

**US Department of Transportation**  
**Federal Railroad Administration**  
**FINDING OF NO SIGNIFICANT IMPACT**  
**Susquehanna River Rail Bridge Project**  
**Cecil and Harford Counties, Maryland**

**A. INTRODUCTION**

The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) prepared an Environmental Assessment (EA) and draft Section 4(f) Evaluation in April 2017 to evaluate the potential environmental impacts for the Susquehanna River Rail Bridge Project (Project). MDOT, the Project sponsor, proposes to improve rail connectivity along the Northeast Corridor (NEC) by replacing the Susquehanna River Rail Bridge between the City of Havre de Grace in Harford County, Maryland and the Town of Perryville in Cecil County, Maryland (see **Figure 1**). FRA is the lead federal agency and the National Railroad Passenger Corporation (Amtrak), the bridge owner and operator, is providing conceptual and preliminary engineering designs and acting in coordination with MDOT and FRA.

The existing two-track Susquehanna River Rail Bridge is located on Amtrak's NEC at Milepost (MP) 60. It is 111 years old, which is beyond the 100-year design lifespan typical for steel railroad bridges. This rail bridge is a critical link along the NEC, one of the U.S. Department of Transportation's (USDOT) designated high-speed rail corridors. The NEC is the most heavily used passenger rail line in North America, both in terms of ridership and service frequency, and one of the most heavily traveled rail corridors in the world.<sup>1,2</sup> Amtrak, the Maryland Area Regional Commuter Train Service (MARC), and Norfolk Southern Railway (NS) use the bridge to carry intercity, commuter, and freight trains across the Susquehanna River. The existing two-track bridge creates a capacity and speed bottleneck along this segment of the NEC, resulting in conflicts between Amtrak's passenger service, MARC trains, and freight trains operated by NS.

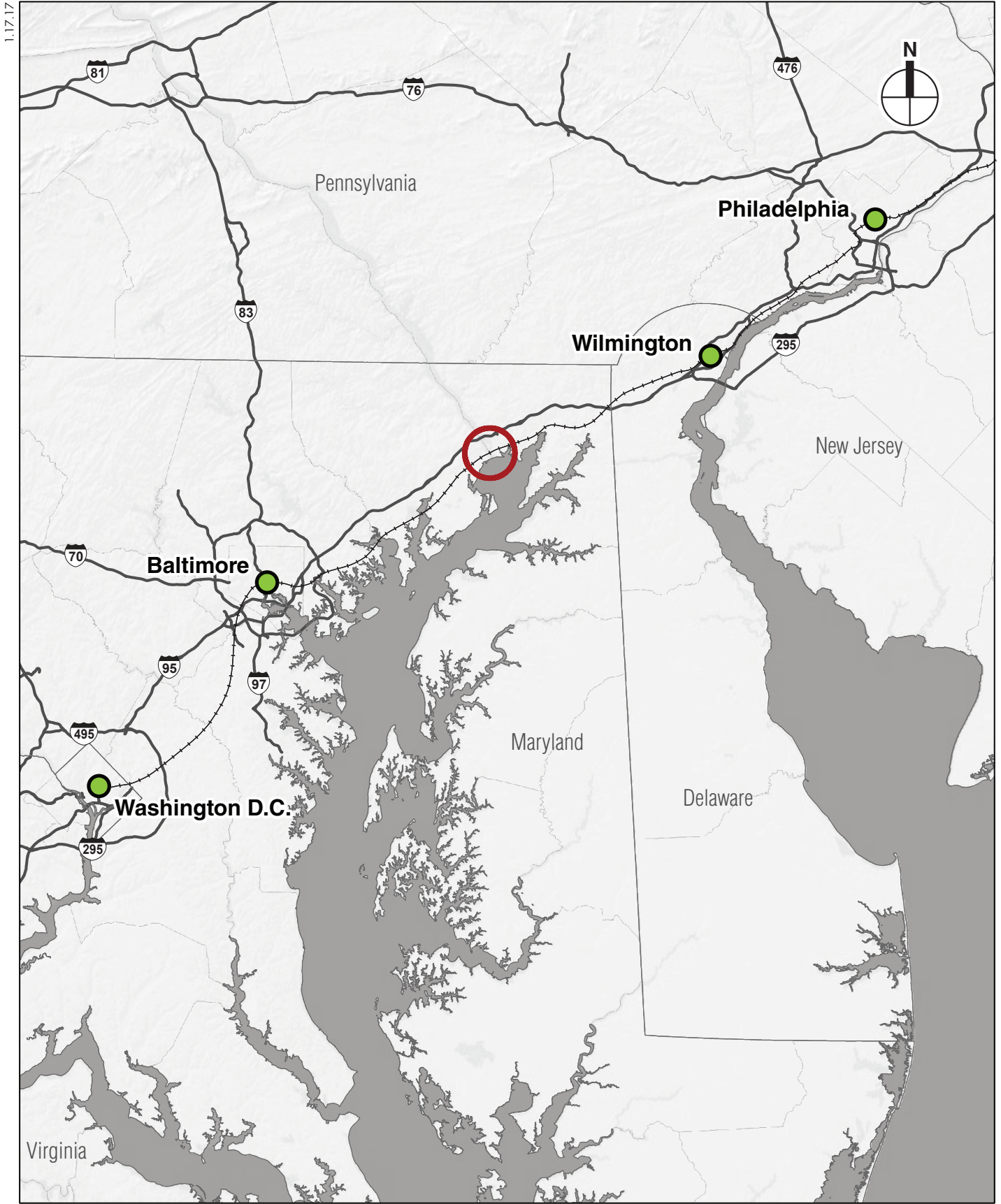
FRA and MDOT, in collaboration with Amtrak, (the Project Team) prepared the EA to comply with the National Environmental Policy Act (NEPA) of 1969 (42 USC § 4321 et seq.). FRA makes this Finding of No Significant Impact (FONSI) based on the information in the EA in compliance with NEPA, FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), and other related laws and regulations.

FRA signed the EA on March 2, 2017, and made the document and associated technical reports available for public comment and review on March 6, 2017. The Project Team posted the EA to the Project website at [www.susrailbridge.com](http://www.susrailbridge.com), circulated electronic copies to a broad mailing list, and distributed hard copies to review agencies, local libraries, and other repositories. The

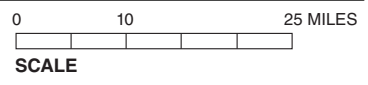
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<sup>1</sup> <https://www.amtrak.com/ccurl/1006/987/National-Fact-Sheet-FY2016.pdf>, accessed May 5, 2017.

<sup>2</sup> Source: BGL Rail Associates, for the Amtrak Reform Council, "A Recommended Approach to Funding the Estimated Capital Investment Needs of the Northeast Corridor Rail Infrastructure," April 2002.



- *Susquehanna River Bridge*
- Northeast Corridor*





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public comment period for the EA closed on April 6, 2017. FRA and MDOT incorporated comments received on the EA into this FONSI, as applicable.

### **B. PURPOSE AND NEED FOR THE PROJECT**

The age of the bridge, its structural condition, and its two tracks curtail speed and capacity on the NEC. This situation inhibits rail operators' goals to provide reliable service, MDOT's plans to increase MARC commuter rail service, and Amtrak's plans to increase high-speed passenger rail service on the NEC. The bridge's functionally obsolete design and age require increasingly frequent major rehabilitation and repairs, which result in increasing maintenance costs and conflicts with the need to maintain continuous rail operations on the corridor. The primary purpose of the Susquehanna River Rail Bridge Project is to provide continued rail connectivity along the NEC. The goals of the Susquehanna River Rail Bridge Project include:

- Improve rail service reliability and safety;
- Improve operational flexibility and accommodate reduced trip times;
- Optimize existing and planned infrastructure and accommodate future freight, commuter, intercity, and high-speed rail operations; and
- Maintain adequate navigation and improve safety along the Susquehanna River.

### **C. ALTERNATIVES**

The Project Team identified the Build Alternatives studied in the EA through a rigorous alternatives development and screening process. Of 25 initial alternatives, the Project Team retained two for detailed study in the EA: Alternative 9A and Alternative 9B. Based on the EA, FRA identified Alternative 9A as the Preferred Alternative for detailed design and construction. The report entitled "Alternatives Screening Report and Bridge Types" (available on [www.susrailbridge.com](http://www.susrailbridge.com)) describes the development of alternatives. The report includes input solicited from the public, agencies, and other stakeholders, and the methodology used to screen and select alternatives for detailed study. In addition to alignment alternatives, the Project Team evaluated bridge type alternatives and selected the girder approach/arch main span, based on environmental assessment and coordination with resource agencies, Section 106 consulting parties, and the public.

#### **NO ACTION ALTERNATIVE**

The No Action Alternative assumes the Susquehanna River Rail Bridge would remain in service as-is, with no intervention besides ongoing maintenance and any increase in as-needed repairs caused by the aging infrastructure. Service over the bridge would worsen in the future under the No Action Alternative. The bridge would continue to age, require more extensive and more frequent maintenance, and would continue to be a bottleneck on the NEC.

#### **BUILD ALTERNATIVES**

As discussed, based on the alternatives development and screening process, the Project Team retained Alternative 9A and Alternative 9B for detailed study in the EA. FRA identified Alternative 9A as the Preferred Alternative.

The Preferred Alternative consists of the following components:

- Construct a new two-track 90 miles per hour (mph) bridge to the west of the existing bridge for use primarily by MARC commuter rail and NS freight service, but would also serve intercity passenger rail trains.
- Construct a new high-speed two-track passenger bridge (typically reserved for intercity passenger rail trains) in the center of the right-of-way of the existing bridge alignment to allow for speeds up to 160 mph.

The main distinguishing feature of Alternative 9A is its ability to achieve 160-mph speeds along this stretch of the NEC. Maximum speed proposed for Alternative 9B would limit trains to 150 mph. Alternative 9A, the Preferred Alternative, results in additional minor property impacts to resources such as recreational areas (Havre de Grace Middle/High School athletic fields), wetlands, and acquisitions.

**D. ENVIRONMENTAL CONSEQUENCES**

In the short term, the No Action Alternative would not adversely affect the existing social, economic, or environmental conditions in the Project study area. In the long term, if left unaddressed, safety concerns would require the bridge be taken out of service. This would sever connectivity along the NEC, which would threaten economic and social conditions. The No Action Alternative would not provide any transportation benefits or meet the purpose and need of this Project.

Based upon the EA, FRA has concluded that the Project is not likely to result in significant adverse environmental impacts. Consistent with CEQ Regulations and FRA NEPA guidance, FRA considered measures to mitigate and minimize adverse impacts, which will be incorporated to the extent possible and practicable or required. The potential for environmental impacts with the Preferred Alternative is summarized for each resource category and outlined in **Table 1**.

**Table 1  
Preferred Alternative Summary**

<b>Resource</b>	<b>Effects</b>
Transportation	<ul style="list-style-type: none"> <li>• Regional benefits (remove bottle neck and improve reliability, speed, navigation, and safety)</li> <li>• Minor street realignments</li> </ul>
Land Use and Community Facilities	<ul style="list-style-type: none"> <li>• Acquires 2.84 acres of property</li> <li>• Compatible and consistent with current policies</li> </ul>
Socioeconomic Conditions and Environmental Justice	<ul style="list-style-type: none"> <li>• Acquisition of one commercial property</li> <li>• No disproportionately high or adverse impacts to environmental justice populations</li> </ul>
Parks, Trails, and Recreational	<ul style="list-style-type: none"> <li>• Acquisition of 0.27 acre of Jean S. Roberts Memorial Park (including City of Havre de Grace-owned 0.01 acre)</li> <li>• Acquisition of 1.5 acres of Havre de Grace Middle/High School property</li> </ul>

**Table 1 (cont'd)**  
**Preferred Alternative Summary**

Resource	Effects
Visual	<ul style="list-style-type: none"> <li>• Altered views of cultural and other resources</li> <li>• Measures in Programmatic Agreement to avoid/minimize/mitigate</li> </ul>
Cultural	<ul style="list-style-type: none"> <li>• Adverse effect on:                             <ul style="list-style-type: none"> <li>- Susquehanna River Rail Bridge and undergrade bridges;</li> <li>- Havre de Grace Historic District;</li> <li>- Rogers Tavern; and</li> <li>- Perryville Railroad Station</li> </ul> </li> <li>• Measures in Programmatic Agreement to avoid/minimize/mitigate</li> </ul>
Section 4(f)	<ul style="list-style-type: none"> <li>• No feasible and prudent alternatives that would avoid use of all Section 4(f) properties</li> <li>• Use of three Section 4(f) Properties:                             <ul style="list-style-type: none"> <li>- Susquehanna River Rail Bridge</li> <li>- Perryville Rail Road Station/ Perry Interlocking Tower</li> <li>- Havre de Grace Historic District</li> </ul> </li> <li>• <i>De minimis</i> use of Jean S. Roberts Memorial Park and Havre de Grace Middle School/High School</li> </ul>
Section 6(f)	<ul style="list-style-type: none"> <li>• Acquires a portion of Havre de Grace Middle School / High School Athletic Fields (approximately 0.55 acre within a LWCF-funded area)</li> <li>• Identifies replacement, continue agency coordination, implement measures to minimize and mitigate</li> </ul>
Natural	<ul style="list-style-type: none"> <li>• Construction within the floodplain (2.72 acres effective 100-year), tidal wetlands (0.06 acre), and nontidal wetlands (0.83 acre), and wetland buffers (0.27 acre tidal, 2.16 acre nontidal)</li> <li>• 2.92 acres forest resources</li> <li>• 6.4 acres Chesapeake Bay Critical Area</li> <li>• Aquatic biota (0.37 acre permanent, 0.23 acre during construction)</li> <li>• 0.61 acre submerged aquatic vegetation</li> <li>• Developed avoidance/minimization/mitigation measures with resource agencies</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>• Regional emissions below <i>de minimis</i> levels</li> <li>• Localized increases in exceedance of the National Ambient Air Quality Standard (NAAQS) for 1-hour average NO<sub>2</sub> concentration.</li> <li>• Long-term benefits to air quality in the region</li> <li>• Best practices during construction</li> </ul>
Energy, Greenhouse Gas Emissions, and Climate Change	<ul style="list-style-type: none"> <li>• Enhances energy efficiency and reduce pollutant emissions</li> <li>• Accommodates reasonably foreseeable future changes in climate and sea levels.</li> </ul>



**Table 1 (cont'd)  
Preferred Alternative Summary**

Resource	Effects
Noise and Vibration	<ul style="list-style-type: none"> <li>• Moderate noise impacts close to the bridge, comparable to existing levels, acceptable for residential or open spaces use</li> <li>• Vibration levels below impact criteria</li> <li>• Ground-borne noise levels at one location would exceed impact criteria; increase considered barely perceptible</li> <li>• Vibration monitoring and protection plan during construction</li> </ul>
Contaminated and Hazardous Materials	<ul style="list-style-type: none"> <li>• Disturbance of existing structures and excavation, relocation and off-site disposal of soil (locations and extent to be determined in final engineering)</li> <li>• Includes health and safety and investigative/remedial measures</li> </ul>
Public Health and Safety	<ul style="list-style-type: none"> <li>• Improves reliability and safety along NEC</li> <li>• Improves structural and operational reliability; eliminate bridge malfunctions associated with movable span</li> </ul>
Indirect and Cumulative Effects	<ul style="list-style-type: none"> <li>• Transportation, energy, and air quality benefits cumulative with other planned projects along the corridor</li> </ul>

**TRANSPORTATION**

The Project would eliminate bridge malfunctions resulting from the opening of the existing movable span, which opens approximately 10 times per year to accommodate marine traffic. The Project would improve the reliability of the Susquehanna River Rail Bridge and increase allowable train speed and capacity over the river. The Project would remove the bottleneck caused by the existing bridge and would reduce unscheduled train delays.

The Project will provide a 60-foot vertical clearance over mean high water and, at minimum, a 230-foot horizontal clearance. This will improve safety by reducing the potential for conflicts between the rail and marine traffic. The Project would eliminate the need for bridge openings and closings by replacing the movable span of the existing Susquehanna River Rail Bridge with two high-level fixed bridges. This would constitute an improvement to navigation along this segment of the Susquehanna River. The Project would also improve navigation by removing the remnant bridge piers.

The Project is envisioned as a means to reduce future vehicle miles traveled (VMT) regionally, compared with the No Action Alternative. In conjunction with other planned initiatives along the NEC, the selected alternative would constitute a benefit to regional highways by lowering congestion levels and resulting in less wear and tear on road surfaces.

A slight realignment of Warren Street between N. Adams Street and N. Stokes Street, in Havre de Grace, and a slight realignment of Avenue A, in Perryville, may be necessary to accommodate the enlarged bridge abutment. Separately, the City of Havre de Grace has developed plans to redesign the downtown gateway area at the intersection of Otsego Street and N. Union Avenue, adjacent to the existing bridge abutment. The Project Team worked with the

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City of Havre the Grace to design the Project to accommodate these City-sponsored improvements. In addition, seven local roadway crossings beneath the NEC would require modification. As discussed in Appendix B, “Environmental Commitments,” the Project would not preclude construction of the proposed Chesapeake Connector project.

FRA finds the Project would result in significant regional benefits to transportation, including railroads, roadways, and navigation and that the local roadway modifications would be minimal.

### **LAND USE AND COMMUNITY FACILITIES**

The Project would require the full or partial acquisition of several properties located immediately adjacent to the existing right-of-way. The total anticipated property acquisition is 2.84 acres. Where full property acquisition is required, the property owners will be fairly compensated for the land acquired and the affected business will be provided with relocation assistance to facilitate reestablishment elsewhere, should this be necessary, in accordance with the Uniform Act (42 U.S.C. § 4601 et seq.) and all applicable Maryland State laws. Therefore, the Project will not substantially change current land uses within the study area, though it would require the acquisition of a narrow strip of the Havre de Grace Middle/High School athletic fields. The Project Team, in cooperation with the Harford County Public Schools (HCPS), has identified measures to minimize the impact to this community facility, as outlined in Appendix B, “Environmental Commitments.”

The Project would be compatible and consistent with current policies that govern the Project site and study area. Maryland Department of Planning, in their comments on the EA, stated that the Project is consistent with the Maryland Economic Growth, Resource Protection, and Planning Policy and that the Project complies with the Priority Funding Area (PFA) Law. In March 2016, the State’s Smart Growth Coordinating Committee approved the request for an exemption to the PFA requirements because the Project is a “growth-related project involving a commercial or industrial activity, which, due to its operational or physical characteristics, must be located away from other development. More specifically, the Committee found that the Project qualified for a PFA exemption as it supports and is related to a passenger transit and rail freight service, a commercial or industrial activity that is proximate to a railroad facility.”

Though the Project would result in some property acquisitions, compensation and relocation assistance will be provided in accordance with the Uniform Act and the character of and land uses in the study area will remain unchanged.

### **SOCIOECONOMIC CONDITIONS AND ENVIRONMENTAL JUSTICE**

The Project would require the full acquisition of one commercial use property associated with the National Tire & Glass Sales Inc., in Havre de Grace. In accordance with the Uniform Act and all applicable Maryland State laws, property owners will be provided with fair compensation and relocation assistance at later stages in the Project, once construction funding is secured. Since the business would be relocated, it is not expected that any jobs will be lost as a result. The Project will not displace any other commercial or residential properties within the study area. The Project would not involve the demolition of any residential structures and would not affect the population or housing supply of the area.

The Project would not result in any disproportionately high and adverse effects on minority and low-income populations. According to the 2010 U.S. Census, the City of Havre de Grace is 75.7 percent White, and 24.4 percent minority. The Town of Perryville is 84.6 percent White, and 15.4 percent minority. The study area is 75.3 percent White, and 24.8 percent minority, of which

the largest portion is Black or African American (17.4 percent). According to 2011-2015 American Community Survey 5-Year Estimates, the City of Havre de Grace, the Town of Perryville, and the study area have a poverty rate of 11.1 percent, 7.3 percent, and 13.4 percent, respectively.

The Project Team encouraged environmental justice communities to attend and participate in public outreach information sessions. Throughout the alternatives evaluation and environmental review process, the Project Team encouraged environmental justice communities to attend and participate in public outreach information sessions. The Project Team made concerted efforts to engage potential minority and low-income populations, including performing targeted outreach and posting of information regarding public meetings in local businesses and community centers. To solicit participation from minority populations, the Project Team posted extra invitations to public meetings in community facilities within census blocks of concern (in addition to direct mailings and email blasts). Public meeting invitations were partially translated into Spanish and translation services were offered.

The Project would not impact community cohesion, employment, or other socioeconomic conditions in the study area, nor would it have a disproportionately high and adverse impact on minority or low-income populations.

### **PARKS, TRAILS, AND RECREATIONAL RESOURCES**

The Project requires the permanent use of the entire 0.26-acre, Amtrak-owned portion of Jean S. Roberts Memorial Park as well as the acquisition of 0.01 acre of the City-owned portion of the park. The new bridge will cross above the park on an elevated structure that will require the modification of the existing lease agreement and the modification of the park infrastructure. This will prohibit public access within the Amtrak right-of-way and require the taking of the boat ramp area and a portion of the pier located at Jean S. Roberts Memorial Park. FRA and MDOT, in collaboration and through extensive coordination with the City of Havre de Grace, developed mitigation measures, including the relocation of the boat ramp, as discussed in more detail in Appendix B, “Environmental Commitments.”

In addition, the Project requires the acquisition of 1.5 acres of the Havre de Grace Middle/High School athletic fields immediately adjacent to the existing rail right-of-way. The Project will result in minor reconfigurations of the existing and proposed ballfields on the school property and permanent changes to the athletic track just behind the starting block. Proposed plans require the high jump facility and associated equipment shed to be relocated on the site. The Project includes provisions developed in collaboration with Harford County Public Schools for measures minimizing the effects on the Havre de Grace Middle/High School.

The Project has been designed so as not to preclude a future bicycle and pedestrian crossing over the river. The Project would not alter or adversely affect the existing trail routes.

Several trails highlighting sites of historic importance are also within the study area, including the Maryland Civil War Trail, the Mason Dixon Trail, the Captain John Smith Chesapeake National Historic Trail, Washington-Rochambeau Revolutionary Route National Historic Trail, and the Star-Spangled Banner National Historic Trail. Measures to avoid, minimize, or mitigate any adverse impacts to historic and archaeological resources important to the themes of these trails are discussed in more detail in the Programmatic Agreement (Appendix C). The Project



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Team has coordinated with the National Parks Service (NPS) trail Superintendents as part of the environmental assessment. As set forth in the Programmatic Agreement (Appendix C), prior to initiating construction, the future Project sponsor<sup>1</sup> will contact NPS to determine if there are any studies or evaluations that are underway or completed related to the following three National Historic Trails within the undertaking's area of potential effect: Captain John Smith Chesapeake National Historic Trail, Star-Spangled Banner National Historic Trail, and the Washington-Rochambeau Revolutionary Route National Historic Trail. If additional evaluation is warranted to determine if any segments of these trails are eligible for inclusion in the National Register of Historic Places (NRHP), the future Project sponsor will consult with the respective NPS trail Superintendent to complete such evaluations.

The Project would not result in a significant impact to parklands and recreational facilities.

### **VISUAL RESOURCES**

The proposed design for the two new bridges will be traditional in character to allow greater views under the bridge and to minimize or avoid the adverse visual effect on resources. To further minimize visual adverse effects, the future Project sponsor will:

- Design any new physical structures that could adversely affect views in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Standards).
- Use form liner emulating stone stained to be compatible with the color of the existing stone for the eight historic undergrade bridge (overpass) extensions (including those in the Havre de Grace Historic District).
- Work with the community to determine an appropriate, aesthetically-pleasing treatment to minimize visual adverse effects to the historic Rodgers Tavern from the widening of the bridge approach and the new retaining wall along the embankment.
- Develop plans in accordance with the Standards in order to relocate the Perryville Interlocking Tower to within the NEC right-of-way, in close proximity to the Perryville Railroad Station.

In addition, as agreed to in the Programmatic Agreement, Amtrak will consider utilizing a 220-foot span(s) in the City of Havre de Grace as part of ongoing efforts to minimize effects to historic properties. Amtrak will submit design documents, with an explanation of how the proposed design conforms to the Standards, to concurring parties to the Programmatic Agreement and Maryland State Historic Preservation Officer (MD SHPO) for review and comment.

FRA believes that the Project would result in minimal impacts on visual resources in the study area.

### **CULTURAL RESOURCES**

The Project would result in an adverse effect on: the Susquehanna River Rail Bridge and undergrade bridges (overpasses); the Havre de Grace Historic District; Rogers Tavern; and the Perryville Railroad Station. A Phase IA Archaeological Study for the Project identified

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<sup>1</sup> The likely future Project sponsor is Amtrak. However, depending on the source of future funding, there may be other project sponsors.

archaeologically sensitive areas in the Area of Potential Effects (APE). Prior to construction, Amtrak will conduct additional archaeological studies to identify and evaluate archaeological resources that may be affected by the Project.

Consistent with Section 106 of the National Historic Preservation Act (NHPA), FRA and MDOT consulted with the Maryland State Historic Preservation Officer (SHPO), interested tribes, and other Section 106 consulting parties, and executed a Programmatic Agreement (PA); see Appendix C, “Programmatic Agreement.” The Programmatic Agreement sets forth the mitigation measures and consultation that FRA and Amtrak will undertake to avoid, minimize, and mitigate adverse effects.

FRA expects that the resulting Project effects will not be significant.

#### **SECTION 4(f) EVALUATION**

The EA included a draft Section 4(f) Evaluation, pursuant to the requirements of Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966.<sup>1</sup> Based on the Evaluation, FRA determined that there are no feasible and prudent alternatives that would avoid use of all Section 4(f) properties. Therefore, the Evaluation included a determination of which of the alternatives using a Section 4(f) property will result in the least overall harm in light of the statute’s preservation purposes, and identified appropriate measures to minimize harm. The Project would result in the “use” of the following three Section 4(f) properties:

- Susquehanna River Rail Bridge – removal of existing NR-eligible structure and alteration of eight of nine associated rail undergrade bridges;
- Perryville Railroad Station / Perry Interlocking Tower – structure removal and alteration of the Access Road Undergrade Bridge 59.39 (also known as the Perryville Train Station Undergrade Bridge), which are contributing elements of the NR-eligible Perryville Railroad Station;
- Havre de Grace Historic District – a small amount of property acquisition within the NR-listed Havre de Grace Historic District and visual and aesthetic effects on the Historic District;

In addition, FRA determined that the Section 4(f) use of Jean S. Roberts Memorial Park (acquisition of a narrow strip of the park owned by City of Havre de Grace) and the Section 4(f) use of the Havre de Grace Middle/High School athletic fields are *de minimis* uses. FRA made the *de minimis* impact determination after having provided the opportunity for public review, through public notification, Environmental Assessment and Draft Section 4(f) Evaluation public review, and the Public Outreach Information Session on March 23, 2017. FRA received no comments regarding the *de minimis* determination.

The Department of the Interior (DOI) concurred on April 12, 2017 that there is no prudent and feasible avoidance alternative to the proposed Section 4(f) use and that the Programmatic Agreement details appropriate mitigation measures to address adverse effects.

