

Appendix B

Sample Project Statement

Note: The below Project Statement (Tier I) was completed based upon federal requirements that have since been revised.

**Refer to Final Rule
Subpart D §86.43 on Page
26167 for information that
must be included in the
Project Statement.**

**Boating Infrastructure Grant (BIG) Program
FY2015 Tier I Project Submission**

**“Jefferson Patterson Park & Museum - BIG Tier I
Transient Pier Construction – Calvert County, Maryland”**

Background

Jefferson Patterson Park & Museum (JPPM) is located on the Patuxent River at St. Leonard Creek in Calvert County, Maryland. Owned by the Maryland Department of Planning (MDP) and administered by Maryland Historical Trust (MHT), the land for JPPM was formerly a 512-acre farm that was donated in 1983 to the State of Maryland by Mary Marvin Breckinridge Patterson, the widow of State Department official Jefferson Patterson.

JPPM is one of the most archeologically and historically significant sites in Maryland. Humans walked the shores of the park 9,500 years ago and Native American archeological sites are located throughout the park. It is believed that, in 1608, Patuxent Indians encountered Captain John Smith near the JPPM property. In 1658, the area was known as St. Leonard and the Maryland General Assembly met there. Also, in 1814, the Battle of St. Leonard Creek, Maryland’s largest naval battle, was fought off the shores of JPPM.

JPPM includes a Visitor’s Center (containing exhibits, a Discovery Room, and Gift Shop); tours (including the Patterson Estate, the Maryland Archaeological Conservation Laboratory, docent tours, and audio tours); outdoor activities (including an Indian village, trails, a kayak launch, and audio tours); and an Exhibit Barn (containing exhibits on the War of 1812 and antique farm equipment). Entry to the park is free to the public.

Need

The Patuxent River is one of the most active recreational boating locations in Maryland and thousands of boats (many 26’ or more in length) are either home ported at or visit this river. Additionally, many large recreational vessels travel up and down the east coast of the United States via the nearby Chesapeake Bay.

Although JPPM is located on the banks of the Patuxent River at St. Leonard Creek, the only access to the park by water is a kayak/canoe launch from the sandy beach. A dock had existed on the southern tip of the park but it was used by Mr. and Mrs. Patterson exclusively and had never been open to the general public. Upon Mrs. Patterson’s death in 2002, the Patterson residence and the pier became the property of the State. The State intended to open the pier to the public but it was destroyed by Hurricane Isabel in 2003 and never replaced. JPPM receives several inquiries a year asking whether JPPM can be accessed from the water.

Objective

To demolish an old pier and jetty and to build a new pier and walkway that will provide access from the water and free dockage for recreational vessels 26' or more in length so that boaters will be able to enjoy all the historical and cultural activities that JPPM has to offer. No overnight dockage will occur.

Results or Benefits

Upon completion, this project will provide the only access to JPPM for recreational vessels 26' or more in length and will enable boaters to enjoy the historical and cultural opportunities that JPPM offers.

Approach

- The project will be designed by a professional engineer under contract to MDP/JPPM.
- This project includes engineering, the demolition of the old pier and jetty and the construction of a 6' wide by 130' long wooden pier, a 10' wide by 30' long "L" section, a 6' wide by 141' long walkway, and twelve 14" diameter mooring piles. An ADA accessible floating kayak/canoe launching dock (not part of the grant) will be connected to the new pier near the shore and will not in any way interfere with BIG-eligible activities.
- Maryland Department of Natural Resources (DNR) staff conducted a bathymetric survey in the vicinity of the old pier and determined that, if a new pier was constructed south of the existing old pier, it would reach deeper water and meet the BIG water depth requirement of minimum 6' mlw. This new pier is designed to provide dockage for four recreational transient vessels of 26' or more in length.
- Once federal BIG funding is approved, a Land Control Agreement (LCA) will be undertaken between MDP/JPPM and DNR. JPPM has reviewed a sample LCA from another jurisdiction and believes that MDP will find it acceptable.
- MDP/JPPM will obtain all required local, State, and federal regulatory permits.
- Construction services will be contracted through a competitive bid process. DNR will review/approve pre-bid specifications/plans as well as the bid package.
- Pre-construction meetings, site meetings, and periodic inspections during construction will be performed in coordination with the contractor(s) and all involved in the project.
- Following the completion of the project, a post-construction inspection will take place to assure that all aspects of the project have been completed as per the scope of the approved grant.
- A Federal Assistance sign will be displayed indicating the source of funding for the project.
- Following construction, the transient slips will be managed and maintained by MDP/JPPM for the useful life of the project (minimum 20 years). Docking fees to boaters, if any, will be reviewed and approved by DNR.

Useful Life

The 'useful design life' will be determined by the design engineer and submitted to the FWS for review and concurrence.

Location

This project is located in Calvert County, Maryland on the Patuxent River at St. Leonard Creek (38°23'23.16"N / 76°30'21.10"W).

