500
Individual Private Donors	\$250,500
In-kind Donations	\$349,000
C&O Canal Association	\$25,000
Transportation Enhancement Program	\$1,545,500
Total	\$3,091,000

14. Project Schedule

Begin Design	Complete Design	Begin Construction	Complete Construction
30% draft completed, 30% final begins January 2007	October 2007	March 2008	March 2009
15. Total Private Funds and Pledges Raised as of January 2007	16. Current Number of People Served Annually at Project Site		17. Number of People to be Served Annually After the Project is Complete
\$165,000	27,375		82,125
18. Other State Capital Grants to Recipients in Past 15 Years			
Legislative Session	Amount	Purpose	
None	N/A	N/A	
19. Legal Name and Address of Grantee		Project Address (If Different)	
Catocin Aqueduct Restoration Fund, Inc. 2711 Lander Road Jefferson, MD 21755		same	
20. Legislative District in Which Project is Located			3
21. Legal Status of Grantee (Please Check one)			
Local Govt.	For Profit	Non Profit	Federal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22. Grantee Legal Representative		23. If Match Includes Real Property:	
Name:	George E. Lewis, Jr.	Has An Appraisal Been Done?	Yes/No
Phone:	301-834-4044		N/A
Address:		If Yes, List Appraisal Dates and Value	
George E. Lewis, Jr. President, Catocin Aqueduct Restoration Fund, Inc. 2711 Lander Road Jefferson, MD 21755			
24. Impact of Project on Staffing and Operating Cost at Project Site			
Current # of Employees	Projected # of Employees	Current Operating Budget	Projected Operating Budget
0	0	0	0
25. Ownership of Property (Info Requested by Treasurer's Office for bond issuance purposes)			
A. Will the grantee <u>own</u> or <u>lease</u> (pick one) the property to be improved?			National Park Serv. property
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	N/A	N/A	N/A

E. If property is leased by grantee – Provide the following:			
Name of Leaser	Length of Lease	Options to Renew	
N/A	N/A	N/A	
26. Building Square Footage:			
Current Space GSF		1,000 GSF	
Space to Be Renovated GSF		1,000 GSF	
New GSF		2,500 GSF	
27. Year of Construction of Any Structures Proposed for Renovation, Restoration or Conversion			1832-1834
28. Comments: (3000 characters maximum)			
<p>The Catoctin Aqueduct is the only aqueduct of the eleven historic C&O Canal aqueducts in Maryland that is collapsed, and from the aspect of aqueduct significance to the transportation history of Maryland and our nation, it is the most notable and important of the aqueducts. Currently, this aqueduct which is so very central to the transportation, commercial, and cultural history of Maryland is in partial ruin (2 of its 3 arches collapsed), overgrown with brush, and spanned by a "temporary" WW II era visually obtrusive and completely out of context steel bridge. The vast majority of Maryland's hiker/biker/walker/runner citizen and tourist visitors to the Frederick County section of the 185 mile long canal cross the steel bridge unaware of the history and significance of the aqueduct that exists immediately below the bridge. They remain unaware of the significance of the adjacent, and running in parallel, C&O Catoctin Aqueduct, B&O Railroad Viaduct, ancient wagon roads, and timeless Potomac River.</p> <p>Restoration of the Catoctin Aqueduct will provide a much needed educational and interpretive platform from which the history of Maryland and national transportation accomplishments, trials, and tribulations will be viewed, shared, better understood and enjoyed by all who partake. The project has been the subject of extensive local, state and national magazine coverage; the project enjoys strong grass roots support and it is endorsed by local, state and federal government entities. Maryland Bond Bill funding is essential to the success of this stellar Maryland heritage project.</p>			