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<sup>1</sup> In 1983, Section 4(f) of the USDOT Act was codified as 49 USC §303(c), but this law is still commonly referred to as Section 4(f).

**SECTION 6(f)**

Havre de Grace Middle School and Havre de Grace High School received Land and Water Conservation Fund (LWCF) monies for development, thereby making them Section 6(f) resources. The LWCF Act, as amended, (54 U.S.C. §200305(f)(3)) prescribes the conditions for the use or transfer of parklands or open spaces that have been improved with funds received through the LWCF. The Project would require the permanent acquisition of a small portion of the school’s athletic fields— approximately 1.6 acres of fee simple right-of-way. Approximately 0.55 acre of the land is within an area for which LWCF monies were used. FRA will continue to coordinate with HCPS to submit an application for land conversion to the National Parks Service (NPS) Regional Administrator through the Maryland Department of Natural Resources (DNR). FRA will adhere to LWCF prerequisites for conversion, as well as the NPS Small Conversion Policy established in 1990 and recently amended (codified at 54 USC §2000305(f)(3), on January 3, 2017). The policy was amended to allow more conversions to qualify as “small” while still complying with the LWCF Act, NEPA, and National Historic Preservation Act (NHPA). The required property acquisition for the Project is less than 10 percent of the whole LWCF recreation area. Therefore, it would be considered a small conversion under the Small Conversion Policy, as amended, if the replacement property is contiguous with the current site or another existing park or recreation area. FRA, MDOT, and Amtrak have coordinated and will continue to coordinate with HCPS, DNR, and NPS regarding appropriate mitigation and replacement, and the property boundary to be considered within the Section 6(f) Evaluation.

A suitable replacement property will be identified, in consultation with NPS, DNR, and HCPS, as detailed design for the Project progresses and as construction funds become available. FRA and the MDOT have worked with HCPS to minimize and mitigate the impacts that would result from the Project. The future Project sponsor will also provide documentation per the LWCF Act and applicable DOI regulations for the conversion of parkland (36 CFR 59).

When funds for the construction of the Project become available and as design of the Project progresses, the future Project sponsor would continue to coordinate with HCPS to identify suitable replacement land for the Section 6(f) area that minimizes or mitigates any impacts to the school property, meets HCPS’s needs, and complies with all applicable federal and state laws and regulations.

**NATURAL RESOURCES**

*TOPOGRAPHY, GEOLOGY, AND SOILS*

The Project would affect Prime Farmland Soils and Soils of Statewide Importance, as defined in the National Soil Survey Handbook. However, on February 8, 2016, the Natural Resources Conservation Service (NRCS) within the U.S. Department of Agriculture, using the Farmland Conversion Impact Rating Form (NRCS-CPA-106) for corridor type projects pursuant to Farmland Protection Policy Act, determined that the Project is not subject to the provisions of the Act and therefore exempt.

*FLOODPLAINS AND WETLANDS/WATERS OF THE U.S.*

Portions of the Preferred Alternative occur within regulated 100- and 500-year floodplains. The majority of the 1,560-acre study area, however, falls outside the 100- and 500-year floodplains. The Project would result in some encroachments on the floodplains; most of encroachments would result from transverse (non-parallel) crossings (encroachments that cross the valley width



of the floodplain). The encroachments, however, would not be significant within the meaning of DOT Order 5650.2.

The Project will also require fill in two regulated floodways (Lily Run and an unnamed tributary to Lily Run) for the new bridge piers. Similar to the other crossings, these floodway encroachments would be transverse crossings of the valley width and would be designed such that the encroachment does not raise the base elevation of the designated floodway by more than one foot, or a smaller increment, as determined by the Maryland Department of the Environment. The new crossing of the Susquehanna River would occur in the same location as the existing crossing and on the upstream side of the existing crossing, with the bridge piers aligned with the stream (parallel to river flow) to minimize any change in flow characteristics. The closer spacing of the bridge piers would result in a very slight change in velocity and therefore would not produce a significant impact to the hydrologic properties of the river upstream or downstream.

This floodplain encroachment is the minimum practicable and conforms to applicable floodplain standards. As such, the future Project sponsor will undertake more detailed hydrologic and hydraulic studies to ensure that the Preferred Alternative does not result in increased flood-related risk due to encroachment within the floodplain, does not adversely impact the natural and beneficial values provided by the floodplains being encroached upon, would not result in incompatible development within the floodplain, and that the measures integrated into the Preferred Alternative (e.g., aligning piers parallel to river flow and orienting crossings transversely across stream valleys) minimize adverse effects to the floodplain.

The Project would have relatively minor effects on wetlands (0.89 acre) and streams (3,209 linear feet). The Project would primarily affect wetlands along or immediately adjacent to the Amtrak right-of-way (ROW). These wetlands have been historically altered to a considerable degree for the construction and maintenance of the existing rail alignment due to their proximity to the Amtrak ROW. As such, there is no practicable alternative to the Project location. Nonetheless, as more detailed design of the Project progresses, the future Project sponsor would work with the regulating agencies, including MDE, minimize harm to wetlands and to obtain the necessary permits for unavoidable impacts to wetlands and to identify and implement appropriate mitigation measures to replace the loss of wetlands, streams, or other aquatic resources.

The Project would not affect areas that are designated as a Wetland of Special State Concern.

#### *TERRESTRIAL RESOURCES*

The Project would not affect areas known to support terrestrial state-listed threatened or endangered species. FRA does not anticipate any construction-related, short-term impacts to terrestrial federally or state-listed species, including the northern long-eared bat (NLEB).

The Project would have minor permanent impacts to forest resources (2.92 acres within the 1,560-acre study area). Recommended mitigation would include reforestation and afforestation in accordance with a Forest Conservation Plan (FCP) that the future Project sponsor would prepare prior to construction.

The Project would be constructed immediately adjacent to the existing tracks, which are surrounded by low-quality habitat, and, therefore, only common resident birds, small mammals, and a few reptiles and amphibians would be displaced or minimally affected.

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The Project would cross a known historic waterfowl staging area within the Susquehanna River along the Cecil County side. Waterfowl would not be permanently affected, but may be temporarily displaced during construction of the Project.

The Project would not result in a significant impact to terrestrial resources.

### *AQUATIC RESOURCES*

The Project would not affect groundwater and would only minimally change the hydrology through a shift in the arrangement of piers. The future Project sponsor could minimize potential short-term and long-term impacts to water quality from construction by strictly adhering to an effective Erosion and Sediment Control Plan and implementing stormwater best management practices (BMPs). Construction of the temporary piers (composed of a steel/ timber deck supported by piles) would provide river access during construction of the new bridge piers. These temporary piers would likely avoid the need for dredging by allowing construction access in areas too shallow for project vessels and thus the resulting disturbance to river sediments from the temporary piers would be relatively minor (0.37 acre of permanent impacts and 0.23 acre of temporary impacts). The temporary piers would be removed upon completion of construction.

Both bridges would have a large enough height-to-width ratio to preclude significant shading of the river bottom and specifically submerged aquatic vegetation (SAV). Shading from the relatively narrow temporary finger piers would also not have the potential to result in significant shading. The resultant shading would not adversely affect benthic organisms, but would adversely affect approximately 0.61 acres of SAV by limiting light to the plants. Mitigation for this temporal loss of SAV would include replanting the area at a 3:1 ratio, or as otherwise specified in project permits. The future Project sponsor will continue to monitor the mapped locations of SAVs as the Project design and permitting process progress, as recommended by the National Marine Fisheries Service (NMFS) at the March 24, 2017 Interagency Review Meeting (IRM).

Fish would likely avoid the area of activity during the drilling of the large-diameter piles for the replacement bridges piers. Should pile installation cause any fish to temporarily avoid the portion of the Susquehanna River in the vicinity of the activity, the extent of the area that would be affected at any one time would be negligible relative to the amount of suitable habitat that would remain available nearby. The future Project sponsor will consider the use of demolition materials or clean spoil as additional habitat.

Underwater noise levels produced during impact pile driving for the temporary piers would be attenuated using wooden cushion blocks such that potential noise impacts to fish would likely be discountable. Potential impacts of pier demolition activities on Atlantic and short nose sturgeon would be minimized by implementing protective measures, in coordination with NMFS prior to the start of demolition. Any blasting activities would be scheduled to occur within a work window that corresponds to the time period of the year when sturgeon are least likely to occur in the Project area. DNR Fisheries Service may make additional recommendations related to non-tidal and tidal species.

Threatened and endangered sea turtles are not expected to occur in the Project area. In the future, as the Project planning continues, DNR Wildlife and Heritage Service may require restrictions on construction projects in order to protect map turtles and Chesapeake logperch that may occur within the Project area, including nesting surveys, in-stream time-of-year restrictions, and/or removal and relocation of turtles from the work zone.

While there may be impacts to aquatic resources, the impacts would be largely temporary and could be minimized by such measures as scheduling construction at times when known species are least likely to occur in the Project area and implementing mitigation measures required by permitting agencies, as discussed above.

#### *CHESAPEAKE BAY CRITICAL AREA AND COASTAL ZONE MANAGEMENT*

The Project involves approximately 6.4 acres of the Chesapeake Bay Critical Area, defined by state statute as “all land within 1,000 feet of Maryland’s tidal waters and tidal wetlands.” Earth disturbance, removal of vegetation, placement of fill, and increased impervious area as a result of construction of the Project would result in permanent impacts to the Critical Area. The future Project sponsor will continue to coordinate with the Critical Area Commission (CAC) during the continued design of the Project.

The Susquehanna Rail Bridge is located in the state-designated Coastal Zone, but the Project will be designed in a manner consistent with the Maryland Coastal Zone Plan. MDE’s review for the Project’s consistency with the Maryland Coastal Zone Plan would commence after the agency’s receipt of the MDE Joint Permit Application (JPA). The MDE permit authorization, received at subsequent phases of the Project, would constitute the federal consistency decision.

#### **AIR QUALITY**

Overall, the Project would not substantially affect regional air quality. The total projected emissions in each Air Quality Control Region within the study area represent a small fraction of the *de minimis* levels defined in the regulations. This demonstrates that the operation of the Project would not require a conformity determination and would not interfere with State Implementation Plans (SIPs) for attainment of the ozone National Ambient Air Quality Standards (NAAQS) or maintenance of the particulate matter (PM<sub>2.5</sub>) standard.

At the local level, the maximum projected PM<sub>2.5</sub> (24-hour and annual average), PM<sub>10</sub> (24-hour average), and annual average nitrogen dioxide (NO<sub>2</sub>) concentrations with both the No Action Alternative and with the Project would be lower than the applicable legal standards. With the Preferred Alternative, local exceedance of the 1-hour average NO<sub>2</sub> NAAQS could increase up to 8.6 percent near the proposed track realignment in Perryville; our analysis predicted that in this area the standard would also be exceeded under the No Action Alternative. The analysis, however, showed that the probability of this exceedance is low.

Overall, air quality with and without the Project is likely to be very similar. Considering the low probability of NAAQS exceedance, the small potential increment, and the limited area potentially affected, FRA finds the Project would not result in significant adverse impacts to air quality. FRA believes the Project would result in long-term benefits by promoting a more energy-efficient form of travel, with the goal of reducing pollutant emissions.

#### **ENERGY, GREENHOUSE GAS EMISSIONS, AND CLIMATE CHANGE**

Amtrak service is 33 percent more energy efficient per passenger-mile than average highway travel (nationwide). The energy efficiency of Amtrak is likely even higher than the national average along the NEC where ridership is high (resulting in less energy use per passenger mile). The Project is a component of the larger sustained effort to enhance passenger rail for the long term, benefitting air quality and reducing pollutant emissions overall.

The Project would improve energy efficiency, reduce emissions, and is consistent with public policy regarding climate change, including Maryland’s climate change plan.



## **NOISE AND VIBRATION**

The Project would have the potential for a moderate noise impact at six of the sensitive receptors (representative locations within the Project study area) analyzed, according to Federal Transit Administration (FTA) and FRA guidance. The receptors where the analysis identified moderate noise impacts are: (1) the residential area along the east bank (Perryville side) of the Susquehanna River, immediately north of the existing Susquehanna River Rail Bridge, including the pier and park; (2) the residence on South Woodland Farms Lane, in Perryville; (3) residences in the area north of the railway, between Aiken Avenue and Coudon Boulevard, in Perryville; (4) David Craig Park and Jean S. Roberts Memorial Park, in Havre de Grace; (5) residences in the area south of the railway, immediately west of Lewis Lane, in Havre de Grace and (6) residences along Williams Drive, in Havre de Grace. Incremental noise level changes would range from imperceptible to readily noticeable. However, overall, the total noise levels with the Project would be comparable to existing levels in the area and are in the range typically acceptable for residential or open spaces use.

Based on our analysis following FTA and FRA guidance, ground-borne noise levels would exceed ground-borne noise impact criteria at the receptor nearest the railway, i.e., the residence at North Stokes Street and Otsego Street, but the predicted difference between the level of ground-borne noise in the existing condition and with the Project would be a barely perceptible increase. At receptors further from the railway, ground-borne noise would be lower and would not exceed ground-borne noise impact criteria.

Vibration from the Project would not exceed vibration impact criteria at any receptors within the area studied.

## **CONTAMINATED AND HAZARDOUS MATERIALS**

Construction of the Project would involve disturbance of existing structures and excavation, relocation and potential off-site disposal of some existing soil. The exact extent of disturbance associated with the Project will not be determined until final engineering. The Project would include appropriate health and safety and investigative/remedial measures. The need for additional investigation/remediation will be determined, in consultation with MDE, once the exact extent of disturbance and potential need for dewatering is identified.

## **PUBLIC HEALTH, SAFETY, AND SECURITY**

The Project would improve the reliability of traveling across the Susquehanna River and increase the safety of passengers and freight users traveling along the NEC. The Project would also improve the structural and operational reliability, increasing the safety of employees who work on and travel over the bridge. It would eliminate bridge malfunctions resulting from the opening of the existing movable span.

## **INDIRECT AND CUMULATIVE EFFECTS**

The Project is anticipated to have an overall positive impact on the regional economy by improving railroad mobility and connectivity. Further positive cumulative effects include the promotion of energy-efficient transportation options, aimed at improving regional air quality and reducing highway and airport congestion with improved rail service.

FRA is currently leading a corridor-wide study of the NEC called NEC FUTURE, which will result in a program of investments to upgrade and improve passenger rail service on the NEC. FRA released the NEC FUTURE Tier I Final EIS in December 2016 and evaluated the

cumulative benefits of a package of rail improvement projects along the entire corridor, including the Susquehanna River Rail Bridge Project. In the Susquehanna River Rail Bridge Project EA, transportation, air quality, and noise and vibration assessments were based on NEC FUTURE train projections for the 2040 timeframe, and were therefore inherently cumulative. The Project is consistent with the service goals considered by NEC FUTURE.

With other planned projects along the corridor, the Project would contribute to improved transportation reliability, connectivity, performance, safety, and resiliency of passenger rail service and would promote energy-efficient transportation options.

## **E. PUBLIC INVOLVEMENT**

The Project Team has undertaken public and community outreach efforts for the Project, along with federal, state, and local agency coordination. Numerous meetings informed the public, stakeholders and agencies about Project milestones and sought public and agency input. The Project Team created a website for the Project: [www.susrailbridge.com](http://www.susrailbridge.com). Postcards, email blasts, press releases, and public meeting announcements notified stakeholders prior to public outreach information sessions. All meetings included an open house format giving the public an opportunity to comment on the Project and ask questions of the Project Team. The following is a list of Public Outreach Information Sessions and topics discussed:

- April 28, 2014, Purpose and Need / Project Introduction
- August 13, 2014, Feasible Alternatives
- December 10, 2014, Alternatives Retained for Detailed Study
- November 10, 2015, Alternative Retained for Detailed Study and Bridge Types
- April 14, 2016, Preliminary Environmental Analyses Results / Conceptual Mitigation
- March 23, 2017, Environmental Assessment

In addition to notification to the public, the Project Team sent letters to elected officials with constituents within the Project study area at each of the above milestones.

The EA was available for public review and comment from March 6, 2017 through April 6, 2017. The Project Team posted the EA to the Project webpage ([www.susrailbridge.com](http://www.susrailbridge.com)) and distributed to the following repositories:

- Cecil County, Department of Planning & Zoning
- City of Havre de Grace, Department of Planning & Zoning
- Harford County, Department of Planning & Zoning
- Havre de Grace Library
- Perryville Branch Library
- Town of Perryville, Department of Planning & Zoning

Approximately 60 members of the public attended the Public Outreach Information Session held on March 23, 2017. Themes and inquiries from the informal question-and-answer period included:

- Anticipated Project completion date;
- Appreciation for outreach process to date;
- Compatibility with Havre de Grace's "Gateway" entrance;

## Susquehanna River Rail Bridge Project

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- Location of bridge piers and street reconfigurations, and potential for design changes;
- Short-term vibration impacts to Rodgers Tavern during construction;
- Long-term noise and vibration impacts to Rodgers Tavern during operations, due to additional trains;
- Actions taken during construction to stop damage to historic buildings;
- Impacts to the Havre de Grace Middle/High School athletic fields;
- Construction truck routes, underpass height limitations, and anticipated use of Otsego Street as a construction truck route;
- Coordination with the maritime community;
- Estimated Project cost;
- Additional renderings and engineering drawings provided in the EA;
- Impacts to Perryville Interlocking Tower and Perryville Station;
- Alleviating the bottleneck from Perryville, MD to Newark, DE;
- Number of trains that can traverse the bridge simultaneously;
- Removal of the remnant bridge piers;
- Protection of non-historic structures during construction;
- Property acquisition.

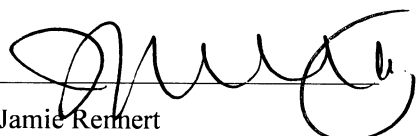
Responses to written comments on the EA received from the public are included in Appendix A, “Response to Comments.” See Appendix F, “Comments Received” for complete comment submittals.

### **F. AGENCY AND PUBLIC COMMENTS**

See Appendix A, “Response to Comments” and Appendix F, “Comments Received.”

### **G. FINDINGS**

FRA finds the Susquehanna River Rail Bridge Project Environmental Assessment satisfies the requirements of NEPA (42 USC § 4321 *et seq.*), the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), FRA’s Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), and FRA’s Update to NEPA Implementing Procedures (78 FR 2713, January 14, 2013). The majority of impacts would be temporary, and the Project Team has identified appropriate mitigation measures, as detailed in Appendix B, “Environmental Commitments” and Appendix C, “Programmatic Agreement”, that would further reduce any impacts. The identified impacts are minor and the Project, if constructed, would provide substantial benefits to the environment and to transportation. The Project would also maintain connectivity along the busiest rail corridor. Without the Project, the existing bridge would continue to deteriorate and may eventually need to be taken out of service, causing a major disruption to transportation and the regional economy. Therefore, FRA finds that the Project would have benefits and no foreseeable significant adverse impact on the quality of the human or natural environment. This FONSI is based on the EA, which FRA determined adequately and accurately presents the Purpose and Need, areas of environmental consideration, potential environmental impacts, and mitigation measures.



Jamie Remert  
Director, Office of Program Delivery  
Federal Railroad Administration

5/31/2017

Date

This document has been prepared in accordance with FRA's Procedures for Considering Environmental Impacts and NEPA by the FRA's Office of Railroad Policy and Development, with assistance from FRA's Office of Chief Counsel. This document was prepared in May 2017. For further information regarding this document contact:

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The following organizations assisted the Program Office in the preparation of the April 2017 Environmental Assessment:

**Maryland Department of Transportation**  
**Amtrak**  
**Federal Transit Administration**  
**U.S. Army Corps of Engineers**  
**U.S. Coast Guard**

Appendices:

Appendix A: Response to Comments  
Appendix B: Environmental Commitments  
Appendix C: Programmatic Agreement  
Appendix D: Errata  
Appendix E: Comments Received  
Appendix F: Additional Correspondence and Outreach

# Susquehanna River Rail Bridge Project

## Appendix A

### Response to Comments



**May 2017**

**A. INTRODUCTION**

This appendix contains a summary of the comments received during the public and agency review period for the Susquehanna River Rail Bridge Project environmental assessment (EA). The EA public review period spanned from March 6, 2017 to April 6, 2017. The agency review period extended to April 20, 2017. Feedback received is included in Appendix E, “Comments Received.” These comments came through a variety of methods, including: letters, emails, the Maryland Clearinghouse, website submissions, and written forms submitted at the March 23, 2017 Public Outreach Information Session (POIS).

The March 23, 2017 POIS included an informal question and answer period to enable a productive dialogue. POIS presentation and display boards are included in Appendix F, “Additional Correspondence and Outreach.” Since the POIS was not a formal public hearing, there is no transcript. Attendees were informed that comments and questions discussed during the POIS would not become part of the formal public record unless submitted in writing through a comment form or another method described above. Comment themes from the POIS included: project cost, design, and schedule; potential impacts to historic properties; noise and vibration impacts; construction-period outreach; maritime coordination; and construction traffic (including underpass clearance heights).

The following comment summaries convey the substance of agency and public comments, but do not necessarily quote the comments verbatim. Federal Railroad Administration (FRA) noted and carefully evaluated all of the comments received on the EA (including the Draft Section 4(f) Evaluation, and the Programmatic Agreement) before issuing a Finding of No Significant Impact (FONSI). None of the comments raised concerns that warranted changing the conclusions reached in the EA regarding potential impact or the selection of the Preferred Alternative. The Project Team is grateful for the range and depth of public and agency comments received on the EA and will continue to encourage public and agency input as the project planning and design moves forward. This will ensure specific concerns are clearly understood and carefully evaluated as the project advances.

**B. COOPERATING AGENCY COMMENTS****USDOT FEDERAL TRANSIT ADMINISTRATION (FTA), REGION III**

Ryan Long, Community Planner, email dated March 24, 2017

**Comment 1:** At this time FTA does not have any comments on the EA or draft Section 4(f) evaluation. We look forward to serving as a cooperating agency as part of this project.

**Response 1:** Comment noted. The Project Team values FTA’s assistance as a Cooperating Agency.

**U.S. ARMY CORPS OF ENGINEERS – BALTIMORE DISTRICT**

John J. Dinne, Maryland State Highway Administration Liaison, email dated April 6, 2017

**Comment 2:** Navigation is presented as one of the critical evaluation criteria and is a public interest factor in Corps permit evaluations. The EA includes information about navigable waters in several different sections, including the appendices. While there is information supporting the evaluation of the various alternatives, there does not appear to be a real conclusion in regards to how the proposed project affects navigation. Also, the navigation survey is referenced several times in the document. It was provided to the US Coast Guard as part of the coordination process and used, in part, in the project alternative design process. It would be useful to include the survey/results in an appendix of the EA.

**Response 2:** In response to the comment, the Project Team provided USACE a copy of the January 21, 2014 *Susquehanna River Bridge Reconstruction and Expansion Project – Navigation Study*, prepared by HNTB Corporation. The navigation study is also now posted to the project website ([www.susrailbrdge.com](http://www.susrailbrdge.com)). Chapter 3 of the EA (“Transportation”) analyzes the proposed Project’s potential effects to navigation. The analysis concluded the Proposed Project would result in a benefit to navigation along the Susquehanna River. Refer to Page 3-9, *“No significant adverse impacts to navigation would result from the Proposed Project. Under either Alternative 9A or Alternative 9B, the Proposed Project would provide a 60-foot vertical clearance and, at minimum, a 230-foot horizontal clearance. This would provide sufficient vertical clearance while widening the horizontal clearance. A wider horizontal clearance would improve safety by reducing the potential for conflicts between the rail bridge and marine traffic. The Proposed Project would also eliminate the need for bridge openings and closings by replacing the Susquehanna River Rail Bridge as two high-level fixed bridges. This would constitute an improvement to navigation along this segment of the Susquehanna River. The Navigation Study described earlier in this chapter recommended that bridge design consider a 60-foot vertical clearance. While a 60-foot clearance may limit taller vessels, such as the aforementioned skipjack Martha Lewis (expected to be 65 feet in height upon completion), from traveling upstream of the bridge, it would allow for the bridge to be designed at a lower grade that would not affect freight rail operations, since heavy freight trains typically require lower grades. Furthermore, conceptual design has indicated that a 60-foot clearance would help reduce the need for right-of-way acquisitions and other potential community impacts as compared with bridge designs providing a higher vertical clearance. The Navigation Study also determined that, while the existing horizontal clearance is sufficient, further widening of the horizontal clearance could increase sight distance, reduce vessel congestion, and aid tug boat and barge navigation through the bridge opening, increasing safety and resilience against potential bridge and fender system strikes by boats. The conditions of the USCG bridge*

*permit, when received, will finalize the legal navigation clearances for a new or reconstructed bridge.”* The maritime community is a key stakeholder group from which the Project Team sought input throughout the National Environmental Policy Act (NEPA) process. The Project Team will continue to coordinate with the maritime community during the subsequent design and permitting phases of the project.

#### **U.S. COAST GUARD**

Kashanda Booker, Bridge Administration Branch, Fifth Coast Guard District, email dated May 15, 2017

**Comment 3:** The EA needs to assess compliance with Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act.

**Response 3:** Appendix D, “Errata” addresses Project compliance with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

#### **C. SOURCE AGENCY COMMENTS**

##### **U.S. DEPARTMENT OF THE INTERIOR**

Lindy Nelson, Regional Environmental Officer, letter dated April 12, 2017

**Comment 4:** The Department concurs that there is no prudent and feasible alternative to the proposed use of 4(f) lands, which consist of the Susquehanna River Rail Bridge and eight associated rail undergrade bridges, the Perry Interlocking Tower and Perryville Train Station Undergrade Bridge and the Havre de Grace Historic District. Alternative 9A will have adverse effects on all of these historic properties, which constitutes the Section 4(f) use. The Department concurs that the draft Programmatic Agreement developed in consultation with the Maryland State Historic Preservation Office details appropriate mitigation measures to address the adverse effects. The Department recommends including the final, signed document with the final Section 4(f).

**Response 4:** FRA notes and appreciates the concurrence. As recommended, the Programmatic Agreement is included, see Appendix C, “Programmatic Agreement.”

##### **U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA), REGION III**

Barbara Rudnick, EPA Team Leader, Office of Environmental Programs, letter dated March 29, 2017

**Comment 5:** EPA has reviewed this project in conjunction with our responsibilities under NEPA, Section 309 of the Clean Air Act, and the Council of Environmental Quality regulations implementing NEPA (40 CFR 1500-1508). While FRA has implemented avoidance and minimization strategies to reduce the environmental impacts, it should continue to work with the state and Federal resource agencies to compensate and mitigate for those impacts that are unavoidable.



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**Response 5:** FRA and the project sponsors will continue to work with federal and state agencies during the subsequent design and permitting phases to compensate and mitigate for adverse impacts.

### NOAA NATIONAL MARINE (NOAA) FISHERIES SERVICE (NMFS)

Kristy Beard, Marine Habitat Resource Specialist, email dated March 28, 2017

**Comment 6:** NOAA-NMFS does not have any additional comments, beyond those submitted previously during review of the draft Natural Environmental Technical Report (NETR).