Time Frame

The construction is expected to take place during 2015/2016 depending upon permit/environmental restrictions.

Cost Estimate

The cost estimate for the work proposed within this submission for BIG Tier I funding is \$200,000.00 (excluding ADA kayak launch). As described below, DNR estimates ineligible usage to be 25%. For this reason, the total BIG-eligible cost is estimated to be \$150,000. The \$100,000 BIG federal funds represent 67% of the grant-eligible cost. The \$50,000 match (33%) will be provided through State Waterway Improvement funds. Non-BIG eligible portion of the project will be covered either by additional appropriation to JPPM from Maryland Department of Budget and Management (DBM) or State Waterway Improvement funds.

The following cost estimates are based upon the costs of recently completed similar projects and were compiled by a DNR staff member with 42 years experience working on boating access projects:

<u>Item #</u>	<u>Description</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>
01	Existing Pier and Jetty Demo.	1	\$ 6,700	\$ 6,700
02	14" Diameter Mooring Piles	12	\$ 4,000	\$ 48,000
03	Wood Pier 6'w X 130'l	1	\$500/L.F.	\$ 65,000
04	10'w X 30'l "L" Section	1	\$600/L.F.	\$ 18,000
05	Walkway 6'w X 141'l	1	\$300/L.F.	\$ <u>42,300</u>
				\$180,000
06	Engineering/Construction Plans	1		\$ <u>20,000</u>
	Total Estimate			\$200,000
	Minus ineligible usage (15%) for smaller vessel usage			-\$ <u>30,000</u>
	Minus ineligible usage (10%) for possible educational/tour boats usage			-\$ <u>20,000</u>
	Total eligible expenses			\$150,000
			BIG Tier I Grant (67%)	\$100,000
			State match funding (33%)	\$ <u>50,000</u>
			Total	\$150,000

Kayak/Canoe Launching Dock (not part of the grant)

\$ 17,000

Proration methodologies:

Vessel Size

According to the latest vessel registration information kept by MDDNR, in 2013 there were 7,157 vessels home ported in Calvert County of which 3,518 (49%) were trailered and 3,639 (51%) were non-trailered. Most of the larger vessels are likely home ported in Solomons, which is only about six miles away; therefore, it is believed that most of the local vessels visiting JPPM will be 26' or larger. Also, although interstate transient usage information is not readily available, it is believed that recreational vessels travelling from state to state via the nearby Chesapeake Bay are generally 26' or more in length. Finally, with eight slips available for vessels 26' and larger, it is highly unlikely that smaller vessels will in any way interfere with dockage for larger vessels. For this reason, it is believed that the usage for smaller vessels will be incidental (5% or less), however, to be safe, we estimate the smaller vessel use to be 15%.

Educational/Tour Vessels

JPPM does not anticipate that tour vessels (bringing in groups participating in educational programs and/or tours) will be docking at the pier any time soon. At the same time, because JPPM offers variety of tours and educational programs and is the premier archeological site in the state; and because the LCA will be for at least twenty years, it is not beyond the realm of possibility that, at some point in the future, an unknown organization may wish to bring groups of students to the JPPM. For this reason, to be safe, we estimate the educational/tour vessel usage to be 10%.

ADA Accessible Kayak/Canoe Launch

JPPM is already served by a kayak/canoe soft launch near sandy beach that is well away from the proposed dock. This soft launch will remain the primary location for people to launch and retrieve kayaks/canoes. The existing launch is not, however, ADA accessible. The new floating launch (constructed with 100% state dollars) will be ADA accessible; however, signage will be posted by JPPM staff that directs non-ADA users to the existing soft launch. Additionally, there is little or no parking near the new pier so it is more convenient for most users to continue using the preferred soft launch. For this reason, the usage of the new floating kayak/canoe launch is estimated to be incidental therefore is not factored into the proration calculations.

Pre-agreement Cost

We are requesting a pre-agreement cost of \$20,000 for engineering service.

Program Income

None expected.

Key Program Staff

Maryland DNR

Maryland Department of Natural Resources Boating Services
Tawes State Office Building
580 Taylor Ave., E-4
Annapolis, MD 21401

Li Lan Carson
Regional Administrator & Federal Project Leader
Phone: 410.260.8452 Fax: 410.260.8453
Lilan.Carson@maryland.gov

Don O'Neill
Agency Grants Specialist
Phone: 410.260.8435 Fax: 410.260.8453
Don.O'Neill@maryland.gov

Carla Fleming
Director, Boating Implementation Program
Phone: 410.260.8447 Fax: 410.260.8453
Carla.Fleming@maryland.gov

Mark O'Malley
Director, Boating Services
Phone: 410.260.8462 Fax: 410.260.8453
Mark.O'Malley@maryland.gov

Jefferson Patterson Park and Museum

Mark Thompson
Executive Director
Jefferson Patterson Park & Museum
10515 Mackall Road
Saint Leonard, MD 20685
Phone: [410.586.8511](tel:410.586.8511)
Mark.thompson1@maryland.gov