**Response 6:** Comment noted. NOAA-NMFS comments on the NETR were incorporated into the final version of that report, included as Appendix E of the EA.

### MARYLAND DEPARTMENT OF PLANNING

Myra A. Barnes, Lead Clearinghouse Coordinator, letter dated March 27, 2017

**Comment 7:** Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments. We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Departments of Commerce, the Environment, Transportation, Natural Resources; the Counties of Harford, and Cecil; the City of Havre De Grace, the Town of Perryville; and the Maryland Department of Planning including the Maryland Historical Trust.

**Response 7:** Comment noted.

Bihui Xu, Principal Planner, email dated April 7, 2017

**Comment 8:** I can't find the information on "a Susquehanna River Rail Bridge Project Bicycle/Pedestrian Crossing Hazard Analysis and Security Risk Assessment" in the EA. Has the project completed the study? I can't find any conclusion or summary on the ped/bike issue.

**Response 8:** Chapter 6 of the EA, "Parks, Trails, and Recreational Resources," Section E, states that the "Proposed Project would be designed so as not to preclude a future bicycle and pedestrian crossing over the river." Early in the NEPA process for the Proposed Project, the Project Team received several requests to include a bicycle-pedestrian path on a new rail bridge in order to provide a more convenient crossing over the Susquehanna River. The Project Team worked closely with many of the interested parties, including trail advocacy groups, elected officials, planning agencies, and members of the public, to evaluate the level of interest and feasibility of a bicycle-pedestrian path. Although the scope of the Project grant does not include the design and study of bicycle and pedestrian facilities, FRA, Maryland Department of Transportation (MDOT),

and Amtrak agreed to assess the feasibility of coordinating the Proposed Project with potential bicycle and pedestrian access across the river and hosted several stakeholder meetings on the topic. To respond to the input received regarding a multi-use path, MDOT and Amtrak agreed to conduct a Susquehanna River Rail Bridge Project Bicycle/Pedestrian Crossing Hazard Analysis and Security Risk Assessment. This study has been completed. The Project Team, however, did not rely on the completed study in its environmental analysis because, in July 2016, during the Proposed Project's NEPA review, the Maryland Transportation Authority (MDTA) announced that bicyclists will be allowed to cross the nearby Thomas J. Hatem Memorial Bridge (US 40). Furthermore, prospective funding sources, owners, and operators of the multi-use path on the Susquehanna Bridge have yet to be identified. Accordingly, the Project Team did not include a multi-use path as part of the Susquehanna River Rail Bridge Project as the bicyclists' request for a more convenient crossing of the Susquehanna River had been met. Instead, the Project Team designed the Proposed Project so as not to preclude the future addition of a multi-use path.

Bihui Xu, Principal Planner, email dated April 10, 2017

**Comment 9:** The suggested editing comments to EA pages 4-2, 4-14 and 20-13 clarify the information related to the PFA law and state smart growth initiatives. (*see Appendix E, "Comments Received" for the complete comment, including specific suggested edits.*)

**Response 9:** The Project Team appreciates the clarifying edits. They are incorporated in Appendix D, "Errata."

MDP Review Comments received via the Maryland State Clearinghouse for Intergovernmental Assistance via its electronic network, dated April 20, 2017

**Comment 10:** The project would improve rail-transportation mobility in the State by replacing the existing Susquehanna River Rail Bridge between the Town of Perryville and the City of Havre de Grace. Improving passenger and freight transportation addresses State's multi-modal transportation need and supports Maryland's transportation, economic and environmental goals.

**Response 10:** The Project Team appreciates MDP's acknowledgement that the Susquehanna River Rail Bridge project would support Maryland's larger goals.

**Comment 11:** The Project is consistent with the Maryland Economic Growth, Resource Protection, and Planning Policy. The project also complies with the Priority Funding Area (PFA) Law. In March 2016, the project received the exception approval from the State's Smart Growth Coordinating Committee as required by the Priority Funding Area Law.

**Response 11:** The PFA exception is noted in the FONSI. Correspondence regarding PFA is included in Appendix H to the EA.

## Susquehanna River Rail Bridge Project

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**Comment 12:** It would strengthen the Environmental Assessment by providing the summary information from the Pedestrian and Bicycle Hazard and Security Assessments Study.

**Response 12:** Please see Response to Comment 8 regarding the multi-use path and the study. The Project Team appreciates MDP comments and looks forward to future coordination.

### MARYLAND HISTORICAL TRUST (MHT)

Elizabeth Hughes, Director / State Historic Preservation Officer, letter dated April 11, 2017

**Comment 13:** Maryland Historical Trust previously agreed with FRA that the undertaking will have an **adverse effect** on: the Susquehanna River Rail Bridge & Bridge Overpasses; Havre de Grace Historic District; Rogers Tavern; and Perryville Railroad Station. We are pleased that the draft Programmatic Agreement (PA) includes measures to reduce and resolve the undertaking's adverse effect on historic properties, monitors the effects of the undertaking on historic and archeological properties as the design develops and during construction, establishes procedures for ongoing coordination among the various signatory and consulting parties, and provides for appropriate public interpretation as an integral part of the project design. We offer specific comments on the PA (*see Appendix E, "Comments Received" for the complete letter from MHT listing specific comments on the PA*).

**Response 13:** FRA appreciates MHT's comments. They are incorporated into the final signed PA; see Appendix C, "Programmatic Agreement".

MHT Review Comments received via the Maryland State Clearinghouse for Intergovernmental Assistance via its electronic network, dated April 20, 2017

**Comment 14:** FRA is working with the Maryland Historical Trust and other involved, consulting parties to complete the historic preservation review of the undertaking under Section 106 of the National Historic Preservation Act. The parties are negotiating a formal PA to set forth the process by which FRA will ensure compliance with Section 106 and resolve the undertaking's effects on historic properties as project planning proceeds.

**Response 14:** The Project Team appreciates the valuable input from the Maryland Historical Trust on the project to date, and looks forward to future coordination as part of the Section 106 process.

### MARYLAND DEPARTMENT OF NATURAL RESOURCES (DNR)

Greg Golden, Environmental Review Program, email dated April 6, 2017.

**Comment 15:** We look forward to further coordination and review at the appropriate timing for future planning stages, and eventual construction. This especially includes coordination of various time-of-year restrictions for natural resources, which

may include, but not necessarily be limited to, fisheries, rare species, submerged aquatic vegetation (SAV), and waterfowl concentration areas. We realize that the Project Team may need to work with the resource agencies to negotiate the feasible construction timeline that protects resources and allows the necessary logistics to complete the project. In the cases of potentially overlapping restriction periods or restriction periods that could make certain construction practices not feasible, we will be available to help fine tune Best Management Practices (BMPs) and restrictions. We greatly appreciate and support the current level of BMP consideration for aquatic resources, such as pile installation methods.

**Response 15:** The Project Team appreciates the valuable input from DNR on the project to date, and looks forward to future coordination during the subsequent design and permitting phases – particularly related to fine-tuning BMPs for restricted construction periods. Additional consultation and timing restrictions would be negotiated as part of the "Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland."

**Comment 16:** We would like to emphasize the great importance of water access for fishing, boating, and other recreational or water-dependent purposes during and after project construction. Further study and planning may be necessary to ensure that water access is adequately addressed. Access should be considered to include boat ramps, soft ramps for kayaks and other hand carried boats, and opportunities for shoreline viewing and fishing, as allowed by local authorities. DNR can provide boating and access staff expertise when future coordination is conducted.

**Response 16:** During the next phase of design, construction phasing plans will be advanced and the Project Team will coordinate with DNR and other appropriate entities regarding water access, keeping in mind the great importance to the access for fishing, boating, and other uses during and after project construction. As discussed in the EA, the Jean S. Robert Park boat ramp will be replaced in a suitable location, in coordination with the City of Havre the Grace and other stakeholders.

**Comment 17:** The Department advocates and requests consideration of all reasonable opportunities for the project to participate in fish reef material collaboration, partnerships, and associated planning. We can provide expertise in this topic. Clean concrete rubble from demolition is of special interest for fish reef material, and this might become available from demolition and removal of bridge piers, piling, bulkheads, etc. The proximity of the project to navigable waters makes this an especially important consideration.

**Response 17:** Amtrak can make clean concrete rubble available to the DNR for their use. The large majority of the rubble would be stone masonry from the existing piers in the river. Please note that the City of Havre de Grace in an Advisory Bulletin

## Susquehanna River Rail Bridge Project

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dated January 23, 2015 similarly requested the stone masonry from the piers to construct jetties to aide aquatic life, submerged vegetation, river erosion protection and river calming.

**Comment 18:** As the document references, planning any potential Forest Conservation Act (FCA) studies and requirements should be clearly incorporated into future plans. The Forest Conservation Act requires that any project, on areas 40,000 square feet or greater, that is applying for a grading or sediment control permit shall have an approved Forest Conservation Plan or Forest Stand Delineation (Nat. Res. Art. 5-1601-5-16122, Annotated Code of Maryland). Projects proposed by a state or federal agency on state or federal land need to be submitted to the Maryland Department of Natural Resources Forest Service for review. Projects proposed for private land should be submitted to the local planning and zoning authority for review. Please note Critical Area exclusion; we have staff expertise and online information available for any needed guidance.

**Response 18:** As part of any future applications for a grading or sediment control permit, the Project Team will comply with the Forest Conservation Act and prepare for DNR approval a Forest Conservation Plan or Forest Stand Delineation. The Critical Area exclusion is noted.

**Comment 19:** Principio Creek is a Use III stream that provides a popular put-and-take fishery. Mill Creek is a Use I tributary to Furnace Bay. Although there was no reference in the EA, a wild brown trout population has been documented in Mill Creek.

**Response 19:** The Project Team acknowledges the presence of a wild brown trout population in Mill Creek and the need to provide the same protection as a Use III stream. This population is upstream of the project, so no adverse effects are anticipated.

**Comment 20:** The EA states the Chesapeake logperch does not occur in the vicinity of the project site; Tidal Bass Program surveys documented the presence of the Chesapeake logperch near the project site during the fall of 2014.

**Response 20:** As DNR states in **Comment 25**, the Wildlife and Heritage Service is assessing the new record of logperch "near the project site". The Project Team will continue to coordinate with DNR as they complete their evaluation and develop any additional protection comments regarding that species as the project planning continues.

**Comment 21:** The tidal black bass fishery (largemouth and smallmouth bass) in the Upper Bay is important recreational and economically important fishery, though only the presence of these species is stated in the EA. The gravel shoreline habitat and associated SAV within the project area are important habitat for spawning, juvenile, and adult bass that will be affected by the project.

- Response 21:** The Project Team acknowledges the presence of important shoreline habitat in the project area. Future project planning and design will note and consider this recreational and economically-important fishery for tidal black bass.
- Comment 22:** The finger piers are a preferred alternative to dredging. As noted in the Environmental Assessment, dredging can lead to long-term loss of an SAV seed bank and benthic habitat as well as temporary impact to existing SAV beds.
- Response 22:** Finger piers are preferred for the reasons mentioned in the comment. The project included the use of finger piers over dredging to address both short and long-term effects of dredging on SAV. Finger piers are currently proposed in shallow water areas to provide access for needed bridge construction and demolition activities while minimizing impacts. The NETR that is included as an appendix (Appendix E) to the EA notes that SAV planting will be included to mitigate for shading effects of the finger piers.
- Comment 23:** Both alternative build scenarios could re-suspend bottom sediment in the vicinity of the project site. These actions occur via the construction of finger piers at Cecil County, construction of west and east replacement bridge piers, and demolition of existing bridge and remnant piers. Because of local public sensitivity to such events and its influence on submerged vegetation and fishing activities, it is recommended that public notice is provided the Department and local area at least two weeks prior to periods when sediment is expected to be re-suspended. This will enable the Department to inform boaters and anglers about the need for the project and possible, temporary re-suspension of sediment at the project site.
- Response 23:** The Project Team will notify the Department and the public at least two weeks prior to periods when sediment is expected to be re-suspended, as recommended.
- Comment 24:** Reducing harmful sound or pressure waves should be further stressed in planning and documentation. Mitigating efforts to address sound waves during the installation of piles for the finger pier were addressed in the EA. While blasting is not an anticipated method, it is stated that it may be used if the contractor deems it necessary to remove the 16 in-water piers from the existing bridge and the 13 remnant piers of a prior bridge just downstream to “2’ below the mudline.” Removing the abutments outside of the navigational channel to “2’ below the mudline” would likely cause more disturbance/damage to the existing ecosystem than leaving them in place to some degree. The remnant abutments could provide current breaks and fish habitat if compatible with safe navigation.
- Response 24:** Future planning and documentation for the project will emphasize, where appropriate, the best management practices that will be implemented to minimize underwater noise during in-water construction. In coordination with

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the U.S. Coast Guard (USCG), the Project Team notes that removal of the existing piers and downstream remnant piers is proposed to improve hydraulic flow and to remove navigational obstructions for mariners.

**Comment 25:** Clean spoil material from the demolition of the bridge abutments could be used to provide valuable habitat for black bass and other species. This material could be used to construct a break wall to provide safe harbor at Elk Neck State Park or provide additional habitat near the project site with locations identified through a public input process. Black bass abundance correlates with habitat consisting of SAV and “structure” (woody debris, docks, reefs, rip-rap, etc).

**Response 25:** Please see Response to Comment 14.

**Comment 26:** The loss of the Jean Roberts boat ramp and the prolonged disruption of recreational fishing/navigation in the project area will impact popular local fishing activities. Mitigation from this project could include the development of a boat ramp and parking area capable of supporting large tournament activities prevalent in the Upper Bay region, creation of weigh-in stations for bass tournaments at Susquehanna River State Park (Lapidum) or at Tydings Memorial Park (Havre de Grace) to increase bass survival, or increasing boat/trailer parking at Tydings Memorial Park. Such a facility could be an economic benefit to the revitalization of the downtown business district and waterfront identified in the Havre de Grace Comprehensive Plan.

**Response 26:** The Project Team looks forward to coordination with DNR regarding these issues during the subsequent design and permitting phases. As discussed in the EA, FRA and MDOT will also work with the City of Havre de Grace to identify and ensure that a replacement for the Jean S. Roberts Memorial Park boat ramp is provided in a suitable location. In developing a replacement ramp, the Project Team will consider the importance of recreational fishing and navigation and collaborate with DNR and the City of Havre de Grace to minimize the effect of the Project on these water dependent recreational activities.

**Comment 27:** Fisheries Service has made and will continue to make to additional comments in future planning and design for other migratory and tidal fish species.

**Response 27:** Additional coordination is appreciated and welcomed.

**Comment 28:** Wildlife and Heritage Service has provided comments noting that recent information from the Fisheries Service on the State listed Chesapeake logperch is new to their program, and they have obtained further information from Fisheries Service and are assessing the new record for WHS. The department may develop additional protection comments regarding that species as the project planning continues. Review and comment on the Northern Map Turtle will be considered and should remain on the planning screen, but exact comments will depend on the more detailed future project information.

**Response 28:** The Project Team will continue to coordinate with DNR as they complete their evaluation on Chesapeake logperch (*Percina bimaculata*, synonym *Percina caprodes*) and Northern map turtle (*Graptemys geographica*). As the project planning continues through the subsequent design and permitting phases, the Project Team will work with DNR to develop additional measures, if necessary, to protect these species.

**Comment 29:** We can concur with the information regarding the project alternatives, including the purpose and need of the project. We support the continued study of impacts and impact minimization and understand the importance of the preferred alternative and targeted rail speeds.

**Response 29:** The Project Team appreciates the opportunity for continued coordination. The Team values your concurrence regarding the project alternatives and target speeds.

**MARYLAND DEPARTMENT OF THE ENVIRONMENT (MDE)**

Review Comments received by the Maryland State Clearinghouse for Intergovernmental Assistance via its electronic network, dated April 20, 2017.

**Comment 30:** If the proposed project involves demolition, any above-ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program for additional information.

**Response 30:** If underground petroleum storage tanks are unexpectedly encountered, the Project Team will contact the Oil Control Program and comply with applicable regulations (see EA Chapter 15, “Contaminated and Hazardous Materials”).

**Comment 31:** Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program for additional information regarding solid waste activities and contact the Waste Diversion and Utilization Program for additional information regarding recycling activities.

**Response 31:** The Project Team will provide contractors with appropriate disposal instructions. We appreciate the valuable input from the MDE on the project to date, and looks forward to future coordination during the subsequent design phase.

**Comment 32:** The Waste Diversion and Utilization Program should be contacted directly by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or



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disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.

**Response 32:** The Project Team will contact the Waste Diversion and Utilization Program prior to construction activities that may involve handling hazardous waste to ensure compliance with applicable regulations. The proposed Project would not involve treatment, storage, or disposal of hazardous wastes or radioactive wastes on site.

**Comment 33:** The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please contact the Land Restoration Program.

**Response 33:** The Project Team will seek assistance from MDE's Brownfields Site Assessment and VCP, if the need to acquire or redevelop eligible properties arises.

## D. STAKEHOLDER COMMENTS

### CITY OF HAVRE DE GRACE

Dianne Klair, Planner, letter dated April 4, 2017

**Comment 34:** Thank you for the opportunity for allowing the City to be represented as a Concurring Party to the Programmatic Agreement. I will provide appropriate points-of contact when the PA finalized. You will see a separate letter by Mayor Martin accepting the offer for the City to be a Concurring Party.

**Response 34:** The Project Team appreciates the City's acceptance to be a Concurring Party and the helpful comments received to date.

**Comment 35:** Thank you for 1) including comments regarding additional language from my letter dated November 2, 2016 in the text of the PA, and 2) for your letter dated March 13, 2017 where you stated that "[t]he design team is in the process of entertaining the use of a 220-foot space as the first span of the bridge on the Havre de Grace side of the project". This is a huge issue for us in Havre de Grace and I greatly appreciate your consideration of this solution. I would ask that some references to a longer span over the critical intersection of Otsego Street and Union Avenue be added in the narrative of the EA itself, since neither the text nor the latest engineering in EA Appendix B from June 2016 reflects that a longer span is being considered. (*See Appendix E, "Comments Received" for the complete comment, including specific suggested edits to the EA and PA*).

**Response 35:** Comments noted. Please see Appendix D, “Errata” for the text referencing the longer span and other requested revisions. Please note that Maryland State Highway Administration (SHA) approval is needed for the city-proposed roadway realignment of Otsego Street / North Union Street and Water Street.

**Comment 36:** Specific comments for the PA are as follows:

- The Havre de Grace District is still incorrectly identified as HA-1125; the correct identifier is HA-1617.
- Is it possible to change “could” to “would” and “may” to “will” under Stipulations I C? If another federal agency were involved, would they have to do another (separate) Section 106 Process? Please identify other federal agencies would potentially fund this project.
- Please add specific text for the potential for an expanded overland span (220-foot) in Havre de Grace.
- Please consider the aesthetic for future pier design, especially in relation to the futuristic rendering of the Preliminary Pier design under the Selected Bridge Type Design from the March 23, 2017 public meeting.

**Response 36:** The Project Team revised the PA to reflect the correct identifier (HA-1617). The original wording (“could” and “may”) must be retained since another federal agency (such as a federal permitting agency) may choose to become a signatory to the PA, but it is not required to do so. If that agency does not choose to sign on to this PA to fulfill its Section 106 obligations, then that agency would conduct its own Section 106 review. The revised PA includes text regarding consideration of the 220-foot-long span. Please see Response to Comment 33 regarding pier design.

**Comment 37:** Please include the following three letters in the EA documentation for the record in *Appendix H\_Public Involvement and Agency Correspondence.pdf* under the Section 106 Correspondence section: 1) My letter dated November 2, 2016 and the two-page attachment for Potential MOA Stipulations, 2) Mayor William T. Martin’s letter dated February 15, 2017, and 3) Mr. Brandon Bratcher’s response letter dated March 13, 2017. Each of these letters should also be referenced within the document in Table 20-2 (on p. 20-10) as part of the Section 106 Correspondence Summary for the record.

**Response 37:** Please see Appendix D, “Errata” and Appendix F, “Additional Correspondence and Outreach” for the requested revisions and the letters.

**Comment 38:** Statement about Preliminary Pier Design: The Preliminary Pier Design as shown on the Selected Bridge Type Design slide was not part of the EA; it was first shown at the March 23<sup>rd</sup> public outreach session and subsequent online materials. This is a modern, futuristic rendering as opposed to a more traditional pier design as described in the PA. Prior available views show a more traditional keyhole arch pier structure, and the Project Team used renderings of the length

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of the bridge with keyhole piers in its visual preference survey for the Girder Approach/Main Arch Span structure. It would be great to have a more understated, timeless aesthetic due to the historic communities in this eastern seaboard setting. The ideal is to somehow blend old and new while still meeting your engineering design criteria.

**Response 38:** As with all renderings presented throughout the course of the project, the pier design rendering shown at the March 23, 2017 Public Outreach Information Session was an illustrative example intended to solicit feedback and input from the communities. The keyhole pier design has not been eliminated from consideration. Amtrak will continue to coordinate with the communities regarding bridge and pier aesthetics during the subsequent design phase.

William T. Martin, Mayor, City of Havre De Grace, letter dated March 29, 2017

**Comment 39:** I am deeply appreciative of your letter dated March 13, 2017 where you stated that you will consider the use of a 220-foot span over the Otsego Street/Union Avenue intersection as an engineering solution for the entrance into our historic downtown commercial area. On behalf of the City of Havre de Grace, I accept the offer for the City to be a Concurring Party on the Programmatic Agreement that gets finalized following the Environmental Assessment comment period for the Susquehanna River Rail Bridge Project. Thank you for your continued public outreach and for working with us to accommodate our design concerns.

**Response 39:** The Project Team appreciates the acceptance to be a Concurring Party on the Programmatic Agreement and looks forward to future coordination and collaboration with the City of Havre de Grace. Amtrak will consider utilizing a 220-foot span(s) in the City of Havre de Grace as part of ongoing efforts to minimize effects to historic properties. Amtrak will submit design documents, to concurring parties and Maryland State Historical Preservation Officer for review and comment.

### CITY OF HAVRE DE GRACE AND TOWN OF PERRYVILLE

Review Comments received by the Maryland State Clearinghouse for Intergovernmental Assistance via its electronic network, dated April 20, 2017

**Comment 40:** Since as early as 2012, the City of Havre de Grace and the Town of Perryville have submitted advisory comments, as well as, formal comments through the Section 106 Process and Environmental Assessment 30-day review period to help the Applicant comprehend the potential impact of the Susquehanna River Rail Bridge Project on the residents' quality of life during the projected, useful life of the two, new planned bridges. *(For a sample of review comments and advisories from both municipalities enclosed as part of this comment, please see Appendix E, "Comments Received."*

**Response 40:** The Project Team considered all of the comments received regarding Section 106, including the Advisory Board bulletins. Input from the City of Havre de

Grace and the Town of Perryville was incorporated where feasible into the Programmatic Agreement (see Appendix C, “Programmatic Agreement”). Correspondence was included in Appendix D and Appendix H of the Environmental Assessment. Additional correspondence is included in Appendix F to this FONSI, “Additional Correspondence and Outreach.”

#### **CECIL COUNTY**

Review Comments received by the Maryland State Clearinghouse for Intergovernmental Assistance via its electronic network, dated April 20, 2017

**Comment 41:** The County finds this project to be consistent with its plans, programs, and objectives.

**Response 41:** The Project Team appreciates the valuable input from Cecil County on the project to date, and looks forward to future coordination during the subsequent design phase to ensure continued consistency with the County’s plans, programs, and objectives.

#### **HARFORD COUNTY**

Review Comments received by the Maryland State Clearinghouse for Intergovernmental Assistance via its electronic network, dated April 20, 2017

**Comment 42:** The County finds this project to be generally consistent with its plans, programs, and objectives.

**Response 42:** The Project Team thanks Harford County for the thoughtful review. Comment noted.

**Comment 43:** This project is showing potential impacts to 100-year floodplains (and floodways), tidal and nontidal wetlands and their buffers, and the Critical Area. Any development that occurs in the floodplain area in unincorporated Harford County would need a Floodplain Authorization. All impacts must meet Chapter 131 of the Harford County Code to meet the County’s Floodplain Management Program and Critical Area regulations.

**Response 43:** The project will seek approval regarding floodplains from the appropriate regulatory authority.

**Comment 44:** The commitment to the construction of the long-proposed pedestrian bridge from Harford County to Cecil County, preferably from Havre de Grace to Perryville, is now, at hand. Harford County firmly believes the approval of this badly-needed, new railroad bridge crossing over the Susquehanna River should be contingent upon co-approval of the pedestrian crossing. Without the approval and financial commitment at this time, Harford County fears this pedestrian crossing is doomed for good, putting an end to any hope of this very essential connection. The completion of the long-awaited land trail on both sides of the River with a pedestrian connection from Havre de Grace to Perryville will result

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in an economic resurgence for this region. Better yet, a pedestrian crossing connecting both sides of the Lower Susquehanna River Trail would provide a total package of benefits for both communities including public health, recreation, and economic growth, and a source of community pride and identity. Instead of focusing on why it cannot be built, the various government agencies should be focused on making the pedestrian crossing.

**Response 44:** The Project Team appreciates the valuable input from Harford County on the project to date, and looks forward to future coordination during the subsequent design phase. Please see Response to Comment 8 for more information regarding the requests for a multi-use path.

### SUSQUEHANNA RIVER RAIL BRIDGE PROJECT ADVISORY BOARD

Volney H. Ford, Chair, letter dated April 4, 2017

**Comment 45:** Based on street geometry a 220/220/220-foot pier placement from the abutment location shown would be optimum if designed properly. There are other benefits of this span/pier placement. It may afford the best possible gateway view scape into the historic downtown district, and should have the least impact on the dwelling at the corner. The first pier would be positioned just behind the rear corner of this dwelling, giving it the most open frontal and southerly side view scape possible with a very broad landscaped area along its side.

**Response 45:** Amtrak will consider using a 220-foot span(s) in the City of Havre de Grace as part of ongoing efforts to minimize effects to historic properties. Please see Response to Comment 33 and Response to Comment 36 and note that SHA approval is required for the city-proposed street realignment.

**Comment 46:** It appears that pier placement proposed herein will very conveniently allow the first stone pier now in use to be left in place as an artifact and monument to the bridge being torn down. The historic plaque mounted on the existing abutment should be redisplayed on this pier. Cleaning and restoration work on this pier would be more than offset by the cost of its removal, and once restored, would be mostly protected from the elements by the new bridge overhead. It is also well-removed from the pier locations proposed herein, and does not interfere with a Water Street realignment.

**Response 46:** Amtrak is willing to consider retaining the first existing pier provided it does not interfere with the roadway, construction of the project or future bridge maintenance access. Please note that considerable discussion with Maryland State Highway Administration is needed including approval of the city-proposed roadway realignment of Otsego Street / North Union Street and Water Street.

**Comment 47:** You are no doubt aware of our proposal to redesign and rededicate the adjacent David Craig Park into a bridge history theme, displaying key artifacts from the existing bridge which we have already identified in Advisory Bulletin #15,

along the interpretive photographs and historical information relating to all bridges and modifications that have ever existed in this vista. Saving the first pier of the existing rail bridge, as well as that of the long-gone original bridge would complement the theme of this park. That abandoned first pier in the river should likewise be carefully restored, using components from its sister piers to be removed from the river, if necessary.

**Response 47:** Please see Response to Comment 43 regarding retaining the first pier of the existing rail bridge. Restoration of the first in-river pier of the abandoned bridge downstream of the rail bridge will be considered by Amtrak. Please note the retaining this first in-river pier would require USCG approval.

**Comment 48:** I wish to thank you, Paul Del Signore of Amtrak, and the bridge project design team for making every effort to get the design of this intersection area right, in consideration of all interests and concerns that are involved. Again, we strongly urge the 220/220/220-foot span proposal as the most acceptable solution for Havre de Grace, based on all information made available to us to date.

**Response 48:** Comment noted. The Project Team looks forward to future coordination and collaboration with the Susquehanna River Rail Bridge Advisory Board.

#### **WILMINGTON AREA PLANNING COUNCIL**

Dave Gula, Principal Planner, comment form dated March 23, 2017

**Comment 49:** We appreciate the extensive public outreach program you have undertaken with this project. We hope to see the same level of public outreach when the construction program is announced. Please contact us for assistance with public outreach if necessary. We are looking forward to this presentation at our upcoming meeting on April 20.

**Response 49:** The Project Team notes the need for coordination to continue as design advances toward eventual construction. Comments noted.

#### **E. COMMENTS FROM THE PUBLIC**

Joe Kochenderfer, Havre De Grace, comment form dated March 23, 2017

**Comment 50:** Water line on Harford Board of Education property should be replaced by FRA/MDOT.

**Response 50:** The water line will be replaced as part of the Proposed Project.

**Comment 51:** At Otsego/Union Ave intersection distance between abutment and pier should be increased.

**Response 51:** The Project Team has been working with the City of Havre de Grace, MHT, the Susquehanna River Rail Bridge Advisory Board and others regarding the bridge

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abutment span lengths. As stated above, the Project Team will continue to evaluate the feasibility of a 220-foot-long span length.

Marc Dallaire, Perry Point Veterans Affairs Medical Center (VAMC), comment form dated March 23, 2017

**Comment 52:** Instead of cast in place “brick” finish on abutments, consider stone finish or stone block to complement historic sense of Rogers Tavern. I am sure some residents of HDG would appreciate stone abutments as well.

**Response 52:** The renderings shown at the March 23, 2017 Public Outreach Information Session were illustrative examples intended to solicit feedback and input from the communities. To the extent practicable, Amtrak will make commercially reasonable efforts to ensure that the design of the Project is compatible with affected historic properties and conforms to the guidance contained in the *Secretary of the Interior’s Standards for the Treatment of Historic Properties* (“Standards”).

Alan Snyder, email dated March 29, 2017

**Comment 53:** I am very concerned about the impact that the bridge project will have on 600, 604 and 606 Water Street in Havre de Grace, MD. I am especially interested in the distance of the bridge from the property line of 600 Water Street, the placement of the bridge piers and the new route for Otsego Street. It is important that the concerns of the local property owners, especially those that will be directly impacted, be taken into consideration before the design is finalized. I am formally requesting that I participate in the design discussions that are occurring with the town of Havre de Grace. For the record, I have also attached a letter that I sent to the Federal Railroad Administration on July 18, 2016 (*the letter, along with the response to the letter are included in Appendix F, “Additional Correspondence and Outreach.”* All of the concerns expressed in the letter remain valid and have not been addressed. I would like for them to be incorporated into your thoughts and plans as you move the project forward so that they can be fully addressed.

**Response 53:** To the extent possible at this stage of the Project, FRA addressed the concerns expressed in the July 18, 2016 letter. FRA’s response, dated August 30, 2016, is included in Appendix F, “Additional Correspondence and Outreach.” As the Project moves forward, the Project Team will continue to coordinate with property owners when appropriate.

Rick Kappler, via project website on December 23, 2016; February 28, 2017; March 3, 2017; March 14, 2017; March 22, 2017;

**Comment 54:** Will this bridge have bicycle and pedestrian paths on both sides of the bridge? Currently, there is an 80 mile detour to Columbia, Pennsylvania in order to cross the river. It is not pleasant to ride a bike with many cars on the highway bridge. I remember young adults walking on the current railroad bridge to walk from

Perry Point to a more “exciting” Havre de Grace after waiting thirty minutes for a taxi. It is great that it is finally legal in these modern times to be allowed to ride a bike on the nearby highway bridge during certain hours, but it is not a friendly place for kids on bikes riding on the same bridge with Wal-Mart trucks. There is no excuse for not accommodating room for both high-speed passenger trains along with pedestrian and bike paths. The veterans, employees, and visitors of the adjacent Veterans Administration (VA) medical center in Perry Point deserve access to the new bridge. The nearby tavern that President George Washington visited ought to be removed if there is a possible lack of room for the additional bike paths and railroad lines. The obesity epidemic calls for building more trails and more protected bike lanes. Pedestrian and bike access is about emergency access. Please build the pedestrian and bicycle access on this bridge or don’t build the new bridge at all.

**Response 54:** The Project Team appreciates your comments. Pedestrian and bicycle access is discussed in Response to Comment 8. Please note that Rodgers Tavern is a protected (Section 106) historic resource. As discussed, the Project Team designed the Proposed Project so as not to preclude the future addition of a multi-use path.



# Susquehanna River Rail Bridge Project

## Appendix B

### Environmental Commitments



**May 2017**

**A. MITIGATION, COMMITMENTS, AND MINIMIZATION MEASURES**

This section identifies commitments and measures that the Project Team considered in the Environmental Assessment to mitigate and minimize adverse impacts. The future Project sponsor, likely to be Amtrak,<sup>1</sup> should incorporate these measures during the detailed design and construction phases of the Project to the extent possible and practicable or required.

**TRANSPORTATION**

The Project would not preclude construction of the proposed Chesapeake Connector project on the eastern edge of the project limits. Amtrak will coordinate final design and construction of the Project with the MARC Northeast Maintenance Facility project, located on the eastern edge of the project limits. The City of Havre de Grace has developed plans to redesign the downtown gateway area at the intersection of Otsego Street and North Union Avenue, adjacent to the existing bridge abutment. Amtrak will continue to work with the City of Havre de Grace to accommodate these City-sponsored improvements.

**LAND USE, COMMUNITY FACILITIES, SOCIOECONOMICS, AND ENVIRONMENTAL JUSTICE**

The Federal funding agency will ensure that property acquisitions and displacements will adhere to the Uniform Act and all applicable Maryland State laws regarding relocation services, moving payments, and other allowable payments related to the displacement and moving costs. Where full property acquisition is required, property owners will be fairly compensated for the land acquired and the affected business will be provided with relocation assistance to facilitate their reestablishment elsewhere, should this be necessary.

**PARKS, TRAILS AND RECREATIONAL RESOURCES**

Amtrak will continue to work with the Harford County Public Schools (see Section 4(f) commitments) to minimize impacts to the Havre de Grace Middle/High School complex. Amtrak will continue to work with City of Havre de Grace to ensure that a replacement for the Jean S. Roberts boat ramp is provided in a suitable location. As detailed in the Programmatic Agreement (Appendix C), the future Project sponsor will contact National Parks Service (NPS) prior to initiating construction to determine whether any studies or evaluations related to the Captain John Smith Chesapeake National Historic Trail, Star-Spangled Banner National Historic Trail, and/or the Washington-Rochambeau Revolutionary Route National Historic Trail are underway or completed. If additional evaluation is warranted to determine if any segments of these trails are eligible for inclusion in the National Register of Historic Places (NRHP), the

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<sup>1</sup> The likely future Project sponsor is Amtrak. However, depending on the source of future funding, there may be other project sponsors.

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future Project sponsor will consult with the respective NPS trail Superintendent to complete such evaluations.

### **VISUAL & AESTHETIC CONDITIONS**

The proposed design for the two new bridges will be traditional in character and allow greater views under the bridge. Amtrak will avoid or minimize several potential visual adverse effects through the following:

- Design new physical structures such as the retaining walls in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Use a traditional design for the new bridges and the bridges' piers and ensure that the design allows greater views under the bridges.
- Apply an appropriate treatment to the retaining wall to minimize the visual adverse effect to Rodgers Tavern.
- Implement, to the extent practicable, construction near the Perryville Railroad Station that is compatible with the historic materials, features, size, scale and proportion of the station complex.
- Shift rather than demolish the Perry Interlocking Tower.
- Design undergrade bridge extensions using a form liner that emulates stone and is stained to be compatible with the color of the existing stone.
- Consider utilizing a 220-foot span(s) in the City of Havre de Grace as part of ongoing efforts to minimize effects to historic properties.

### **CULTURAL RESOURCES**

The future Project sponsor will undertake Phase IB archaeological investigations to determine the presence or absence of archaeological resources in these areas. If Phase IB testing identifies potentially significant (NR-eligible) archaeological resources in any of the Study Areas that could be affected by the Project, Phase II archaeological testing will determine the significance and the boundaries of the archaeological deposits. Additional information regarding the potential underwater archaeological resources within the Susquehanna River is required to determine potential impacts to these historic resources.

The Project Team identified measures to minimize and mitigate adverse effects to architectural resources in the Programmatic Agreement (PA), which has been prepared in coordination with MHT, concurring parties, and consulting parties. The PA (see Appendix C) includes a series of commitments and detailed measures that will be implemented.

### **SECTION 4(f)**

As discussed above, the Project Team identified measures to minimize and mitigate adverse effects to architectural resources in the PA, which has been prepared in coordination with MHT, concurring parties, and consulting parties. The PA includes a series of commitments and detailed measures that parties to the PA should implement. Additionally, future Project sponsor will implement the following measures to minimize harm to parkland:

- Continue to work with Havre de Grace to identify appropriate mitigation measures to mitigate the adverse impact on Jean S. Roberts Memorial Park and relocate the boat ramp.
- Implement the following measures to minimize harm to the Havre de Grace Middle/High School complex in collaboration with Harford County Public Schools:

- Build the railroad on an elevated structure over the 110-meter hurdle runout area. During construction, the runout may be reduced to 8.5 meters; after construction, it will be rebuilt to its current 11.5-meter length.
- Relocate the pole vault, high jump, long jump and storage shed.
- Reimburse Harford County Public Schools for the agreed upon additional design cost.
- Schedule construction to minimize disruption to athletic facilities, to the extent practical.
- Redesign the baseball field by shifting home plate three feet away from the railroad and rotating the field 2.5 degrees counterclockwise.
- Work with the baseball field redesign consultant to provide adequate clear area around Amtrak's proposed retaining wall.
- Provide conduit and embedded inserts for installation of a future score board by Harford County Public Schools.
- Install a protective netting to shield the railroad from foul balls.
- Relocate the water main in a casing, allowing future replacement to be done without affecting the athletic facilities.

#### **SECTION 6(F) RESOURCES**

The future Project sponsor will continue to coordinate with Harford County Public Schools to submit an application for land conversion to the NPS Regional Administrator through DNR. A suitable replacement property will be identified, in consultation with NPS, DNR and HCPS, once the project transitions into detailed design and as construction funds become available.

#### **NATURAL RESOURCES**

The Project Team has coordinated extensively with natural resource review agencies throughout the course of the project. As discussed in the EA, multiple permits and approvals will be required prior to construction. These permits and approvals will stipulate the final mitigation measures, based on the project's impacts. Nonetheless, the sections below outline some of the anticipated commitments and mitigation measures based on agency coordination and information obtained today.

#### *GEOLOGY & SOILS*

The future Project sponsor will prepare and implement a grading plan and erosion and sediment control plan in accordance with MDE regulations, and secure a Notice of Intent under the 2014 National Pollution Discharge Elimination System (NPDES) General Permit for Stormwater Associated with Construction Activity. Minimization techniques include:

- Seeding, sodding, and stabilizing slopes as soon as possible during construction.
- Stabilizing ditches at the tops of cuts and at the bottoms of fill slopes before excavation and formation of embankments.
- Using sediment traps, silt fences, slope drains, water holding areas, and other control measures.
- Using diversion dikes, mulches, netting, energy dissipaters, and other physical erosion controls on slopes where vegetation cannot be supported.

*FLOODPLAINS AND WETLANDS/WATERS OF THE US*

A Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland will be submitted, as this Project would impact nontidal wetland and waterways. The future Project sponsor would also be required to obtain other federal and state authorizations. The future Project sponsor will complete mitigation for wetland and waterway impacts in accordance with USACE/MDE recommendations. Any mitigation measures employed due to unavoidable impacts to Waters of the U.S., including wetlands, will follow the Federal Compensatory Mitigation Rule (33 CFR Part 325 and 40 CFR Part 230), and Maryland state compensatory guidelines, as well as other practicable recommendations from federal and state resource agencies. Mitigation could include mitigation banking credits, in lieu fees, or permittee-responsible mitigation using a watershed approach.

To ensure that floodwater impacts are minimized, drainage structures will be designed to maintain the current flow regime and prevent associated flooding, potentially through the construction of bottomless culverts and/or other measures. The Project Team may include the following minimization and mitigation efforts for floodplain encroachment: increased bridge spans over the 100- and 500-year floodplain, reducing encroachments by using 2:1 minimum slopes for rail berms, and building retaining walls, where practicable. The future Project sponsor will seek approval regarding floodplains from the appropriate regulatory authority.

*FOREST RESOURCES*

The future Project sponsor will offset any forest impacts by planting trees in cleared areas (reforestation) and/or in areas not previously forested (afforestation). If applicable, the Project future Project sponsor will prepare a DNR-approved Forest Conservation Plan (FCP) that prescribes the reforestation and afforestation acreage, any applicable construction work windows required to protect Forest Interior Dwelling Bird Species (FIDS), mitigation site selection process, planting requirements and specifications, and monitoring plan.

*AQUATIC RESOURCES*

The future Project sponsor will work with the NMFS, DNR, and other resource agencies to determine the most appropriate construction timing restrictions for each aquatic resource (e.g., Susquehanna River, SAV, streams, etc.) to protect multiple resources potentially occurring within the project area, including, federally endangered sturgeon, state endangered map turtle, and anadromous fish species. Amtrak will schedule any blasting activities to occur within a work window that corresponds to the time period of the year when protected species are least likely to occur in the vicinity of the project area, and conduct any blasting in such a manner as to minimize the potential for fish mortalities, in coordination with resource agencies. Amtrak will use appropriate measures (such as wooden cushion blocks and other Best Management Practices) during impact pile driving for the finger piers. The future Project sponsor will continue to coordinate with resource agencies regarding the tidal black bass fishery and any new information regarding logperch, the Northern map turtle, and other species located near the project site.

Amtrak will prepare an Erosion and Sediment Control Plan, implement stormwater best management practices (BMPs), and use sediment containment techniques, such as turbidity curtains, floating booms, and/or other approved best practices, during construction to minimize sediment releases that could harm SAV, water, or sediment quality. Mitigation for unavoidable impacts to SAV will follow the Federal Compensatory Mitigation Rule and other state compensatory mitigation guidelines, to be developed through coordination with federal and state

resource agencies. NMFS provided the following recommendations for SAV mitigation after removal of the temporary finger piers:

- Allow the sediment to settle.
- Replant the area the following growing season to restore existing conditions.
- Mitigate for the temporal loss of SAV habitat by planting additional SAV at a 3:1 ratio or as otherwise specified in project permits, preferably in locations where SAV has been successful in the past but has disappeared or has minimal density.
- Monitor the entire project site for five years to determine if there are additional SAV losses resulting from the Project that require mitigation and to determine the success of replanting. If SAV growth has not been documented by year three, a second round of planting may be necessary.

The future Project sponsor will investigate this approach along with other out-of-kind mitigation alternatives as the Project advances to later design phases.

The future Project sponsor will notify DNR and the public at least two weeks prior to periods when sediment is expected to be re-suspended, as recommended. As the project design and permitting progresses, the future Project sponsor will continue to monitor the mapped locations of SAVs and consider the use of demolition materials or clean spoil for the creation of additional aquatic habitat.

#### *THREATENED, ENDANGERED, OR SPECIAL CONCERN TERRESTRIAL RESOURCES*

The future Project sponsor will coordinate with DNR, as the Project progresses into later phases of design, regarding any potential disturbances to waterfowl along the shoreline and adjacent open waters and appropriate protection measures.

#### *CHESAPEAKE BAY CRITICAL AREA*

Minimization efforts to avoid the Critical Area were incorporated as part of the early design for the Project. The future Project sponsor will include further minimization and mitigation measures for unavoidable impacts to the Critical Area, such as:

- Strictly enforced erosion and sediment control measures.
- Replacement lands of equal or greater natural resource and economic value.
- Additional appropriate mitigation measures, such as landscaping (where applicable with respect to the resource).

The future Project sponsor will continue coordination with the CAC during the design phase of the Project to ensure compliance with all Critical Area criteria, mitigation requirements, and regulations.

#### *COASTAL ZONE MANAGEMENT*

The joint permit application/authorization process with MDE and the USACE will constitute Coastal Zone Management consistency.

#### **GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

Amtrak will use cement replacements, such as slag, fly-ash, silica fume, and calcined clay, and recycled steel as part of the contract requirements, to the extent practicable. The Project will be designed to accommodate reasonably foreseeable future conditions due to climate change.

## **CONTAMINATED & HAZARDOUS MATERIALS**

To prevent exposure pathways and doses during construction, the Project will include appropriate health and safety and investigative/remedial measures. The future Project sponsor will:

- Determine the need for additional investigation/remediation in consultation with MDE once the exact extent of disturbance and potential need for dewatering is identified.
- Follow established regulatory requirements for pre-construction removal of asbestos and appropriate management of lead-based paint and of PCB-containing equipment.
- Develop and implement an environmental Construction Health and Safety Plan (CHASP), conforming to applicable local, state, and federal regulatory requirements.
- Coordinate with the MDE Oil Control Program, the Solid Waste Program, the Waste Diversion Utilization Program, and the Brownfields Site Assessment and Voluntary Cleanup Program, as warranted, during future project phases.

## **CONSTRUCTION EFFECTS**

### *TRANSPORTATION*

Coordination will be required between the contractor, the USCG, and local mariners to permit safe passage of vessels during construction activities. To avoid damage to commercial fishing equipment during the construction period, waterborne construction traffic will use navigation routes selected in consultation with the local fishermen's organization. The future Project sponsor will consult with the commercial fishing community as needed during the construction process. The future Project sponsor will include provisions to avoid damage to commercial fishing equipment, such as advanced communication and schedule coordination, in construction documents for the Project. Amtrak will develop a construction access plan in coordination with the community, to determine appropriate highway access routes and acceptable street closure schedules.

### *CULTURAL RESOURCES*

To avoid accidental damage to adjacent resources, the Amtrak will develop a Construction Protection Plan (CPP) in consultation with SHPO for all historic properties that may be subject to inadvertent damage resulting from construction activities.

### *AIR QUALITY*

Amtrak will implement common construction practices to suppress dust emissions, including:

- Prepare a detailed dust control plan to minimize fugitive emissions and define measures to be used for each operation type and location.
- Use Tier 4 engines or, where Tier 4 is not available or practicable, Tier 3 engines retrofitted with EPA, California Air Resources Board (CARB), or VERT-approved after-market diesel particle filters (DPF) where technically feasible (including safety considerations) for all non-road diesel engines greater than 60 horsepower (hp). It is noted that use of after-market DPF for Tier 3 engines with ULSD fuel achieve nearly the same particulate matter emissions as the newer Tier 4 engines, and the use of Tier 3 engines ensures the lowest practicable NO<sub>x</sub> emissions to minimize NO<sub>2</sub> concentrations in the nearby areas to the extent practicable.

- Apply these requirements to all construction engines including, but not limited to, marine engines, nonroad engines, and portable and/or truck mounted equipment such as generators, pumps, and drills, including all phases of construction and any exploratory work such as test drilling.
- Minimize localized effects due to increases in on-road mobile source emissions through the use of barges or materials transport where feasible and the use of appropriate routes for truck deliveries (that avoid residential areas to the extent practicable).
- Strictly prohibit truck idling, other than in cases where a truck engine is required to operate auxiliary devices such as loading and unloading or concrete mixing.
- Require that all trucks expected to operate onsite, including but not limited to concrete mixing trucks and dump trucks, be model year (MY) 2007 or newer or equipped with DPF approved similar to the above non-road requirements (MY 2007 or newer vehicles are equipped with advanced systems to substantially reduce both PM and NOx emissions).
- Allow use small portable generators (including truck-mounted generators) up to 50 hp at land-based sites only for sites where construction duration would be limited (less than two weeks) and where obtaining a grid connection would be impracticable; no use of large generators at land-based sites.

#### *NOISE AND VIBRATION*

- Amtrak will use appropriate low-noise emission level equipment and implement operational procedures to ensure equipment noise emission levels that do not exceed the values shown in Table 17-2 in Chapter 8 of the EA.
- Amtrak will ensure compliance with noise control measures by including them in the contract documents as material specifications and by directives to the construction contractor.
- Amtrak will encourage the contractor to use quiet construction equipment. In addition to the establishment of a project-wide CPP, special measures set forth by MHT will be followed to protect historic resources from increased vibration levels associated with construction activities.
- At any construction location where historic resources, and particularly older fragile buildings, are within an area of potential effect (see Chapter 8, “Cultural Resources,” of the EA for more details), construction contractors will be required to implement special vibration protection measures.

The CPP for historic resources (discussed above under “Cultural Resources”) will likely include the following:

- Inspect and report on the current foundation and structural condition of any historic resources.
- Set up a vibration monitoring program to measure vertical and lateral movement and vibration to the historic structures within 150 feet of pile-driving activities. Details as to the frequency and duration of the vibration monitoring program will be determined as part of the Project’s ongoing consultation process with MHT.
- Establish and monitor construction methods to limit vibrations to levels that would not cause structural damage to the historic structures, as determined by the condition survey.



## **Susquehanna River Rail Bridge Project**

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- Issue “stop work” orders to the construction contractor, as required, to prevent damage to the structures, based on any vibration levels that exceed the design criteria in lateral or vertical direction. Work will not begin again until the steps proposed to stabilize and/or prevent further damage to the designated buildings were approved.

### *INFRASTRUCTURE AND UTILITIES*

Amtrak will coordinate relocation of the known utilities with the utility provider to minimize service disruptions.

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# **Susquehanna River Rail Bridge Project**

## **Appendix C**

### **Programmatic Agreement**



**May 2017**

## **PROJECT PROGRAMMATIC AGREEMENT**

**Among the  
FEDERAL RAILROAD ADMINISTRATION,  
MARYLAND STATE HISTORIC PRESERVATION OFFICER,  
And  
NATIONAL RAILROAD PASSENGER CORPORATION,**

**Regarding the  
SUSQUEHANNA RIVER RAIL BRIDGE PROJECT  
BETWEEN HAVRE DE GRACE, HARFORD COUNTY, MARYLAND  
AND PERRYVILLE, CECIL COUNTY, MARYLAND**

**WHEREAS**, the existing Susquehanna River Rail Bridge, located along the National Railroad Passenger Corporation's (Amtrak) Northeast Corridor (NEC) between the City of Havre de Grace, Harford County, and the Town of Perryville, Cecil County, was constructed in 1906 and is nearing the end of its useful life, with existing structural and operational deficiencies that cannot accommodate projected regional high-speed travel requirements on the NEC; and

**WHEREAS**, the Federal Railroad Administration (FRA) has provided funding through the High-Speed Intercity Passenger Rail (HSIPR) Program to the Maryland Department of Transportation (MDOT) to carry out preliminary engineering (PE) and environmental assessment in compliance with the National Environmental Policy Act (42 U.S.C. § 4321 et. seq.) (NEPA) for alternatives to replace the existing bridge; and

**WHEREAS**, FRA is preparing an Environmental Assessment (EA) pursuant to NEPA and has coordinated the NEPA processes with consultation pursuant to Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108) (NHPA), as amended, and its implementing regulations at 36 CFR § 800 (hereinafter collectively referred to as Section 106); and

**WHEREAS**, the Preferred Alternative identified in the EA consists of demolition and replacement of the existing Susquehanna River Rail Bridge and construction of two new two-track bridges over the Susquehanna River with a new track alignment, embankments, and retaining walls (hereinafter referred to as the Project) (Attachment 1); and

**WHEREAS**, Amtrak, owner and operator of the NEC and the existing Susquehanna River Rail Bridge, has acted as the Project designer responsible for carrying out the preliminary engineering in support of the NEPA process; and

**WHEREAS**, FRA has determined that, should FRA provide financial assistance for the Project, it would be an undertaking pursuant to Section 106, and FRA would be responsible for compliance with Section 106; and

**WHEREAS**, should FRA provide financial assistance for the Project (which could include financial assistance for further design, property acquisition, demolition, construction, and other related activities), FRA intends to use this Project Programmatic Agreement (PA) to satisfy its Section 106 responsibilities; and

**WHEREAS**, FRA, in consultation with the Maryland State Historic Preservation Officer (MD SHPO), has defined the Project's area of potential effects (APE) for historic architecture

(Attachments 2 and 3) and conducted technical studies for both historic architecture and archeology pursuant to Section 106 (Attachment 4); and

**WHEREAS**, FRA invited parties to consult in the Section 106 process (see Attachment 5), and FRA has consulted with the following parties who accepted the invitation: 1) Cecil County Government; 2) City of Havre de Grace; 3) Friends of Concord Point Lighthouse, Inc.; 4) Harford County Government; 5) Havre de Grace Decoy Museum; 6) Lower Susquehanna Heritage Greenway; 7) National Park Service (NPS), Chesapeake Bay Office; 8) National Railway Historical Society, Perryville Chapter; 9) Town of Perryville; 10) MDOT; and 11) Maryland Transit Administration (MTA) regarding the effects of the Project on historic properties, and has afforded the public-at-large an opportunity to comment through the concurrent NEPA public involvement process; and

**WHEREAS**, FRA has made a reasonable and good faith effort to identify Native American tribes and groups (the “Tribes”) that could attach religious or cultural significance to sites within the APEs upon which the Project could have an effect, namely the Accohannock Indian Tribe, Inc., the Assateague Peoples Tribe, Piscataway Conoy Confederacy and Sub-Tribes, Inc., Piscataway Indian Nation, Pocomoke Indian Tribe, Inc., Youghiogheny River Band of Shawnee Indians, Inc., and Nause-Waiwash Band of Indians, Inc., and invited them by letter dated August 1, 2014 to participate as consulting parties under 36 CFR 800.2(c)(2); and while none of the Tribes accepted, the Pocomoke Indian Tribe, Inc. attended two Section 106 Consulting Party meetings and expressed interest in remaining apprised of the Project; and

**WHEREAS**, through consultation, FRA has identified the following thirteen (13) architectural historic properties in the APE that are listed in or eligible for listing in the National Register of Historic Places (NRHP) (see Attachments 2 and 3):

1. Susquehanna River Rail Bridge and nine undergrade bridges (collectively known as the “Susquehanna River Rail Bridge Overpasses”) (HA-1712)
2. Havre de Grace Historic District (HA-1617)
3. Perryville United Methodist Church (CE-1573)
4. Perryville Presbyterian Church (CE-1574)
5. Southern Terminus, Susquehanna and Tidewater Canal – South Lock #1 and Toll House (HA-112; HA-113)
6. Martha Lewis (skipjack) (HA-2189)
7. Rodgers Tavern (CE-129)
8. Principio Furnace (Principio Iron Works) (CE-112)
9. Perry Point Mansion House and Mill (CE-146; CE-244)
10. Perryville Railroad Station (CE-1442)
11. Perry Point Veterans Administration (VA) Medical Center Historic District (CE-1544)
12. Crothers House (Furnace Bay Golf Course Clubhouse) (CE-1566)
13. Woodlands Farm Historic District (CE-145); and

**WHEREAS**, through consultation, FRA has determined that the Project, if constructed, will have an adverse effect on the following four historic properties:

1. Susquehanna River Rail Bridge and eight of the nine Susquehanna River Rail Bridge Overpasses that carry the NEC (Mill Creek Undergrade Bridge at Milepost 59.00; Perryville Railroad Station Undergrade Bridge at Milepost 59.39; Access Road Undergrade Bridge at Milepost 59.52; North Freedom Lane Undergrade Bridge at Milepost 60.51; North Stokes Street Undergrade Bridge at Milepost 60.56; Centennial Lane Undergrade

- Bridge at Milepost 60.61; North Adams Street Undergrade Bridge at Milepost 60.69; and North Juniata Street Undergrade Bridge at Milepost 60.77) (HA-1712)
2. Havre de Grace Historic District (HA-1617)
  3. Rodgers Tavern (CE-129)
  4. Perryville Railroad Station, including the Station, the Perryville Railroad Station Undergrade Bridge at Milepost 59.39, and the Perryville Interlocking Tower (CE-1442)

**WHEREAS**, through consultation, FRA has determined that the Project is located in an area with the potential for the presence of both pre- and post-contact archeological resources, but that the identification of and effects on archeological resources cannot be fully determined based on the current PE design; and

**WHEREAS**, through consultation, FRA has elected to complete the final identification, evaluation, and effects assessment on archeological resources in phases, pursuant to 36 CFR § 800.4(b)(2) and 800.5(a)(3), and in accordance with the ongoing consultation process specified in this PA pursuant to 36 CFR § 800.14(b); and

**WHEREAS**, FRA has invited Amtrak, as the Project designer, and owner and operator of the NEC, to participate in this PA as an invited signatory with responsibilities under this PA, and Amtrak has accepted; and

**WHEREAS**, FRA has invited the following four consulting parties to be concurring parties under this PA: MDOT, MTA, City of Havre de Grace, and Town of Perryville; and all four have accepted; and

**WHEREAS**, MD SHPO agrees that fulfillment of the terms of this PA will satisfy the responsibilities of any Maryland state agency under the requirements of the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Article §§ 5A-325 and 5A-326 of the Annotated Code of Maryland, for any components of the Project that require licensing, permitting, and/or funding actions from Maryland state agencies; and

**WHEREAS**, in accordance with 36 CFR § 800.6(a)(1), FRA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination and intention to enter into a PA with specified documentation by letter dated August 1, 2014, and the ACHP, by letter dated August 22, 2014, declined to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

**NOW, THEREFORE**, FRA, MD SHPO, and Amtrak (each a signatory and together signatories) agree the Project will be implemented in accordance with the following stipulations in order to take into account the effect of the Project on historic properties.

## STIPULATIONS

### I. APPLICABILITY

A. With the exception of the provisions regarding the identification, assessment, and adoption of treatment measures in Stipulations VI, VII, and VIII, this PA applies to FRA's undertaking and only binds FRA if FRA provides financial assistance for activities necessary to advance the Project toward and/or through construction.

B. Notwithstanding Stipulation I.A., this PA applies to all of Amtrak's activities necessary to advance the Project toward and/or through construction, including, but

not limited to, further design, acquisition of property for the Project, demolition, and construction that are funded with any amount of financial assistance from FRA or non-federal funds. Nothing herein shall be interpreted as agreement by Amtrak that Section 106 applies to other Amtrak projects with independent utility that use exclusively non-federal funds. This PA does not apply to actions or activities having independent utility that Amtrak may carry out, including the normal maintenance, upkeep, and continued safe operation of the NEC.

- C. This PA could apply should another federal agency have an undertaking as part of the Project; that agency may adopt this PA and agree to comply with its terms to fulfill its Section 106 responsibilities, as provided for in Stipulation XIV.

## **II. TIMING**

Activities necessary to advance the Project toward and/or through construction may be phased or implemented incrementally, as appropriate, relative to the schedule(s) and funding availability for further design and construction.

## **III. ROLES AND RESPONSIBILITIES**

- A. FRA, as a signatory and the lead federal agency for the NEPA work related to the Project, has authority to execute, amend, and/or terminate this PA. FRA will ensure that the identification, assessment, and adoption of treatment measures are carried out in accordance with the procedures established in Stipulations VI, VII, and VIII, regardless of whether or not FRA provides financial assistance for activities necessary to advance the Project toward and/or through construction. If FRA provides financial assistance for the Project, in addition to ensuring that the identification, assessment, and adoption of treatment measures are carried out in accordance with the procedures established in Stipulations VI, VII, and VIII, FRA will also ensure that all other stipulations and procedures in this PA are carried out, as appropriate, in accordance with the terms prescribed in this PA. If FRA provides financial assistance for activities necessary to advance the Project toward and/or through construction, FRA will continue to consult with all parties identified in the initial Section 106 consultation process resulting in the creation of this PA, and FRA will identify and invite additional consulting parties, as needed, to participate in the implementation of this PA.
- B. MD SHPO, as a signatory with responsibility for regulatory review and compliance, has authority to execute, amend, and/or terminate this PA and is also responsible for providing formal review and comment for actions requiring the same as part of carrying out this PA.
- C. Amtrak, as an invited signatory, has the same rights with regard to seeking amendment and/or termination of this PA as other signatories and will ensure that specified stipulations and procedures, for which it has assumed responsibility, are carried out in accordance with the terms prescribed in this PA.
- D. Consulting parties include certain additional individuals or organizations with a demonstrated interest in the Project who have already participated in, or who may later join in as consulting parties in the Section 106 process due to the nature of their legal or economic relation to the Project or affected properties, or their concern with the Project's effects on historic properties. Consulting parties, who may also have signed this PA as a concurring party, retain their rights as consulting parties to



participate in on-going consultation prescribed by this PA, and attain no additional rights relative to this PA.

- E. Concurring parties are consulting parties who have been invited to concur in this PA. Concurring parties to this PA are able to review and comment on draft documentation prepared pursuant to stipulations herein.

#### IV. PROFESSIONAL QUALIFICATIONS AND STANDARDS

- A. Amtrak will ensure that all work carried out pursuant to this PA will be done by or under the direct supervision of a qualified professional in the disciplines of Archeology, Architectural History and/or Historic Architecture who meets the relevant standards outlined in the Secretary of the Interior's (SOI) *Professional Qualifications Standards for Archeology and Historic Preservation* (36 CFR § 61) ([http://www.nps.gov/history/locallaw/arch\\_stnds\\_9.htm](http://www.nps.gov/history/locallaw/arch_stnds_9.htm)).
- B. Implementation of the stipulations pursuant to this PA will utilize, as appropriate, the following regulations, policies, standards, and guidelines, or any subsequent replacements of or revisions to same:
- Section 106, NHPA, as amended, and its implementing regulations (36 CFR § 800)
  - *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* (National Park Service 1995)
  - *Historic American Buildings Survey Guide to Field Documentation* (National Park Service, May 16, 2011)
  - *Historic American Buildings Survey Guidelines for Historical Reports* (National Park Service 2007)
  - *Heritage Documentation Programs, HABS/HAER/HALS Photography Guidelines* (National Park Service, November 2011, updated June 2015)
  - *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (Maryland Historical Trust, 2000)
  - *Guidelines for Compliance-Generated Determinations of Eligibility (DOEs)* (Maryland Historical Trust, 2002)
  - *Standards for Submission of Digital Images to the Maryland Inventory of Historic Properties* (Maryland Historical Trust, effective January 2008, revised January 2015)
  - *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 FR 44716)
  - *Section 106 Archaeology Guidance* (ACHP, 2009)
  - *Standards and Guidelines for Archeological Investigations in Maryland* (Maryland Historical Trust, 1994)
  - *Collections and Conservation Standards, Technical Update No. 1 of the Standards and Guidelines for Archeological Investigations in Maryland* (Maryland Historical Trust, Revised 2005)
  - *Curation of Federally-Owned and Administered Archeological Collections* (36 CFR § 79)
  - *Native American Graves Protection and Repatriation Act of 1990* (43 CFR § 10, as amended)

- Maryland Burial Law (Title 10 Subtitle 4 §§ 10-401 through 10-404 of the Annotated Code of Maryland)
- *Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects* (ACHP, February 23, 2007)

## V. TREATMENT MEASURES FOR ARCHITECTURAL RESOURCES

- A. Amtrak, in consultation with the signatories and concurring parties and, if using FRA financial assistance for activities necessary to advance the Project toward and/or through construction, as directed by and under the authority of FRA, will mitigate Project effects on architectural historic properties according to the stipulations and procedures outlined below. Amtrak will initiate the architectural stipulations and complete the stipulations in accordance with the Project phasing and the deadlines established herein.
- B. Prior to initiating construction, Amtrak will contact NPS to determine if there are any studies or evaluations that are underway or completed related to the following three National Historic Trails within the undertaking's APE: Captain John Smith Chesapeake National Historic Trail, Star-Spangled Banner National Historic Trail, and the Washington-Rochambeau Revolutionary Route National Historic Trail. If additional evaluation is warranted to determine if any segments of these trails are eligible for inclusion in the NRHP, Amtrak will consult with the respective NPS trail Superintendent to complete such evaluations. If Amtrak in consultation with FRA (if providing financial assistance for the Project), MD SHPO, and NPS identify any additional resources listed in or eligible for listing in the NRHP, Amtrak will follow the procedures described in Section VII.
- C. Design Review
1. To the extent practicable, Amtrak will make commercially reasonable efforts to ensure that the design of the Project is compatible with affected historic properties and conforms to the guidance contained in the *Secretary of the Interior's Standards for the Treatment of Historic Properties* ("Standards"). For those components of the Project that may affect historic resources, Amtrak will develop design documents in consultation with MD SHPO and concurring parties. MD SHPO review of design documents (plans and specifications) will occur at approximately 30% design and 60% design. These reviews will be limited to determining whether proposed designs are compatible with affected historic properties and in conformance with the *Standards*. Amtrak will submit design documents, with an explanation of how the proposed design conforms to the *Standards* to concurring parties and MD SHPO for review and comment. Amtrak, in consultation with MD SHPO and FRA (if providing financial assistance for the Project), will address any design and preservation issues identified by MD SHPO at the 30% and 60% stages of design.
  2. Amtrak will ensure individual historic properties and contributing elements of historic districts are clearly labeled on all relevant Project plan sheets.
  3. Amtrak will consult with MD SHPO and concurring parties to determine which aspects of the design will require additional SHPO coordination regarding exterior appearance. For those features for which MD SHPO or concurring parties request more information, Amtrak will submit to MD SHPO and concurring parties additional material such as color renderings, catalog documentation, or material samples.



4. Amtrak will consider design review comments provided by the signatories and concurring parties, but ultimately is responsible for ensuring that the structural and engineering design of bridges and other structures meets engineering and safety standards for passenger and freight railroads.
5. To the extent practicable, Amtrak will design the proposed new bridges, including the bridge superstructure and piers, to reflect traditional design features and to preserve the existing viewshed from the Havre de Grace Historic District.
6. Amtrak will design the alterations to the eight Susquehanna River Rail Bridge overpasses in accordance with the *Standards*. The proposed treatment will include design of the new extensions to include a form liner that emulates the look, color, and texture of the bridges' existing stone; the installation of lighting to improve the safety beneath the bridges, and, to the extent practicable, steps to eliminate the water infiltration and mineral seepage in the existing stone material.
7. Amtrak will develop an aesthetic treatment for the retaining wall that is to be constructed in close proximity to Rodgers Tavern. The treatment plan will include consideration of utilizing a stone form liner to emulate the look, color, and texture of the stone in the Rodgers Tavern.
8. For any proposed retaining wall that has the potential to affect a historic property, Amtrak will design the new wall in accordance with the *Standards*.
9. Amtrak will consider utilizing a 220-foot span(s) in the City of Havre de Grace as part of ongoing efforts to minimize effects to historic properties. In accordance with Section IV. C above, Amtrak will submit design documents, with an explanation of how the proposed design conforms to the *Standards*, to concurring parties and MD SHPO for review and comment.

D. Mitigation for Construction-Related Impacts

1. Amtrak will develop plans in accordance with the *Standards* in order to relocate the Perryville Interlocking Tower to a new location that is within the NEC right-of-way and is in close proximity to the Perryville Railroad Station. In coordination with the MD SHPO and consulting parties, Amtrak will implement such plans and relocate the Perryville Interlocking Tower.
2. Amtrak will replace in-kind sections of the existing signature sidewalks on Union Avenue, Otsego Street, and Water Street in Havre de Grace damaged during Project construction.
3. If the bridge construction staging area occurs on the publicly-owned land along Water Street, Union Avenue, and/or St. Johns Street in Havre de Grace, Amtrak will repair portions of the sites damaged during Project staging or construction, including, as needed, removal of hard pack stone and the replanting of lawn areas, the planting of trees and shoreline buffer areas, and the installation (or re-installation) of Jean S. Roberts Memorial Park and/or David R. Craig Park improvements.
4. Amtrak will prepare and enforce a Historic Properties Construction Protection Plan (Protection Plan) to protect against, monitor for, and manage construction-related physical effects on identified historic properties. The Protection Plan will apply to historic properties located inside, adjacent to, or above the Project limits of disturbance, stockpile locations, construction staging areas, and any other area where Project activities may take place.
5. At minimum, the Protection Plan will: identify and map all historic properties subject to the Protection Plan; require security fencing; establish vibration thresholds; address potential ground displacements; provide monitoring; and create a publicly- accessible telephone hotline and emergency response

procedure for reporting and addressing threats or physical damage to historic properties.

6. Amtrak will develop and distribute the draft Protection Plan with the 90% Project plan sheets and specification documents to the signatories and concurring parties for review and comment following the steps described in Stipulation XI. Amtrak will deliver to the signatories and concurring parties the final Protection Plan with delivery of the 100% Project plan sheets and specification documents.

E. Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) Documentation

1. Amtrak will prepare individual Level II HABS/HAER written and photographic documentation for deposit with NPS and MD SHPO for the following historic resources:
  - a) Susquehanna River Rail Bridge: Amtrak will prepare a HAER recordation of this historic property focusing on the bridge, which is both individually eligible for the NRHP and a contributing element of the Havre de Grace Historic District. Photographic documentation will record the complete bridge structure and its swing mechanism, setting, and wider railroad corridor within the vicinity of the Susquehanna River. Written documentation will focus on the history of transportation in the region, the role of the Pennsylvania Railroad, and the story behind the final location, design, engineering, and method of construction used for building the existing Susquehanna River Rail Bridge.
  - b) Eight Overpass Bridges: Amtrak will prepare HAER recordations of these historic resources focusing on the bridges and their settings. All eight bridges contribute to the significance of the Susquehanna River Rail Bridge; the North Freedom Lane Undergrade Bridge at Milepost 60.51; North Stokes Street Undergrade Bridge at Milepost 60.56; Centennial Lane Undergrade Bridge at Milepost 60.61; and North Adams Street Undergrade Bridge at Milepost 60.69 contribute to the Havre de Grace Historic District; and the Perryville Railroad Station Undergrade Bridge at Milepost 59.39 contributes to the Perryville Railroad Station complex. The photographic documentation will record the bridges, their retaining walls, and the surrounding resources, including the Havre de Grace Historic District and the Perryville Station complex. The written documentation will address the bridges' construction as part of the Pennsylvania Railroad's early 20<sup>th</sup> century construction campaign; the railroad's overall construction and evolution; the importance of the stone architecture construction and the relationship to locally quarried stone; and the importance of alleys in the physical development of Havre de Grace.
  - c) Perryville Interlocking Tower: Amtrak will prepare a HAER recordation of this resource focusing on the structure and setting of the tower, including the Perryville Station and the Perryville Railroad Station Undergrade Bridge at Milepost 59.39. The written documentation will address the structure's significance as part of the Pennsylvania Railroad's early 20<sup>th</sup> century building campaign as well as the station complex's architectural significance.
2. Amtrak will consult with the NPS Northeast Region HABS/HAER office on the final scope, content, format, and disposition of each recordation effort. This includes consideration of a procedure for an interim submission of the photographic documentation for NPS review and approval, in order to release the

structures for construction activities prior to completion of the remaining recordation package. Amtrak will prepare the photographic documentation using digital images consistent with Level II HABS/HAER photography guidelines contained in Stipulation IV.B.

3. Where possible, the HABS/HAER written documentation will draw upon original construction documents, historic photographs, and oral interviews with local residents or individuals possessing special knowledge. Potential repositories to consult for information on individual buildings, structures, and railroad resources include, but are not limited to, the Amtrak archive, National Archives, Maryland State Archives, Maryland Historical Society, Pennsylvania State Archives, and Hagley Archives.
4. As relevant, the content of the HABS/HAER documentation will draw upon research and documentation carried out as part of the interpretive displays (Stipulation V.F.).
5. Amtrak will initiate each HABS/HAER recordation when funds are committed for activities necessary to advance the Project toward and/or through construction that will affect historic properties and/or contributing elements to historic districts. Amtrak will complete the photographic recordation phase prior to the initiation of construction activities associated with the historic property or contributing element to be documented. Amtrak will leave each building or structure and its associated parcel of land in an unaltered appearance until the photographic documentation phase is completed.
6. Unless otherwise agreed to by NPS and MD SHPO, Amtrak will ensure that all documentation is completed and accepted by HABS/HAER prior to the commencement of construction and/or demolition activities associated with the historic property or contributing element to be documented.
7. Unless otherwise agreed to by NPS and MD SHPO, Amtrak will provide final copies of each HABS/HAER recordation document to NPS and MD SHPO, and offer copies to FRA, the Maryland State Archives, Maryland Historical Society, City of Havre de Grace, the Town of Perryville, the Historical Society of Cecil County, the Historical Society of Harford County, the Lower Susquehanna Heritage Greenway, the B&O Railroad Museum, and the Pennsylvania Railroad Technical & Historical Society.

F. Interpretive Displays

1. Amtrak will prepare historic interpretive material related to the importance of the transportation history of Havre de Grace and Perryville, including a film that documents the Susquehanna River Rail Bridge in operation. In consultation with the signatories and concurring parties, Amtrak will first develop a plan that specifies what interpretive material will be developed, what historic themes will be included, and where the material will be located. Possible interpretive themes for the displays include, but are not limited to, the area's transportation history and how it affected the development of the area as a regional commercial center; the convergence of multiple forms of transportation, e.g., ferry, canal, rail, and roadway; the history of the Pennsylvania Railroad and its development of the NEC; the architectural and engineering importance of the Susquehanna River Rail Bridge and the associated overpass bridges; the use of locally quarried Port Deposit granite; and relevant themes associated with the Captain John Smith Chesapeake National Historic Trail, the Star-Spangled Banner National Historic Trail, and the Washington-Rochambeau Revolutionary Route National Historic Trail.

2. To the extent practicable, the content of the interpretive displays will draw upon research and documentation carried out as part of the HABS/HAER recordation (Stipulation V.E.) and archeological studies (Stipulation VI) prescribed in this PA. This includes any oral interviews with local residents or individuals possessing special knowledge.
3. Amtrak will submit draft and final outlines, text copy, and exhibition scripts for the interpretive displays to the signatories and concurring parties for review and comment following the steps described in Stipulation XI.
4. Amtrak will submit these interpretive display materials to MD SHPO and concurring parties for review and comment.
5. Amtrak will complete installation of the interpretive displays in accordance with the above-referenced plan prior to completion of Project construction.
6. Amtrak will provide MD SHPO and concurring parties with copies and/or photographs of the completed interpretive displays.

G. Salvage Bridge Components

1. Prior to demolition activities, Amtrak will engage a qualified professional(s) meeting the Secretary of the Interior's *Professional Qualification Standards for Archeology and Historic Preservation* in the disciplines of Architectural History or Historic Architecture to examine the bridge and identify materials recommended for salvage. Examples of appropriate salvage materials include, but are not limited to: part of a deck truss, the swing span pier top with its ring and pinion gear assembly and turning casters, the top layer of granite from the circular pier, the motor and drive assembly, the control house, the dedication plaque embedded in an original bridge pier near the Perryville shoreline, and a large dedication plaque mounted into the face of the current westerly abutment.
2. Amtrak will make a reasonable and good-faith effort to ensure standard care is used in removing the materials identified for salvage, transporting them to storage, and securing them from vandalism, theft, and weather, in accordance with all applicable statutes and regulations. If salvage items are found to possess or are judged likely to be contaminated by hazardous material or waste, Amtrak may withdraw the material without making it available for use and handle and dispose of the same in accordance with applicable statutes and regulations. However, Amtrak will not be required to affirmatively certify the condition of salvaged material as safe or appropriate for any particular use.
3. Amtrak will hold the salvaged material for a period of 12 months from the time it is placed into storage, and make it available free of charge and during reasonable hours. Amtrak will not be responsible for delivering the salvaged material to a party that accepts ownership. At the end of the retention period, Amtrak may sell or dispose of the remaining unused materials in accordance with applicable statutes and regulations. Nothing herein shall be interpreted to require Amtrak to donate material owned by Amtrak in contravention to internal Amtrak policies and procedures relating to the donation or gifting of Amtrak property.
4. Amtrak will provide for a means of notifying the public and specific interest groups as to the availability of the salvaged material. Amtrak will provide all material for salvage on an "as-is, where-is" basis, and will make no warranty as to condition, suitability, serviceability, or degree of contamination for any intended subsequent use. Amtrak will prepare and deliver a written receipt specifying the terms of acceptance of the salvaged material to all recipients for their review and signature. The receipts will become a part of the official Project

record. Recipients will be required to indemnify Amtrak and other signatories of this PA against any and all claims arising from the acquisition and use of received salvaged materials.

5. Amtrak will consult with the signatories and concurring parties on the materials proposed for salvage and the provisions and procedures for notification to the public of the availability of salvage materials following the steps outlined in Stipulation XI. Amtrak will incorporate the same into its final plans and specifications for the removal and staging/storage of the salvaged materials.

## **VI. TREATMENT MEASURES FOR ARCHEOLOGICAL RESOURCES**

A. Amtrak, in consultation with the signatories and consulting parties, will identify and assess Project effects on archeological historic properties according to the stipulations and procedures outlined below. Amtrak will initiate the archeological stipulations and complete the stipulations, including mitigation measures, in accordance with the Project phasing and the deadlines established herein. Amtrak will complete mitigation measures as directed by and under the authority of FRA. Amtrak will ensure that no ground-disturbing activities associated with the Project take place in areas subject to archeological investigation until the required fieldwork is completed and reviewed by the MD SHPO and the location is formally released for ground-disturbing activities to commence.

### **B. Define Archeological APE**

In consultation with FRA and MD SHPO, Amtrak will define the Project APE for archeology (36 CFR § 800.16(d)). The archeological APE will include the Project's limits of disturbance, which consists of the area in which ground disturbance is expected to take place, and can include excavation sites, construction staging areas, material disposal sites, temporary access roads, utility and storm water management sites, and off-site mitigation sites. The archeological APE is subject to change as Project plans advance.

### **C. Supplemental Phase I Survey**

1. At such time that Amtrak commences additional phases of engineering design, and subject to available funding, but no later than when funding is available for final design, Amtrak will conduct a Supplemental Phase IA archeological survey to update the initial Phase IA archeological survey completed in August 2014, and to further refine the archeological context, sensitivity, and predictive models for the location of potential sites within the archeological APE.
2. Amtrak will prepare and submit a technical report containing the results of the Supplemental Phase IA archeological survey, together with proposed recommendations and required work plans for Phase IB testing surveys, if any, to FRA for review. Upon FRA's approval, Amtrak will submit the Phase IA report to MD SHPO and consulting parties for review and comment following the steps described in Stipulation XI.
3. Amtrak will complete one or more Phase IB survey(s), as appropriate, to identify archeological resources.
4. Amtrak will prepare and submit a technical report(s) containing the results of each Phase IB survey, together with proposed recommendations and required work plans for Phase II survey, if any, to FRA for review. Upon FRA's approval, Amtrak will submit the Phase IB report(s) to MD SHPO and consulting parties, as appropriate, for review and comment following the steps described in Stipulation XI.



D. Phase II Evaluation

1. Amtrak will complete one or more Phase II survey(s), as appropriate, to evaluate the NRHP eligibility of any intact archeological resources that may be affected by the Project.
2. Amtrak will prepare and submit a technical report(s) containing the results of each Phase II survey, together with proposed NRHP eligibility recommendations, to FRA for review. Upon FRA's approval, Amtrak will submit the Phase II report(s) to MD SHPO and consulting parties, as requested, for review and comment following the steps described in Stipulation XI. The technical document(s) may be combined with the effects assessment as outlined in Stipulation VI.D.3, below.
3. Amtrak will prepare one or more document(s) containing an assessment of Project effects on archeological historic properties according to the criteria of adverse effects (36 CFR § 800.5), and submit the document(s) to FRA for review. Upon FRA's approval, Amtrak will submit the effects assessment document(s) to MD SHPO and consulting parties, as appropriate, for review and comment following the steps described in Stipulation XI. If FRA, in consultation with the signatories and consulting parties, determines that an archeological historic property will be adversely affected by the Project, the signatories and consulting parties, as appropriate, will consult on strategies to avoid, minimize, or mitigate the adverse effect. Examples include, but are not limited to, avoidance, protection, alternative mitigation, or data recovery. The effects assessment may be combined with the technical report as outlined in Stipulation VI.D.2, above.
4. Amtrak will memorialize the approach and treatment measures to resolve adverse effects to archeological historic properties in a document submitted to the signatories and consulting parties, as appropriate, for review and comment following the steps described in Stipulation XI.
5. Upon FRA's approval of the approach and treatment measures memorialized in accordance with Section VI.D.4., above, Amtrak will carry out the approved approach and treatment measures.

E. Phase III Data Recovery

1. If an adverse effect cannot be avoided or alternatively mitigated, Amtrak, in consultation with signatories and consulting parties, will mitigate the adverse effect through a program of data recovery.
2. Amtrak will prepare and submit one or more plan(s) for conducting Phase III data recoveries to the signatories and consulting parties, as appropriate, for review and comment following the steps described in Stipulation XI. At a minimum, each data recovery plan will include:
  - a) A list of research questions to be addressed, with a discussion of their relevance and importance;
  - b) Methods to be used for fieldwork and laboratory analysis, with a justification of their cost-effectiveness and how they apply to the particular sites and the research questions;
  - c) A schedule for completing field and laboratory work, and submitting draft and final documents for MD SHPO's review and comment;
  - d) Methods to be used in managing and curating artifacts, data, and other records;

- e) Procedures for evaluating and treating unanticipated discoveries consistent with the provisions of Stipulation VIII;
  - f) A procedure for documenting the completion of fieldwork and releasing sites for construction activities; and
  - g) Provisions for disseminating the research findings to consulting parties, professional peers, and the general public.
3. Upon FRA's approval of the approach and treatment measures memorialized in accordance with Section VI.E.2., above, Amtrak will execute the Phase III data recovery plan(s).

F. Curation

Amtrak will curate all materials and records resulting from archeological investigations conducted for the Project in accordance with 36 CFR § 79 at the Maryland Archeological Conservation Laboratory (MAC Lab), unless Amtrak cannot obtain clear title, Deed of Gift, or curation agreement for the collection. Amtrak will notify FRA's Federal Preservation Officer in writing regarding any such curation activities. Amtrak will consult with MD SHPO and FRA regarding the appropriate disposition of any materials or records not proposed for curation at the MAC Lab.

G. Protection of Archeologically-Sensitive Information

Amtrak will submit copies of all final archeological documents stipulated in this PA to FRA and MD SHPO. Interim and final archeological reports and related documentation will be distributed to other consulting parties and qualifying agencies only upon request, and in redacted form, as appropriate, in order to ensure the security of archeological sites.

**VII. PROJECT CHANGES**

A. Amtrak will afford the signatories and consulting parties the opportunity to review and comment on Project changes that are of a nature that could potentially affect historic properties. Amtrak will submit written documentation, including Project plan sheets or sketches showing the modification, a brief explanation why the change is needed, and a plan for any proposed Section 106 work, to the signatories and consulting parties for review and comment following the steps described in Stipulation XI.

B. Historic Architecture

1. As needed, and with assistance from FRA and MD SHPO, Amtrak will refine an APE in consultation with the signatories and concurring parties. Amtrak will conduct an architectural survey to identify historic properties listed in or eligible for listing in the NRHP, and prepare and submit one or more technical document(s) containing the results of the architectural survey, together with the proposed identification of historic properties and recommendations for next steps, if any, to FRA for review. Upon FRA's approval, Amtrak will submit the document(s) to MD SHPO and concurring parties, as appropriate, for review and comment following the steps described in Stipulation XI.
2. Amtrak will prepare one or more document(s), containing a proposed assessment of Project effects on architectural historic properties according to the criteria of adverse effects (36 CFR § 800.5), and submit the document(s) to FRA for review. Upon FRA's approval, Amtrak will submit the effects assessment document(s) to MD SHPO and concurring parties, as appropriate, for review and comment following the steps described in Stipulation XI. If FRA, in consultation

with the signatories and concurring parties, determines that an architectural historic property will be adversely effected by the Project, then the signatories and concurring parties will consult on strategies to avoid, minimize, or mitigate the adverse effect.

3. Amtrak will memorialize the approach and treatment measures to resolve adverse effects to architectural historic properties in one or more document(s) submitted to the signatories and concurring parties, as appropriate, for review and comment following the steps described in Stipulation XI.
4. Upon FRA's approval of the approach and treatment measures memorialized in accordance with Section VII.B.3., above, Amtrak will carry out the approach and treatment measures.

C. Archeology

Project modifications with the potential to impact archeological deposits will be addressed pursuant to Stipulation VI.

### **VIII. UNANTICIPATED DISCOVERIES**

- A. Amtrak will develop an Unanticipated Discoveries Plan (UDP) to be included in construction and bidding documents for contractor/team use in the event of unanticipated discoveries. The plan will incorporate a procedure for interacting with the media, a chain of contact, and other relevant provisions, as needed. Amtrak will submit the UDP to the signatories and concurring parties for review and comment following the steps described in Stipulation XI.
- B. In the event any previously unidentified historic architectural or archeological resource is discovered, Amtrak will require the contractor to halt all work that may affect the resource. For any discovered archeological resources, Amtrak will also halt work in surrounding areas where additional subsurface remains can reasonably be expected to be present. Work in all other areas of the Project may continue.
- C. Amtrak will notify the signatories and consulting parties, and FRA will notify appropriate federally recognized Native American tribes, if appropriate, within 48 hours of the discovery (36 CFR § 800.13(b)(3)). As needed, FRA will also identify and invite additional consulting parties to confer on unanticipated discoveries.
- D. Amtrak, in consultation with the signatories and consulting parties, will investigate the discovery site and resource(s) according to the professional standards and guidelines contained in Stipulation IV. Amtrak will prepare and submit a written document containing a proposed determination of NRHP eligibility of the resource, an assessment of project effects on historic properties, if appropriate, and any recommended treatment measures to FRA for review. Upon FRA's approval, Amtrak will submit the determination of NRHP eligibility, effects assessment, and/or recommended treatment measures document, if appropriate, to MD SHPO and consulting parties, as appropriate, for review and comment. If the potential resource is associated with Native American prehistory or history, FRA will provide the documentation to federally recognized Native American tribes within five working days for their review with a request for comment. The signatories, consulting parties, and federally recognized Native American tribes, if participating, will respond with any comments within five (5) working days of receipt.



- E. If it is necessary to develop treatment measures in accordance with Stipulation VIII.D., above, Amtrak will carry out the approach and treatment measures after approval by FRA.
- F. Amtrak will ensure construction work within the affected area does not proceed until FRA, in consultation with MD SHPO and federally recognized Native American tribes, as appropriate, determines that either 1) the located resource is not NRHP-eligible or 2) the agreed upon treatment measures for historic properties have been implemented.

#### **IX. TREATMENT OF HUMAN REMAINS**

- A. If human remains are encountered during archeological investigations or construction, Amtrak will require the contractor to immediately halt subsurface disturbance in that portion of the Project area and immediately secure and protect the human remains and any associated funerary objects in place in such a way that minimizes further exposure or damage to the remains from the elements, looting, and/or vandalism.
- B. Amtrak will immediately notify the appropriate Police Department to determine if the discovery is subject to a criminal investigation by law enforcement, and notify the signatories within 24 hours of the initial discovery.
- C. If a criminal investigation is not appropriate, Amtrak will apply and implement all relevant laws, procedures, policies, and guidelines contained in Stipulation IV.B concerning the treatment and repatriation of burial sites, human remains, and funerary objects.
- D. In the event the human remains encountered could be of Native American origin, whether prehistoric or historic, FRA will immediately notify the appropriate federally recognized Native American tribes and the Maryland Commission on Indian Affairs (MCIA), and consult with them and MD SHPO to determine the treatment plan for the Native American human remains and any associated funerary objects.
- E. If the remains are not of Native American origin, Amtrak will, as appropriate, develop a research design/treatment plan for the appropriate treatment of the remains and any associated artifacts, consistent with procedures and guidelines contained in Stipulation IV.B. and submit the design and plan for review and comment by the signatories and consulting parties following the steps described in Stipulation XI.
- F. Amtrak will ensure the contractor will not proceed with work in the affected area until FRA, in consultation with MD SHPO and federally recognized Native American tribes, as appropriate, determines the development and implementation of an appropriate research design/treatment plan or other recommended mitigation measures are completed. However, work outside the area may continue.

#### **X. EMERGENCY SITUATIONS**

- A. Should an emergency situation occur that represents an imminent threat to public health or safety, or creates a hazardous condition and has the potential to affect historic properties, Amtrak will contact the appropriate Police Department, as needed, as soon as possible and notify the signatories and concurring or consulting parties, as appropriate, within 24 hours of the condition which created the emergency,

the immediate action taken in response to the emergency, the effects of the response to historic properties, and, where appropriate, further plans to address the emergency. This will include any further proposals to avoid, minimize, or mitigate potential adverse effects to historic properties.

- B. The signatories and concurring or consulting parties, as appropriate, will have seven days to review and comment on the plan(s) for further action. If FRA, MD SHPO, and concurring or consulting parties do not object to the plan within the review period, then Amtrak will implement the proposed plan(s).
- C. Where possible, Amtrak will ensure that emergency responses allow for future preservation or restoration of historic properties, take into account the *SOI Standards for the Treatment of Historic Properties*, and include on-site monitoring by the appropriate qualified professional as contained in Stipulation IV.
- D. Immediate rescue and salvage operations conducted to preserve life or property are exempt from these and all other provisions of this PA.

#### **XI. DOCUMENT REVIEW**

- A. Unless otherwise stated elsewhere in this PA, the signatories, consulting parties, and/or concurring parties will provide comments on the documents they review to either FRA or Amtrak, as appropriate, and as set forth herein.
- B. The signatories, consulting parties, and/or concurring parties will have up to 30 calendar days from the date of receipt to review and provide written comments to FRA or Amtrak on documents stipulated in this PA.
- C. FRA and/or Amtrak will consider and incorporate any written comments received within the timeframe, as appropriate, into the documentation.
- D. If the signatories, consulting parties, and/or concurring parties do not submit written comments to FRA and/or Amtrak within 30 calendar days of receipt of any document, it is understood the non-responding parties have no comments on the submittal.
- E. If the signatories, consulting parties, and/or concurring parties object to or recommend extensive revisions to submissions stipulated in the PA, FRA and/or Amtrak will work expeditiously to respond to the recommendations and resolve disputes.
- F. If FRA and/or Amtrak cannot resolve the disputes, and if further consultation with the signatories, consulting parties, and/or concurring parties is deemed unproductive by any party, the parties will adhere to the dispute resolution procedures detailed under Stipulation XV, below.
- G. The signatories, consulting parties, and/or concurring parties acknowledge the timeframes set forth in this PA will be the maximum allowed under normal circumstances. In exigent circumstances (e.g., concerns over construction suspensions or delays), all parties agree to expedite their respective document review and dispute resolution obligations.

## **XII. COMMUNICATIONS AND CONTACT INFORMATION**

Either paper or electronic mail (email) will serve as the official method of correspondence for all communications regarding this PA and its provisions. For purposes of notices and consulting pursuant to this PA, contact information for each of the signatories and concurring parties is provided in Attachment 6. Names and contact information therein may be updated, as needed, without an amendment to this PA.

It is the responsibility of each signatory, consulting party, and concurring party to immediately inform FRA and Amtrak of any change in name or contact information for any point of contact.

## **XIII. ANTI-DEFICIENCY ACT**

FRA's obligations under this PA are subject to the availability of appropriated funds, and the stipulations of this PA are subject to the provisions of the Anti-Deficiency Act (31 U.S.C. § 1341 et seq.). FRA will make reasonable and good faith efforts to secure the necessary funds to implement this PA in its entirety. If compliance with the Anti-Deficiency Act alters or impairs FRA's ability to implement the stipulations of this agreement, or if another federal agency does not assume responsibility as lead federal agency, signatories will consult in accordance with the amendment or termination procedures found in Stipulations XVI and XVII of this PA.

## **XIV. ADOPTABILITY**

In the event that another federal agency not initially a party to the PA receives an application for a license, permit, or funding for the Project as described in this PA, that agency may fulfill its Section 106 responsibilities by stating in writing it concurs with the terms of this PA and notifying the signatories that it intends to do so. Such an agreement will be evidenced by an amendment to this PA, which must be filed with ACHP, that describes the roles and responsibilities of the new signatory and affirms the party's concurrence with the terms of the PA.

## **XV. DISPUTE RESOLUTION**

- A. In the event any signatory, consulting party, and/or concurring party to this PA objects in writing to any actions proposed or the manner in which the terms of this PA are implemented, FRA will consult with the objecting party and other signatories, consulting parties, and/or concurring parties as appropriate, within 30 calendar days to resolve the objection. If FRA determines that such objection cannot be resolved, FRA will proceed as set forth herein.
- B. FRA will forward all documentation relevant to the dispute, including FRA's proposed resolution, to the ACHP within 15 calendar days of the determination and request that the ACHP provide FRA with its advice on the resolution of the objection within 30 calendar days of receiving the documentation. Concurrently, FRA will also provide the signatories, consulting parties, and/or concurring parties with the same documentation for review and comment following the steps described in Stipulation XI. FRA will prepare a written response to the objection, which will constitute FRA's decision regarding the objection, that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, consulting parties, and/or concurring parties, and provide them with a copy of the written response. FRA will then proceed according to its decision.

- C. If the ACHP does not provide its advice regarding the dispute within the thirty (30) calendar day time period, FRA may make a decision on the dispute and proceed accordingly. FRA will document its decision in a written response to the objection that takes into account any timely comments regarding the dispute from the signatories, consulting parties, and/or concurring parties and provide the ACHP, signatories, consulting parties, and/or concurring parties with a copy of such written response.
- D. Should disputes arise under exigent circumstances (e.g., concerns over construction suspensions or delays), all parties agree to expedite their respective document review and dispute resolution obligations.
- E. The signatories remain responsible for carrying out all other actions subject to the terms of this PA that are not the subject of the dispute.

#### **XVI. AMENDMENTS**

Any signatory to this PA may request that it be amended, whereupon that party will immediately consult with the other signatories within 30 calendar days (or another time period agreed to by all signatories) to consider such an amendment. FRA will be responsible for developing and executing any resulting amendment among the signatories in the same manner as the original PA. The amendment will be effective on the date FRA files a copy signed by all signatories with the ACHP.

#### **XVII. TERMINATION**

- A. If any signatory to this PA determines its terms will not or cannot be carried out, that party will immediately consult with the other signatories to attempt to develop an amendment per Stipulation XVI. If within 30 calendar days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories.
- B. If the PA is terminated, then, prior to work continuing on the Project, FRA must either, 1) execute a new Memorandum of Agreement or PA (36 CFR § 800.6(c) or 800.14(b)) or 2) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FRA will notify the signatories and consulting parties as to the course of action it will pursue.

#### **XVIII. MONITORING AND REPORTING**

- A. Each year, following the effective date of this PA until it expires or is terminated, Amtrak will provide the signatories and concurring parties a summary report detailing work undertaken and any tasks completed pursuant to its terms. This includes activities necessary to advance the Project toward and/or through construction. Such a report will include any scheduling changes proposed, problems encountered, and disputes and their resolution in the signatories' efforts to carry out the terms of this PA. Amtrak will also ask the consulting parties if they are interested in receiving the report, and will provide it to those that express interest.
- B. Ten business days before commencing any activity necessary to advance the Project toward and/or through construction, Amtrak will provide FRA notice of the activity and any actions to be taken in accordance with this PA.

**XIX. EXECUTION AND EFFECTIVE DATE**

This PA will go into effect on the date FRA signs the document, which will be the final signature among all the signatories. Execution of this PA by the signatories, its subsequent filing with the ACHP, and implementation of its terms demonstrate FRA has taken into account the effect of the Project on historic properties and afforded the ACHP an opportunity to comment.

**XX. DURATION**

This PA will expire when all its stipulations have been completed or in 10 years from the effective date, whichever comes first, unless the signatories agree in writing to an extension using the amendment stipulation (Stipulation XVI) herein.

**LIST OF ATTACHMENTS**

- Attachment 1 – Project Location Map
- Attachment 2 – Havre de Grace Architectural Resources Map
- Attachment 3 – Perryville and Cecil County Architectural Resources Map
- Attachment 4 – List of Prior Technical Studies
- Attachment 5 – List of Invited Consulting Parties
- Attachment 6 – List of Signatories and Concurring Parties

**SIGNATORIES**

Federal Railroad Administration  
Maryland State Historic Preservation Officer

**INVITED SIGNATORY**

National Railroad Passenger Corporation


**CONCURRING PARTIES**

Maryland Department of Transportation  
Maryland Transit Administration  
Town of Perryville, Maryland  
City of Havre de Grace, Maryland

April 26, 2017

**SIGNATORY**

**FEDERAL RAILROAD ADMINISTRATION**

By:   
Marlys Osterhues  
Chief, Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

Date 5/10/2017

**SIGNATORY**

**MARYLAND STATE HISTORIC PRESERVATION OFFICER**

By:   
Elizabeth Hughes  
Director/State Historic Preservation Officer

Date 4.28.2017

April 26, 2017

**INVITED SIGNATORY**

**National Railroad Passenger Corporation**

By: C.W. Moorman  
Charles W. Moorman  
President & CEO

Date 5/2/17

**APPROVED AS TO FORM:**

BY: [Signature]  
Counsel for National Railroad  
Passenger Corporation



April 26, 2017

**CONCURRING PARTY**

**Maryland Department of Transportation**

By:   
Jacqueline Thorne

Date April 26, 2017

Project Manager, Priority Projects, Office of Freight and Multimodalism

April 26, 2017

**CONCURRING PARTY**

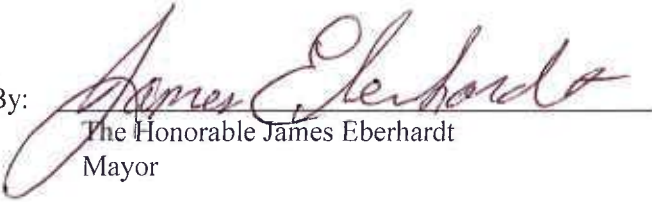
**Maryland Transit Administration**

By:   
Kevin Quinn  
Director of the Office of Planning and Programming

Date 4/27/17

**CONCURRING PARTY**

**Town of Perryville**

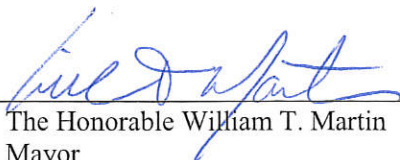
By:   
The Honorable James Eberhardt  
Mayor

Date 5-1-17

April 26, 2017

**CONCURRING PARTY**

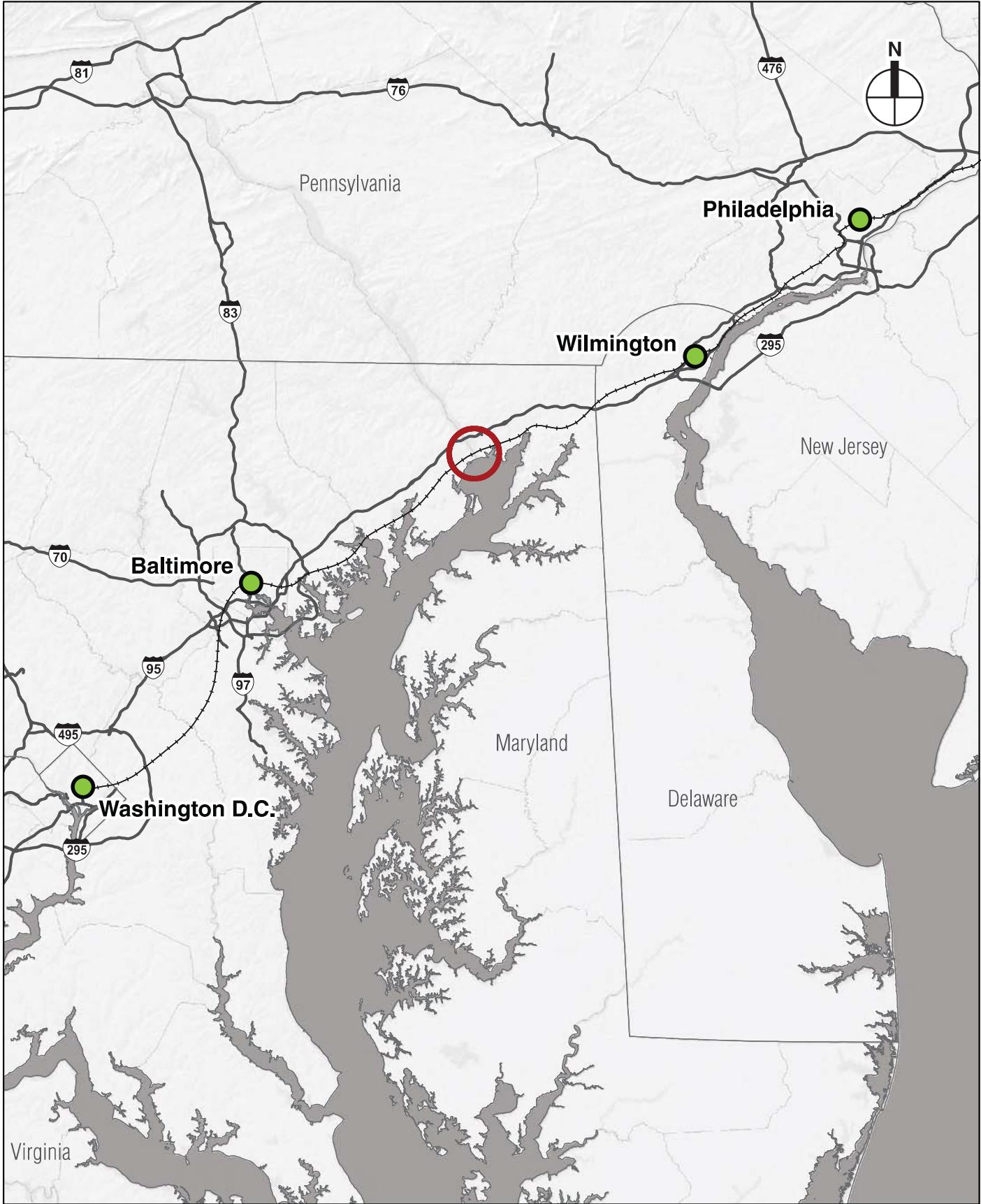
**City of Havre de Grace**

By:   
\_\_\_\_\_

The Honorable William T. Martin  
Mayor

Date 4/28/17

12.12.16



- *Susquehanna River Bridge*
- Northeast Corridor*



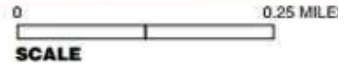




**Key to Architectural Resources**

No.	Name/Type	MIHP
1	Havre de Grace Historic District	HA-1125
2	Southern Terminus, Susquehanna and Tidewater Canal - South Lock #1 and Toll House	HA-112; HA-113
3	Martha Lewis (skipjack)	HA-2189
8	Susquehanna River Rail Bridge and Overpasses	HA-1712

- Project Site Boundary
- Architectural APE
- Architectural Resource



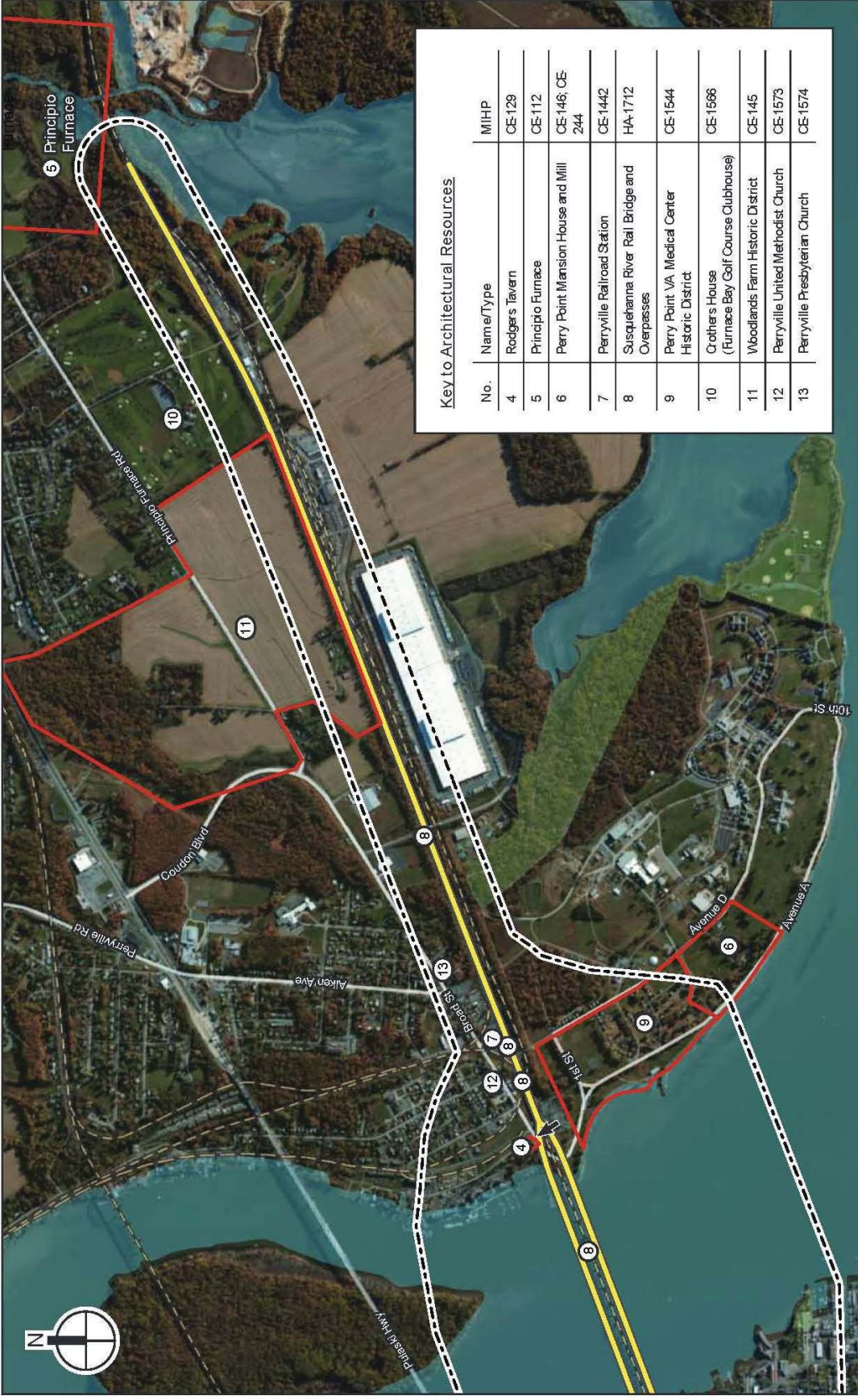
Havre de Grace  
Architectural Resources Map

Susquehanna River Rail Bridge Project  
Perryville / Havre de Grace, Maryland

Attachment 2



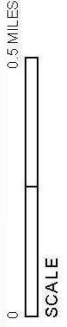
5.28.15



**Key to Architectural Resources**

No.	Name/Type	MIHP
4	Rodgers Tavern	CE-129
5	Principio Furnace	CE-112
6	Perry Point Mansion House and Mill	CE-146; CE-244
7	Perryville Railroad Station	CE-1442
8	Susquehanna River Rail Bridge and Overpasses	HA-1712
9	Perry Point VA Medical Center Historic District	CE-1544
10	Grother's House (Furnace Bay Golf Course Clubhouse)	CE-1566
11	Woodlands Farm Historic District	CE-145
12	Perryville United Methodist Church	CE-1573
13	Perryville Presbyterian Church	CE-1574

- Project Site Boundary
- Architectural APE
- Architectural Resource



Perryville and Cecil County Architectural Resources  
Map

Susquehanna River Rail Bridge Project  
Perryville / Havre de Grace, Maryland

Attachment 3

#### **Attachment 4: List of Prior Technical Studies**

AKRF

2015 *Susquehanna River Rail Bridge, Section 106 Consulting Parties Informational Package*, February 2015. On file, Maryland Historical Trust, Crownsville, Maryland.

ARCH<sup>2</sup>, Inc.

2016 *Effects Assessment for Historic Architectural Resources, Susquehanna River Rail Bridge, Perryville, Cecil County and Havre de Grace, Harford County, Maryland*, June 2016. Prepared for Federal Railroad Administration, Maryland Department of Transportation, and National Railroad Passenger Corporation (Amtrak). On file, Maryland Historical Trust, Crownsville, Maryland.

Federal Railroad Administration

2014 Initiation of Section 106 Consultation Letter, April 10, 2014. Prepared for Maryland Historic Trust. On file, Maryland Historical Trust, Crownsville, Maryland.

Maryland Department of Transportation

2014 List of designated architectural resources in the APE and a list of potential architectural resources identified during a reconnaissance-level field survey, September 24, 2014. Prepared for Maryland Historic Trust. On file, Maryland Historical Trust, Crownsville, Maryland.

McCormick Taylor

2014 *Phase IA Archaeological Assessment for the Susquehanna River Rail Bridge Project, Harford and Cecil Counties, Maryland*, August 2014. Prepared for AKRF. On file, Maryland Historical Trust, Crownsville, Maryland.



**Attachment 5: List of Invited Consulting Parties**

Accohannock Indian Tribe, Inc.  
Advisory Council on Historic Preservation  
Assateague Peoples Tribe  
Cecil County Government\*  
Chesapeake Heritage Conservancy, Inc.  
City of Havre De Grace\*  
Friends of Concord Point Lighthouse, Inc.\*  
Harford County Government\*  
Havre De Grace Decoy Museum\*  
Havre De Grace Maritime Museum  
The Historical Society of Cecil County  
The Historical Society of Harford County, Inc.  
Lower Susquehanna Heritage Greenway\*  
Maryland Commission on Indian Affairs  
Maryland Historical Society  
Maryland Historical Trust\*  
National Park Service, Chesapeake Bay Office\*  
National Railway Historical Society, Perryville Chapter\*  
Nause-Waiwash Band of Indians, Inc.  
Perry Point VA Medical Center  
Piscataway Conoy Confederacy and Sub-Tribes, Inc.  
Piscataway Indian Nation  
Pocomoke Indian Tribe, Inc.  
Post 47/American Legion  
Preservation Maryland  
Principio Furnace Foundation, Inc.  
Susquehanna Museum of Havre De Grace at the Lock House  
Susquehanna State Park  
Town of Perryville\*  
Youghiogheny River Band of Shawnee Indians, Inc.  
Washington-Rochambeau Revolutionary Route-National Historic Trail Office  
Federally-Recognized Indian Tribes, if applicable

**\* Accepted invitation to serve as a consulting party**

**Note: Entities without an asterisk (\*) declined or did not accept the invitation**

Programmatic Agreement  
Susquehanna River Rail Bridge Project

**Attachment 6: List of Signatories and Concurring Parties  
Contact Information**

**Signatories**

**Federal Railroad Administration**

Laura A. Shick  
Federal Preservation Officer  
U.S. Department of Transportation  
Federal Railroad Administration  
Office of Railroad Policy and Development  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
(202) 366-0340  
[laura.shick@dot.gov](mailto:laura.shick@dot.gov)

**Maryland State Historic Preservation Officer**

Elizabeth Hughes  
Director/State Historic Preservation Officer  
Maryland Historical Trust  
100 Community Place, 3rd Floor  
Crownsville, MD 21032-2023  
(410) 697-9591  
[elizabeth.hughes@maryland.gov](mailto:elizabeth.hughes@maryland.gov)

**National Railroad Passenger Corporation**

Paul DelSignore, PE  
Director Structures Maintenance & Inspection  
Amtrak  
30<sup>th</sup> Street Station 4S-062  
Philadelphia, PA 19104  
(215) 349-7000  
[delsigp@amtrak.com](mailto:delsigp@amtrak.com)

Johnette Davies  
Senior Historic Preservation Specialist  
Amtrak  
30<sup>th</sup> Street Station 4S-043  
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(215) 349-1354  
[johnette.davies@amtrak.com](mailto:johnette.davies@amtrak.com)

Programmatic Agreement  
Susquehanna River Rail Bridge Project

**Concurring Parties**

**Maryland Department of Transportation**

Jacqueline Thorne  
Project Manager, Priority Projects, The Secretary's Office  
Office of Freight and Multimodalism  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076  
(Office) 410-684-7060  
jthorne@mdot.state.md.us

**Maryland Transit Administration**

Kevin Quinn  
Director, Office of Planning and Programming  
Maryland Transit Administration  
6 Saint Paul Street, Suite 902  
Baltimore, Maryland 21202  
(410) 767-8361  
kquinn@mta.maryland.gov

**Town of Perryville, Maryland**

James Eberhardt  
Mayor  
515 Broad Street PO Box 773  
Perryville, MD 21903  
(410) 642-6066

**City of Havre de Grace, Maryland**

William T. Martin  
Mayor  
711 Pennington Avenue  
Havre de Grace, MD 21708  
(410) 939-1800

# Susquehanna River Rail Bridge Project

## Appendix D

### Errata



**May 2017**

## A. INTRODUCTION

The Project Team prepared this errata appendix following publication of the Susquehanna River Rail Bridge Project Environmental Assessment (EA). The errata summarize information added to the EA or revised in response to comments received as part of public and agency review or due to other changes that occurred since the public release of the EA. None of the changes noted in this appendix alter the conclusions of the EA in any way. Note that the chapter and page numbers referenced in the following sections are chapters and pages of the EA.

## B. ERRATA

### CHAPTER 4: LAND USE AND COMMUNITY FACILITIES

- Page 4-2 includes the following text, which is revised as shown.

#### *SMART GROWTH INITIATIVE*

~~MDP emphasizes the importance of smart growth throughout the State. Maryland's Smart Growth Initiative has four overarching goals: (1) supporting development in areas where infrastructure already exists, (2) protecting valuable natural resources, (3) avoiding the high costs associated with building new infrastructure, and (4) providing a high quality of life. The 2009 Smart, Green, and Growing Legislation established 12 planning visions for sustainable growth in the State of Maryland. Through these goals and visions, MDP serve as guiding principles for local comprehensive plans and promotes high density, mixed-use developments in locally designated and state-supported growth areas that already have existing infrastructure to discourage avoid urban sprawl and adverse impacts on into-rural and environmentally sensitive areas. The 1997 Priority Funding Areas Law directs emphasize state funding for growth-related infrastructure to Priority Funding Areas, providing a geographic focus for state investment in growth, future growth in locations with existing infrastructure. The project study area is almost entirely within Priority Funding Areas (see Figure 4-2). MDP's Smart Growth Initiative serves as guiding principles for local comprehensive plans.~~

- Page 4-13 includes the following text, which is revised as shown.

#### **PUBLIC POLICY**

The Build Alternatives would be consistent with local, regional, and statewide planning. The Susquehanna River Rail Bridge is generally consistent with Maryland's Smart Growth Initiative, as the Proposed Project would improve rail transportation mobility that addresses the state's multimodal transportation needs as well as supports state's transportation, economic and environmental goals, and minimize adverse land use impacts. As discussed above, the vast majority of the study area is within Priority Funding Areas (PFA). However, any proposed project with greater than five percent located outside of the PFA boundary requires a project exception under the PFA law from MDP. The Project Team met with the

Smart Growth and Neighborhood Conservation Coordinating Committee on March 9, 2016 to request an exception approval for compliance with the PFA law. Based on this meeting, the Committee voted to approve this exception to the PFA requirements due to it being a growth-related project involving a commercial or industrial activity, which, due to its operational or physical characteristic, must be located away from development (per §5-7B-06(a)(iii)3.).

## **CHAPTER 8: CULTURAL RESOURCES**

- Page 8-19, the following text is supplemented as shown.

### *Visual Effects*

The Proposed Project's potential visual effects on the Havre de Grace Historic District were evaluated according to three considerations: the extent to which the Proposed Project would either block or open up views to/from the historic district; the extent to which the view looking at the Susquehanna River Rail Bridge from the historic district would be altered; and the extent to which the views from structures within the historic district would be altered due to the Proposed Project coming in closer proximity to the structures. Amtrak will consider utilizing a 220-foot span(s) in the City of Havre de Grace as part of ongoing efforts to minimize effects to historic properties. The City of Havre de Grace has expressed interest in making the MD 7/Otsego Street and Union underpass a well-designed gateway by way of expanded distance between the piers on the overland portion of the bridge. The Project Team will continue to work with the Concurring Parties to the Programmatic Agreement as the project moves forward. Amtrak will submit design documents, with an explanation of how the proposed design conforms to the Secretary of the Interior's (SOI) *Standards for the Treatment of Historic Properties*, to concurring parties and MD SHPO for review and comment. The Havre de Grace proposed street realignment requires approval from the State Highway Administration.

- Page 8-21, the following text is supplemented as shown.

Several factors were taken into consideration in assessing the adverse effect on the structures on the west side of the tracks. First, the visual effects of the widening of the bridge approach near the intersection of Otsego and Water Streets will be minimized by the fact that the stone bridge abutment and wingwall across from the houses on Otsego Street will be removed and the new abutment will be placed further south near Freedom Lane. In addition, the retaining wall proposed to be built south of Freedom Lane will help to separate the tracks from the adjoining structures, with the tracks placed 16 feet within the retaining walls. As discussed, Amtrak will consider utilizing a 220-foot span(s) in the City of Havre de Grace as part of ongoing efforts to minimize effects to historic properties. The City of Havre de Grace and State Highway Administration have identified MD 7/Otsego Street and Union as the entrance into downtown Havre de Grace. The adverse effect from the widening of the bridge approach can be further minimized by ensuring that the retaining wall is designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, in order to ensure compatibility with the historic district. The Advisory Board has recommended that the bridge abutments, underpasses, and retaining walls have a consistent architectural design and appearance.

**CHAPTER 9: DRAFT SECTION 4(f) EVALUATION**

- Page 9-5 includes the following text, which is supplemented as shown.  
 Alternative 9A would result in adverse effects to the NR-listed Havre de Grace Historic District, including the demolition of the Susquehanna River Rail Bridge and the alternation of the undergrade bridges, which are contributing features of the Historic District and other effects described in Chapter 8. Amtrak will consider utilizing a 220-foot span(s) in the City of Havre de Grace as part of ongoing efforts to minimize effects to historic properties. Additionally, due to the Proposed Project’s close proximity to some of the contributing elements within the Historic District, there is the potential for an adverse effect due to construction-related damage. The demolition of the Susquehanna River Rail Bridge and the alternation of the undergrade bridges constitute the use of the Historic District as a Section 4(f) resource.
- Page 9-11 includes the following text, which is supplemented as shown.  
 Additional steps to minimize or mitigate adverse effects to the Havre de Grace Historic District could include:
  - Ensure that the two new bridges over the river use a traditional design for the bridges and piers;
  - Ensure that any new physical structures such as the retaining walls are designed in accordance with the *Secretary of the Interior’s Standards for the Treatment of Historic Properties*; and
  - For the proposed extensions to the four historic undergrade bridges within the Historic District, use a form liner that emulates stone and is stained to be compatible with the color of the existing stone.
  - Amtrak will consider utilizing a 220-foot span(s) in the City of Havre de Grace.

**CHAPTER 11: NATURAL RESOURCES**

- The Floodplain and Wetland/Waters of the U.S. entry in Table 11-1 on page 11-2 is supplemented as shown below.

**Table 11-1  
Regulatory Context Summary Table**

Technical Area	Regulatory Context
Floodplains and Wetlands/Waters of the U.S.	Executive Order 11988
	Executive Order 13690 on “Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input”
	National Flood Insurance Program
	Section 404 of the Clean Water Act and Maryland Wetlands Regulations
	<u>DOT Order 5650.2, DOT Order 5660.1A, FRA’s Procedures for Considering Environmental Impacts (64 FR 28545 and 78 FR 2713)</u>

## Susquehanna River Rail Bridge Project

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- Text on page 11-9 and 11-24 is expanded as shown, in response to Comment 3 from U.S. Coast Guard.

### MIGRATORY BIRD TREATY ACT [50 CFR 10, 20, 21, EXECUTIVE ORDER 13186]

The Migratory Bird Treaty Act makes it unlawful to pursue, hunt, take, capture, kill or sell birds listed therein. Over 800 species are currently protected under the Act. The statute applies equally to both live and dead birds, and grants full protection to any bird parts, including feathers, eggs, and nests.

The majority of the study area is characterized by urban, suburban, commercial, and agricultural land uses with few natural habitat areas remaining. Forests in the study area are generally fragmented by development and/or past and present agricultural use. Terrestrial habitat within the study area consists mostly of smaller patches of low quality deciduous forest that lie between the Amtrak ROW and residential or commercial properties, with several deciduous forests present within the study area along stream corridors. The Preferred Alternative would result in only minor forest impacts on the south side of the existing rail alignment near Havre de Grace Middle School/High School. This forest is relatively narrow and disturbed. Where possible, clearing of this area will be timed to avoid the primary bird breeding period. Additionally, where unavoidable forest impacts occur, the future Project proponent will offset those impacts by planting trees in cleared areas (reforestation) and/or in areas not previously forested (afforestation) in accordance with a DNR-approved Forest Conservation Plan. With these measures, the Preferred Alternative would be in compliance with the Migratory Bird Treaty Act.

### BALD AND GOLDEN EAGLE PROTECTION ACT (16 USC 668-668C)

The Bald and Golden Eagle Protection Act prohibits anyone without a permit issued by the Secretary of the Interior, acting through the USFWS, from taking bald or golden eagles, including their parts, nests, or eggs. The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest, or disturb."

The lower Susquehanna River is a known breeding, foraging, and roosting area for bald eagles<sup>1</sup>. Twelve nesting sites and 18 communal roosting locations were recorded along the lower Susquehanna River in 2011. In order to ensure proper compliance with the Bald and Golden Eagle Protection Act, prior to construction, the future Project proponent will coordinate with US Fish and Wildlife Service (USFWS) to identify the location of any active nests in proximity to the project site to determine the need to submit an application for a bald eagle permit for non-purposeful take, or an application for a permit to remove or relocate a bald eagle nest. With these measures, the Preferred Alternative would be in compliance with the Bald and Golden Eagle Protection Act.

- Text on page 11-21 and 11-22 regarding floodplains is expanded as shown.  
Based on the current design of the two Build Alternatives and current guidelines, an increase in the base flood elevation (greater than one foot) in the two regulated

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<sup>1</sup> Updated Study Report Study to Identify Habitat use Areas for Bald Eagle Rep 3.23 Conowingo Hydroelectric Project FERC Project Number 405; Center for Conservation Biology College of William and Mary & Virginia Commonwealth University, URS Corporation, Gomez and Sullivan Engineers, P.C. (November 2011)



~~floodways-floodplains~~ is not anticipated. However, the Proposed Project will require fill in both of these ~~floodways-floodplains~~. The new crossings of the Susquehanna River will occur with the bridge piers aligned with the river to minimize any change in the flow characteristics. The floodplain encroachment is the minimum practicable and conforms to applicable floodplain standards. As such, more detailed hydrologic and hydraulic studies will be undertaken later in design, allowing for more precise floodplain impacts and scour analyses at that time. In addition, as the Proposed Project moves into the design phase, regulatory guidance issued regarding Executive Order 13690 and/or revisions to Executive Order 11988 will be reviewed and incorporated into the overall design of the Proposed Project (e.g., design standards and specifications for culvert design and bridge and approach heights), as applicable. The Proposed Project would not increase flood-related risk due to encroachment within the floodplain, adversely impact the natural and beneficial values provided by the floodplains being encroached upon, or result in incompatible development within the floodplain. In addition, measures such as aligning piers parallel to river flow and orienting crossings transversely across stream valleys would minimize adverse effects to the floodplain.

- Page 11-31 includes the following text, which is supplemented as shown.

As part of the MDE Waterways Construction Permit application process, hydrologic and hydraulic studies will be performed for the selected alternative to determine the effects of the proposed track bed fill on floodplain elevations during the design and permitting phase. Overall, there are a number of ways to minimize harm from floodplain encroachment. The most appropriate measure or combination of measures will be developed as the Project design moves forward.

## CHAPTER 20: COORDINATION AND CONSULTATION

- Page 20-13 includes the following text, which is revised as shown.

### OTHER AGENCY COORDINATION

The Project Team presented the project to the Smart Growth Coordinating Committee to request an exception approval under the Priority Funding Area (PFA) law in March 2016. The Smart Growth Coordinating Committee is responsible for reviewing and commenting on the compliance of growth-related projects with the PFA law. ~~to be funded under Extraordinary Circumstances that are not within a Priority Funding Area.~~ The purpose of this meeting was to review the project introduction and background, discuss the alternatives retained for detailed study and environmental considerations, and receive an exception to allow the state to fund a project that is partially outside of the Priority Funding Area.

- Page 20-10, **Table 20-2**, “Section 106 Correspondence Summary,” is expanded as shown to reflect additional correspondence prior to the release of the EA. The letters are included in Appendix F to this FONSI, “Additional Correspondence and Outreach.”

**Table 20-2**  
**Section 106 Correspondence Summary**

Letter Date	Recipient/Topic
April 10, 2014	Project Initiation Letter to MHT
June 16, 2014	MHT Response to Project Initiation Letter
September 24, 2014	Section 106 Resources Letter to MHT
November 12, 2014	MHT Response to Section 106 Resources Letter
December 17, 2014	Phase IA Archaeological Study to MHT
January 27, 2015	MHT Response to Phase IA
February 12, 2015	Determination of Eligibility Forms to MHT
April 22, 2015	MHT Response to Determination of Eligibility Forms
May 19, 2016	Effects Assessment submitted to MHT
July 13, 2016	Letter from City of Havre de Grace Regarding Section 106
July 15, 2016	Letter from Town of Perryville Regarding Section 106
July 15, 2016	Letter to Star-Spangled Banner National Historic Trail
July 15, 2016	Letter to Washington-Rochambeau Revolutionary Route National Historic Trail
July 20, 2016	Letter from Lower Susquehanna Heritage Greenway Regarding Effects Assessment
August 5, 2016	NPS Response Regarding Star-Spangled Banner National Historic Trail
August 24, 2016	MHT Response Regarding the Effects Assessment
October 11, 2016	SRRBP Advisory Board Letters Regarding Alterations to Undergrade Bridges and Case for a Longer Span
November 1, 2016	Letter to Lower Susquehanna Heritage Greenway in Response to Comments on the Effects Assessment
November 2, 2016	<u>Letter from Havre de Grace and Attachment Regarding Potential MOA Stipulations</u>
November 3, 2016	<u>Letter from Harford County Regarding Potential MOA Stipulations</u>
November 4, 2016	<u>Letter from Town of Perryville Regarding Potential MOA Stipulations</u>
November 22, 2016	Letter from Lower Susquehanna Heritage Greenway regarding stipulations for agreement on mitigation
January 18, 2017	Correspondence with National Parks Service to transmit the Analysis of Captain John Smith Chesapeake National Historic Trail Resources with Respect to the Susquehanna River Rail Bridge Project.
February 15, 2017	<u>Letter from William T. Martin, Mayor of Havre de Grace, providing an introduction to the engineering report “Proposed Modifications at Havre de Grace End of Bridge” (also listed in Table 20-4)</u>
March 13, 2017	<u>FRA Response to Havre de Grace regarding bridge span length.</u>

**EA APPENDIX A - ALTERNATIVES SCREENING REPORT AND BRIDGE TYPES**

- Page 26 of the “Alternatives Retained for Detailed Study,” the correct identified for the Havre de Grace Historic District is HA-1617.

**EA APPENDIX D – CULTURAL RESOURCES**

- Effects Assessment, page *i*; page 4-5 Table 2; and page 4-9: the correct identifier for the Havre de Grace Historic District is HA-1617. These pages incorrectly identified the historic district as HA-1125.

# Susquehanna River Rail Bridge Project

## Appendix E

### Comments Received



**May 2017**

**From:** [Long, Ryan \(FTA\)](#)  
**To:** [Johnsen, Michael \(FRA\)](#)  
**Cc:** [Dan Reagle](#); [Koenig, Daniel \(FTA\)](#)  
**Subject:** Susquehanna River Rail Bridge Project EA comments  
**Date:** Friday, March 24, 2017 2:28:04 PM  
**Attachments:** [image002.png](#)

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Hi Michael –

FTA is in receipt of your letter dated March 2, 2017 regarding the Environmental Assessment for the Susquehanna River Rail Bridge Project. At this time we do not have any comments on the EA or draft Section 4(f) evaluation. We look forward to serving as a cooperating agency as part of this project.

Sincerely,



**Ryan Long, AICP | Community Planner**  
U.S. Department of Transportation  
Federal Transit Administration, Region III  
1760 Market Street, Suite 500, Philadelphia, PA 19103  
P: 215-656-7051 | F: 215-656-7260 | [ryan.long@dot.gov](mailto:ryan.long@dot.gov)

## Re: Susquehanna Rail Bridge EA

Dan Reagle

Thu 4/6/2017 3:18 PM

To: Dinne, John J CIV USARMY CENAB (US) <JOHN.J.DINNE@usace.army.mil>;

Cc: Bratcher, Brandon (FRA) <brandon.bratcher@dot.gov>;

Hi Jack,

Thank you for your comments. I will share them with FRA and the project team. I'll get you a copy of the navigation study and discuss with Brandon if it can be included as an appendix of the FONSI or posted to the project website. Also, I'll discuss how the FONSI can be written to make the impacts to navigation clearer.

Thank you,

Dan Reagle  
Environmental Planner  
Maryland Transit Administration  
Environmental Planning  
6 St. Paul Street, Baltimore, MD 21202  
Office: 410-767-3771  
DReagle1@mta.maryland.gov

---

From: Dinne, John J CIV USARMY CENAB (US) <JOHN.J.DINNE@usace.army.mil>  
Sent: Thursday, April 6, 2017 3:04 PM  
To: Dan Reagle  
Subject: Susquehanna Rail Bridge EA

Dan,

Thank you for the opportunity to review the Environmental Assessment (EA) for the Susquehanna Rail Bridge Project. The analysis captures the alternative evaluation process very well. The Corps would offer the following comment about the EA:

Navigation is presented as one of the critical evaluation criteria and is a public interest factor in Corps permit evaluations. The EA includes information about navigable waters in several different sections including the appendices. While there is information supporting the evaluation of the various alternatives, there does not appear to be a real conclusion in regards to how the proposed project effects navigation. Also, the navigation survey is

referenced several times in the document. It was provided to the US Coast Guard as part of the coordination process and used, in part, in the project alternative design process. It would be useful to include the survey/results in an appendix of the EA.

Again, we appreciate the opportunity to review the EA.

Sincerely,

Jack Dinne  
Baltimore District, Regulatory Branch  
Maryland Section  
410 962-6005



IN REPLY REFER TO:

# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Custom House, Room 244  
200 Chestnut Street  
Philadelphia, Pennsylvania 19106-2904

April 12, 2017

9043.1  
ER 17/0100

Brandon Bratcher  
Office of Railroad Policy and Development  
USDOT Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Subject: Draft Section 4(f) Evaluation for the Susquehanna River Rail Bridge, City of Havre de Grace, Harford County and Town of Perryville, Cecil County, MD.**

Dear Mr. Bratcher:

The Department of the Interior (Department) has reviewed the Section 4(f) Evaluation for the proposed Susquehanna River Rail Bridge. The purpose of this project is to improve rail connectivity along the Northeast Corridor (NEC) by replacing or improving the Susquehanna River Rail Bridge between the City of Havre de Grace in Harford County, Maryland and the Town of Perryville in Cecil County, Maryland. We offer the following comments on this project for your consideration.

## **Section 4(f) Evaluation Comments**

The Department concurs that there is no prudent and feasible alternative to the proposed use of 4(f) lands, which consist of the Susquehanna River Rail Bridge and eight associated rail undergrade bridges, the Perry Interlocking Tower and Perryville Train Station Undergrade Bridge and the Havre de Grace Historic District. Alternative 9A will have adverse effects on all of these historic properties, which constitutes the Section 4(f) use.

The Department concurs that the draft Programmatic Agreement developed in consultation with the Maryland State Historic Preservation Office details appropriate mitigation measures to address the adverse effects. The Department recommends including the final, signed document with the final Section 4(f).



We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Lindy Nelson", with a long, sweeping horizontal flourish extending to the right.

Lindy Nelson  
Regional Environmental Officer

cc: SHPO-MD (Elizabeth.Hughes@maryland.gov)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103-2029

March 29, 2017

Mr. Michael Johnsen  
Supervisory Environmental Protection Specialist  
U.S. Department of Transportation  
Federal Railroad Administration (FRA)  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Environmental Assessment for the Susquehanna River Rail Bridge Project, Hartford and Cecil Counties, Maryland

Dear Mr. Johnsen:

The U.S. Environmental Protection Agency (EPA) has received and reviewed the Environmental Assessment (EA) for the Susquehanna River Rail Bridge Project located in the City of Havre de Grace, Hartford County and the Town of Perryville, Cecil County, Maryland. EPA has reviewed this project in conjunction with our responsibilities under NEPA, Section 309 of the Clean Air Act, and the Council of Environmental Quality regulations implementing NEPA (40 CFR 1500-1508). The proposed project would replace the existing two-track Susquehanna River Rail Bridge with a new four-track dual bridge capable of handling higher speed Amtrak passenger service, the Maryland Area Regional Commuter service, and Norfolk Southern Railway freight service. The existing bridge is beyond the 100-year design lifespan typical for steel railroad bridges. Due to the bridge's age and design, major rehabilitation and repairs are required to maintain existing and future level of service.

The EA examined a No Action Alternative and two Build Alternatives (Alternative 9A and Alternative 9B). Alternative 9A (the Preferred Alternative) would consist of the construction of a new two-track 90 mph bridge to the west of the existing bridge and a second new two-track 160 mph bridge on the existing bridge alignment. Once the new bridge to the west is completed, the existing bridge would be taken out of service, demolished, and replaced with the new two-track 160 mph bridge. While the FRA has implemented avoidance and minimization strategies to reduce the environmental impacts, it should continue to work with the state and Federal resource agencies to compensate and mitigate for those impacts that are unavoidable.

Thank you for coordinating with EPA on this project; we appreciate the opportunity to provide comments for your consideration. If you have any questions or would like to discuss our comments, please feel free to contact either myself, or the staff contact for this project Mr. Kevin Magerr; he can be reached at 215-814-5724.

Sincerely,

A handwritten signature in black ink, appearing to read "Barbara Rudnick".

Barbara Rudnick  
EPA Team Leader  
Office of Environmental Programs

**From:** [Kristy Beard - NOAA Federal](#)  
**To:** [Dan Reagle](#)  
**Cc:** [Bratcher, Brandon \(FRA\)](#); [Jacqueline Thorne](#)  
**Subject:** Re: Susquehanna River Rail Bridge - EA for comment?  
**Date:** Tuesday, March 28, 2017 4:56:31 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image005.png](#)  
[image006.png](#)  
[image008.png](#)  
[image007.png](#)

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Thanks Dan. I do not have any more comments, beyond those I made on the NETR. Please keep me on your distribution list as this project moves forward.

Kristy

On Mon, Mar 27, 2017 at 12:53 PM, Dan Reagle <[DReagle1@mta.maryland.gov](mailto:DReagle1@mta.maryland.gov)> wrote:

Hi Kristy,

Thank you for your comments at IRM. Afterwards, you asked about a response to your comment in the 5/5/16 letter regarding the pier spacing potentially leading to increased velocity and impacts to anadromous fish. I asked our consultants and reviewed the revised NETR and your question is best addressed on pages E-19 and E-54 of EA Appendix E.

[http://susrailbridge.com/documents/ea\\_2017/ea\\_appendix\\_e.pdf](http://susrailbridge.com/documents/ea_2017/ea_appendix_e.pdf)

If you feel it was not adequately addressed and/or if you have any other comments on the EA we request them by 4/6/17. Again, sorry for the short notice and appreciate your flexibility. Please let us know if you have any concerns.

Thank you,

Dan Reagle

Environmental Planner

**Maryland Transit Administration**  
Environmental Planning Division  
6 St. Paul Street, 9<sup>th</sup> Floor, Baltimore, MD 21202  
**Office:** [410-767-3771](tel:410-767-3771) **Fax:** [410-333-0489](tel:410-333-0489)



Larry Hogan, Governor  
Boyd Rutherford, Lt. Governor

Wendi W. Peters, Secretary  
Ewing McDowell, Deputy Secretary

March 27, 2017

Mr. Brandon Bratcher  
Environmental Protection Specialist, Federal Railroad Administration  
U.S. Department of Transportation, Office of Railroad Policy and Development  
1200 New Jersey Avenue SE, MS-20  
Washington, DC 20590

**STATE CLEARINGHOUSE REVIEW PROCESS**

**State Application Identifier:** MD20170321-0224

**Reply Due Date:** 04/03/2017

**Project Description:** Environmental Assessment (EA) and Draft Section 4(f) Evaluation and Project  
Programmatic Agreement: Susquehanna River Rail Bridge

**Project Location:** Counties of Cecil and Harford; Town of Perryville and City of Havre De Grace

**Clearinghouse Contact:** Bob Rosenbush

Dear Mr. Bratcher:

Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments.

We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Departments of Commerce, the Environment, Transportation, Natural Resources; the Counties of Harford, and Cecil; the City of Havre De Grace, the Town of Perryville; and the Maryland Department of Planning; including the Maryland Historical Trust. A composite review and recommendation letter will be sent to you by the reply due date. Your project has been assigned a unique State Application Identifier that you should use on all documents and correspondence.

Please be assured that we will expeditiously process your project. The issues resolved through the MIRC process enhance the opportunities for project funding and minimize delays during project implementation. If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at bob.rosenbush@maryland.gov. Thank you for your cooperation with the MIRC process.

Sincerely,

Myra A. Barnes, Lead Clearinghouse Coordinator

MAB:BR

cc: Dan Reagle – MTA

Carolyn Dalton - MDOT

17-0224\_NRR.NEW.doc

---

**From:** Bihui Xu -MDP- [<mailto:bihui.xu@maryland.gov>]  
**Sent:** Monday, April 10, 2017 9:12 AM  
**To:** Dan Reagle <[DReagle1@mta.maryland.gov](mailto:DReagle1@mta.maryland.gov)>  
**Cc:** Scott Hansen -MDP- <[scott.hansen@maryland.gov](mailto:scott.hansen@maryland.gov)>; Bob Rosenbush -MDP- <[bob.rosenbush@maryland.gov](mailto:bob.rosenbush@maryland.gov)>  
**Subject:** Re: FW: Susquehanna River Railroad Bridge Project - Review of Environmental Assessment, Draft Section 4(f) Evaluation, and Draft Programmatic Agreement

Dan,

Attached are the suggested editing comments. The edits mainly clarify the information related to the PFA law and state smart growth initiatives. Please let me know if you have any question. BTW, I will also forward the comments to our Clearinghouse system. Thanks.

Bihui



## MDP Editing Comments

### Susquehanna River Rail Bridge Project Environmental Assessment and Draft 4(f) evaluation

April 10, 2017

#### Page 4-2:

##### *SMART GROWTH INITIATIVE*

~~MDP emphasizes the importance of smart growth throughout the State. Maryland's Smart Growth Initiative~~ has four overarching goals: (1) supporting development in areas where infrastructure already exists, (2) protecting valuable natural resources, (3) avoiding the high costs associated with building new infrastructure, and (4) providing a high quality of life. The 2009 Smart, Green, and Growing Legislation established 12 planning visions for sustainable growth in the State of Maryland. ~~Through these goals and visions, MDP serve as guiding principles for local comprehensive plans and promotes high-density, mixed-use developments in locally designated and state-supported growth areas that already have existing infrastructure to discourage avoid urban sprawl and adverse impacts on into rural and environmentally sensitive areas. The 1997 Priority Funding Areas Law directs emphasize state funding for growth-related infrastructure to Priority Funding Areas, providing a geographic focus for state investment in growth. future growth in locations with existing infrastructure.~~ The project study area is almost entirely within Priority Funding Areas (see **Figure 4-2**). ~~MDP's Smart Growth Initiative serves as guiding principles for local comprehensive plans.~~

#### Page 4-13:

##### **PUBLIC POLICY**

The Build Alternatives would be consistent with local, regional, and statewide planning. The Susquehanna River Rail Bridge is generally consistent with Maryland's Smart Growth Initiative, as the Proposed Project would improve rail transportation mobility that addresses the state's multimodal transportation needs as well as supports state's transportation, economic and environmental goals. ~~and minimize adverse land use impacts.~~ As discussed above, the vast majority of the study area is within Priority Funding Areas (PFA). However, any proposed project with greater than five percent located outside of the PFA boundary requires a project exception under the PFA law ~~from MDP~~. The Project Team met with the Smart Growth and Neighborhood Conservation Coordinating Committee on March 9, 2016 to request an exception approval for compliance with the PFA law. ~~-~~ Based on this meeting, the Committee voted to approve this exception to the PFA requirements due to it being a growth-related project involving a commercial or industrial activity, which, due to its operational or physical characteristic, must be located away from development (per §5-7B-06(a)(iii)3.).

## OTHER AGENCY COORDINATION

The Project Team presented the project to the Smart Growth Coordinating Committee to request an exception approval under the Priority Funding Area (PFA) law in March 2016. The Smart Growth Coordinating Committee is responsible for reviewing and commenting on the compliance of growth-related projects with the PFA law. ~~to be funded under Extraordinary Circumstances that are not within a Priority Funding Area.~~ The purpose of this meeting was to review the project introduction and background, discuss the alternatives retained for detailed study and environmental considerations, and receive an exception to allow the state to fund a project that is partially outside of the Priority Funding Area.



**From:** Bihui Xu -MDP- [mailto:[bihui.xu@maryland.gov](mailto:bihui.xu@maryland.gov)]

**Sent:** Friday, April 07, 2017 1:31 PM

**To:** Dan Reagle <[DReagle1@mta.maryland.gov](mailto:DReagle1@mta.maryland.gov)>

**Cc:** Scott Hansen ([scott.hansen@maryland.gov](mailto:scott.hansen@maryland.gov)) <[scott.hansen@maryland.gov](mailto:scott.hansen@maryland.gov)>

**Subject:** Re: FW: Susquehanna River Railroad Bridge Project - Review of Environmental Assessment, Draft Section 4(f) Evaluation, and Draft Programmatic Agreement

Dan,

I have a question for you.

I just reviewed through the EA document and can't find the information on "a Susquehanna River Rail Bridge Project

Bicycle/Pedestrian Crossing Hazard Analysis and Security Risk Assessment." Has the project completed the study? I can't find any conclusion or summary on the ped/bike issue either.

We will have some editing comments on some sections of the EA that discuss PFA and state smart growth policies. Do you prefer that we provide you with the editing comments now or we could submit them to the clearinghouse process; which has the deadline on 4/17?

Thanks.

Bihui



April 11, 2017

Michael M. Johnsen  
Office of Railroad Policy and Development  
U.S. Department of Transportation  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Susquehanna River Rail Bridge Project  
Draft Programmatic Agreement (PA)  
Harford and Cecil Counties, Maryland

Dear Mr. Johnsen:

Thank you for providing the Maryland Historical Trust (Trust) with the Federal Railroad Administration's (FRA) draft Programmatic Agreement (PA) for the proposed replacement of the Susquehanna River Bridge in Harford and Cecil Counties, Maryland. FRA's submittal represents ongoing consultation pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Article §§ 5A-325 and 5A-326 of the Annotated Code of Maryland. As requested, our office has reviewed the draft PA and we are writing to provide our comments.

The Trust previously agreed with the FRA that the undertaking will have an **adverse effect** on the following historic properties:

- Susquehanna River Rail Bridge & Bridge Overpasses (MIHP No. HA-1712);
- Havre de Grace Historic District (MIHP No. HA-1617);
- Rodgers Tavern (MIHP No. CE-129); and
- Perryville Railroad Station (MIHP No. CE-1442).

We are pleased that the draft PA includes measures to reduce and resolve the undertaking's adverse effect on historic properties, monitors the effects of the undertaking on historic and archeological properties as the design develops and during construction, establishes procedures for ongoing coordination among the various signatory and consulting parties, and provides for appropriate public interpretation as an integral part of project design.

We offer the following specific comments on the PA:

- Page 2: In the Whereas Clause discussing invited consulting parties, please be sure to include any tribal contacts.
- Page 2: Please use MIHP No. HA-1617 for the Havre de Grace Historic District.
- Page 6, Stipulation V.B: Prior to initiating any evaluation efforts, Amtrak should also consult with the NPS to determine if any studies are already underway or completed.
- Page 6, Stipulation V.C.1: Please revise to state that Amtrak will address design and preservation issues at the 30% and 60% stages.
- Page 6, Stipulation V.C: MHT encourages FRA to utilize 220-foot spans on the replacement bridge through Havre de Grace. Please add a stipulation that Amtrak will consider utilizing a 220-span(s) as part of ongoing minimization efforts to historic properties.
- Page 7, Stipulation V.C.9: The existing stipulation only requires the development of plans for the relocation of the tower. Please add a stipulation stating that Amtrak will relocate the interlocking tower in coordination with the MD SHPO and consulting parties.

- Page 7, Stipulations V.C.9, 10 and 11: Consider removing these active mitigation measures from the 'Design Review' section and listing them under a new heading. These mitigation measures have major construction components.
- Page 7, Stipulation V.D.1: Unless applicable to this project, please remove references to tunneling zones.
- Page 9, Stipulation V.F.1: Please add a stipulation for the review of the interpretive plan by the MD SHPO and consulting parties.
- Page 9, Stipulation V.F.3: Please include a timeframe for the completion of the interpretive materials relative to the project's construction schedule.
- Page 9, Stipulation V.F.3: Please provide the MD SHPO and consulting parties with copies or photographs of the completed interpretive displays/exhibits.
- Page 10, Stipulation V.G.4: In addition to the general public, Amtrak should also identify and market the salvaged materials to specific interest groups.
- Page 18: Please include a list of attachments.
- Page 20: Please insert 'Elizabeth Hughes, State Historic Preservation Officer'.

We look forward to signing the final PA once FRA has addressed comments and concerns from the Section 106 consulting parties. If you have questions or need further assistance, please contact Beth Cole at 410-514-7631 / [beth.cole@maryland.gov.us](mailto:beth.cole@maryland.gov.us) or Tim Tamburrino at 410-514-7637 / [tim.tamburrino@maryland.gov](mailto:tim.tamburrino@maryland.gov). Thank you for providing us this opportunity to comment.

Sincerely,



Elizabeth Hughes  
Director/State Historic Preservation Officer

EH/EJC/TJT 201701382

cc: Brandon Bratcher (FRA)  
Laura Shick (FRA)  
Jacqueline Thorne (MDOT)  
Dan Reagle (MTA)  
Paul DeI Signore (Amtrak)  
Mary Ann Lisanti (Lower Susquehanna Heritage Greenway)  
Matt Jagunic (National Park Service, Chesapeake Bay Office)  
Bradley F. Killian (Harford County)  
Ivy Freitag (Harford County)  
Anthony DiGiacomo (Cecil County)  
Eric Sennstrom (Cecil County)  
Dianne Klair (Havre de Grace)  
Denise Breder (Perryville)  
Bethany Baker (Concord Point Lighthouse)  
Kerri S. Kneisley (Havre de Grace Decoy Museum)  
John H. McClune, Sr. (National Railway Historical Society, Perryville Chapter)  
Norris C. Howard Sr. (Pocomoke Indian Nation)  
Leslie Mesnick (The Calladium Group LLC)

MD DNR comments on Susquehanna River Rail Bridge Project Environmental Assessment (EA), 4/6/17

DELETE REPLY REPLY ALL FORWARD

CONTINUE EDITING DISCARD

Mark as unread

Greg Golden -DNR- <greg.golden@maryland.gov>

Thu 4/6/2017 4:01 PM

To:

Bratcher, Brandon (FRA) <brandon.bratcher@dot.gov>;

Dan Reagle;

info@susrailbridge.com;

Jacqueline Thorne;

leslie@calladiumgroup.com;

...

Cc:

Kristy Beard - NOAA Federal <kristy.beard@noaa.gov>;

Ray Li <ray\_li@fws.gov>;

Elder Ghigiarelli -MDE- <elder.ghigiarelli@maryland.gov>;

mansolino.michael@epa.gov;

Joseph.DaVia@usace.army.mil;

...

The Maryland Department of Natural Resources is continuing its review and interagency review participation for the Susquehanna River Rail Bridge Project. We are currently reviewing the Environmental Assessment (EA) document, and provide the following comments to meet the April 6, 2017 requested comment date. We also look forward to further coordination and review at the appropriate timing for future planning stages, and eventual construction.

For a NEPA study of this type, with very significant and important project purpose and need elements for the State and regionally, and also an extended timeline until detailed planning and construction will occur, it is important to set up information exchange and review processes to result in optimized later coordination on impact minimization and review issue resolution. This especially includes coordination of various time-of-year restrictions for natural resources, which may include, but not necessarily be limited to, fisheries, rare species, submerged aquatic vegetation (SAV), and waterfowl concentration areas. We realize that the project team may need to work with the resource agencies to negotiate the feasible construction timeline that protects resources and allows the necessary logistics to complete the project, after all construction techniques and methods to be applied are identified. In the case of potentially overlapping restriction periods or restriction periods that could make certain construction practices not feasible, we will be available to help analyze individual practice elements, techniques, and resource risks to fine tune Best Management Practices (BMPs) and restrictions to the actual work and work elements proposed. Later coordination will likely discuss other specific BMPs that cannot all be identified and optimized yet at this level of planning. We greatly appreciate and support the current level of BMP consideration for aquatic resources, such as pile installation methods.

We would like to emphasize at this point in commenting the great importance of water access for fishing, boating, and other recreational or water-dependent purposes during and after project construction. We noted some analysis of existing boat launch facilities in the EA. Further study and planning may be necessary to assure that short term water access is adequately addressed during all construction phases, and that long term access is addressed post-project. Access should be considered to include boat ramps, soft ramps for kayaks and other hand carried boats, and opportunities for shoreline viewing and fishing, as allowed by local authorities. DNR can provide boating and access staff expertise when future coordination is conducted.

As mentioned in recent and previous meetings, the Department advocates and requests consideration of all reasonable opportunities for the project to participate in fish reef material collaboration, partnerships, and associated planning. We can provide expertise in this topic as well. Clean concrete rubble from demolition is of special interest for fish reef material, and this might become available from demolition and removal of bridge piers, piling, bulkheads, etc. The proximity of the project to navigable waters makes this an especially important consideration.

As the document references, planning for any potential Forest Conservation Act (FCA) studies and requirements should be clearly incorporated into future plans. The Forest Conservation Act requires that any project, on areas 40,000 square feet or greater, that is applying for a grading or sediment control permit shall have an approved Forest Conservation Plan and Forest Stand Delineation (Nat. Res. Art. 5-1601–5-16122, Annotated Code of Maryland). Projects proposed by a state or federal agency on state or federal land need to be submitted to the Maryland Department of Natural Resources Forest Service for review. Projects proposed for private land should be submitted to the local planning and zoning authority for review. Please note Critical Area exclusion; we have staff expertise and online information available for any needed guidance.

The following Fisheries Service comments and information have been developed in response to the EA document review. Please note that additional comments and recommendations have been made and will continue to be made in future planning and design for other migratory and tidal fish species as well; the following is focused mainly on non-tidal species and certain tidal species such as tidal black bass:

The Environmental Assessment for the Susquehanna Rail Bridge Project was thorough and generally conveyed the fish resource information (DNR) provided in our October 22, 2014 letter. After reviewing the Environmental Assessment and the related documents and correspondence with Regional Managers, the Freshwater Fisheries Program has the following comments regarding the Susquehanna Rail Bridge Project EA and the potential impacts of the project limited to freshwater sport fish and recreational fishing.

- Principio Creek is a Use III stream that provides a popular put-and-take fishery. Mill Creek is a Use I tributary to Furnace Bay. Although there was no reference in the EA, a wild brown trout population has been documented in Mill Creek and this stream should receive the same protection as a Use III stream to protect this resource. However, the trout resources and trout management areas appear to be upstream of the project influence.

- The EA states the Chesapeake logperch does not occur in the vicinity of the project site; Tidal Bass Program surveys documented the presence of the Chesapeake logperch near the project site during the fall of 2014.

- The tidal black bass fishery (largemouth and smallmouth bass) in the Upper Bay is an important recreational and economically important fishery, though only the presence of these species is stated in the EA. The gravel shoreline habitat and associated SAV within the project area are important habitat for spawning, juvenile, and adult bass that will be affected by the project.

- The finger piers are a preferred alternative to dredging. As noted in the Environmental Assessment, dredging can lead to long-term loss of an SAV seed bank and benthic habitat as well as temporary impact to existing SAV beds.

- Both alternative build scenarios could re-suspend bottom sediment in the vicinity of the project site. These actions occur via the construction of finger piers at Cecil County, construction of west and east replacement bridge piers, and demolition of existing bridge and remnant piers. Because of local public sensitivity to such events and its influence on submerged vegetation and fishing activities, it is recommended that public notice is provided the Department and local area at least 2 weeks prior to periods when sediment is expected to be re-suspended. This will enable the Department to inform boaters and anglers about the need for the project and possible, temporary re-suspension of sediment at the project site. Contact information: Paul Genovese, [paul.genovese@maryland.gov](mailto:paul.genovese@maryland.gov) or Erik Zlokovitz, [erik.zlokovitz@maryland.gov](mailto:erik.zlokovitz@maryland.gov).

- Reducing harmful sound or pressure waves should be further stressed in planning and documentation. Mitigating efforts to address sound waves during the installation of piles for the finger pier were addressed in the EA. While blasting is not an anticipated method, it is stated that it may be used if the contractor deems it necessary to remove the 16 in-water piers from the existing bridge and the 13 remnant piers of a prior bridge just downstream to "2' below the mudline." Removing the abutments outside of the navigational channel to "2' below the mudline" would likely cause more disturbance/damage to the existing ecosystem than leaving them in place to some degree. The remnant abutments could provide current breaks and fish habitat if compatible with safe navigation.

- Clean spoil material from the demolition of the bridge abutments could be used to provide valuable habitat for black bass and other species. This material could be used to construct a break wall to provide safe harbor at Elk Neck State Park or provide additional habitat near the project site with locations identified through a public input process. Black bass abundance correlates with habitat consisting of SAV and "structure" (woody debris, docks, reefs, rip-rap, etc).

- The loss of the Jean Roberts boat ramp and the prolonged disruption of recreational fishing/navigation in the project area will impact popular local fishing activities. Mitigation from this project could include the development of a boat ramp and parking area capable of supporting large tournament activities prevalent in the Upper Bay region, creation of weigh-in stations for bass tournaments at Susquehanna River State Park (Lapidum) or at Tydings Memorial Park (Havre de Grace) to increase bass survival, or increasing boat/trailer parking at Tydings Memorial Park. Such a facility could be an economic benefit to the revitalization of the downtown business district and waterfront identified in the Havre de Grace Comprehensive Plan.

Our Wildlife and Heritage Service has provided comments noting that recent information from Fisheries Service on the State listed Chesapeake logperch is new to their program, and they have obtained further information from Fisheries Service and are assessing the new record for WHS. The Department may develop additional protection comments regarding that species as the project planning continues. Review and comment on the Northern Map Turtle will be considered and should remain on the planning screen, but exact comments will depend on the more detailed future project information.

Regarding the alternatives, we have reviewed, discussed in the interagency setting, and can concur with the information regarding the project alternatives, including the purpose and need of the project, related to rail speed targets for the project use. Our view is generally that maximum reasonable utility is desirable to accomplish within the current single project. We support the continued study of impacts and impact minimization on the two project ends related to the alternatives and rail speed targets, but we understand the importance of maximizing future utility of this major transportation project, within the framework of transportation needs study and assessment. In other words, the importance of the preferred alternative and targeted rail speeds have been clearly communicated.

Our Department will continue to be available for consultation on the variety of natural resource issues, and for interagency coordination in the near future, and for future planning stages. Thank you for this opportunity to comment.

<a href="http://dnr.maryland.gov">dnr.maryland.gov</a>	Greg Golden Environmental Review Program Department of Natural Resources Tawes State Office Bldg, B-3 Annapolis, MD 21401 410-260-8331 (office) <a href="mailto:greg.golden@maryland.gov">greg.golden@maryland.gov</a>
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**April 20, 2017**

**Review Comments received by the Maryland State Clearinghouse for Inergovernmental Assistance via its electronic network regarding:**

**State Application Identifier:** MD20170321-0224

**Applicant:** U.S. Department of Transportation

**Project Description:** Environmental Assessment (EA) and Draft Section 4(f) Evaluation and Project Programmatic Agreement: Susquehanna River Rail Bridge

**Project Location:** Cecil and Harford Counties; Town of Perryville and the City of Havre de Grace

**Approving Authority:** U.S. Department of Transportation.

The **Maryland Department of Natural Resources** (DNR) stated that their findings of consistency are contingent upon the applicant taking the actions summarized below.

DNR would like to emphasize at this point in commenting the great importance of water access for fishing, boating, and other recreational or water-dependent purposes during and after project construction. The Maryland Department of Natural Resources is continuing its review and interagency review participation for the Susquehanna River Rail Bridge Project. DNR is currently reviewing the Environmental Assessment (EA) document, and provide the following comments to meet the April 6, 2017 requested comment date. DNR also looks forward to further coordination and review at the appropriate timing for future planning stages, and eventual construction.

For a NEPA study of this type, with very significant and important project purpose and need elements for the State and regionally, and an extended timeline until detailed planning and construction will occur, it is important to set up information exchange and review processes to result in optimized later coordination on impact minimization and review issue resolution. This especially includes coordination of various time-of-year restrictions for natural resources, which may include, but not necessarily be limited to, fisheries, rare species, submerged aquatic vegetation (SAV), and waterfowl concentration areas. DNR realizes that the project team may need to work with the resource agencies to negotiate the feasible construction timeline that protects resources and allows the necessary logistics to complete the project, after all construction techniques and methods to be applied are identified. In the case of potentially overlapping restriction periods or restriction periods that could make certain construction practices not feasible, DNR will be available to help analyze individual practice elements, techniques, and resource risks to fine tune Best Management Practices (BMPs) and restrictions to the actual work and work elements proposed. Later coordination will likely discuss other specific BMPs that cannot all be identified and optimized yet at this level of planning. DNR greatly appreciates and supports the current level of Best Management Practices considered for aquatic resources, such as pile installation methods.

DNR would like to emphasize at this point in commenting the great importance of water access for fishing, boating, and other recreational or water-dependent purposes during and after project construction. DNR noted some analysis of existing boat launch facilities in the EA. Further study and planning may be necessary to assure that short-term water access is adequately addressed during all construction phases, and that long-term access is addressed post-project. Access should be considered to include boat ramps, soft ramps for kayaks and other hand carried boats, and opportunities for shoreline viewing and fishing, as allowed by local authorities. DNR can provide boating and access staff expertise when future coordination is conducted.

## **DNR continued**

As mentioned in recent and previous meetings, DNR advocates and requests consideration of all reasonable opportunities for the project to participate in fish reef material collaboration, partnerships, and associated planning. DNR can provide expertise in this topic as well. Clean concrete rubble from demolition is of special interest for fish reef material, and this might become available from demolition and removal of bridge piers, piling, bulkheads, etc. The proximity of the project to navigable waters makes this an especially important consideration.

As the document references, planning for any potential Forest Conservation Act (FCA) studies and requirements should be clearly incorporated into future plans. The Forest Conservation Act requires that any project, on areas 40,000 square feet or greater, that is applying for a grading or sediment control permit shall have an approved Forest Conservation Plan and Forest Stand Delineation (Natural Resource Article 5-1601–5-16122, Annotated Code of Maryland). Projects proposed by a state or federal agency on state or federal land need to be submitted to the Maryland Department of Natural Resources Forest Service for review. Projects proposed for private land should be submitted to the local planning and zoning authority for review.

Please note the Critical Area exclusion; DNR has staff expertise and online information available for any needed guidance.

The following Fisheries Service comments and information have been developed in response to the EA document review. Please note that additional comments and recommendations have been made and will continue to be made in future planning and design for other migratory and tidal fish species as well; the following is focused mainly on non-tidal species and certain tidal species such as tidal black bass.

The Environmental Assessment for the Susquehanna Rail Bridge Project was thorough and generally conveyed the fish resource information (DNR) provided in our October 22, 2014 letter. After reviewing the Environmental Assessment and the related documents and correspondence with Regional Managers, the Freshwater Fisheries Program has the following comments regarding the Susquehanna Rail Bridge Project EA and the potential impacts of the project limited to freshwater sport fish and recreational fishing.

- Principio Creek is a Use III stream that provides a popular put-and-take fishery. Mill Creek is a Use I tributary to Furnace Bay. Although there was no reference in the EA, a wild, brown trout population has been documented in Mill Creek and this is the Chesapeake logperch does not occur in the vicinity of the project site; Tidal Bass Program surveys documented the presence of the Chesapeake logperch near the project site during the fall of 2014.

- The tidal black bass fishery (largemouth and smallmouth bass) in the Upper Bay is an important recreational and economically important fishery, though only the presence of these species is stated in the EA. The gravel shoreline habitat and associated SAV within the project area are important habitat for spawning, juvenile, and adult bass that will be affected by the project.

- The finger piers are a preferred alternative to dredging. As noted in the Environmental Assessment, dredging can lead to long-term loss of an SAV seed bank and benthic habitat as well as temporary impact to existing SAV beds.



### **DNR continued**

- Both alternative build scenarios could re-suspend bottom sediment in the vicinity of the project site. These actions occur via the construction of finger piers at Cecil County, construction of west and east replacement bridge piers, and demolition of existing bridge and remnant piers. Because of local public sensitivity to such events and its influence on submerged vegetation and fishing activities, it is recommended that public notice is provided the Department and local area at least 2 weeks prior to periods when sediment is expected to be re-suspended. This will enable the Department to inform boaters and anglers about the need for the project and possible, temporary re-suspension of sediment at the project site. Contact information: Paul Genovese, [paul.genovese@maryland.gov](mailto:paul.genovese@maryland.gov) or Erik Zlokovitz, [erik.zlokovitz@maryland.gov](mailto:erik.zlokovitz@maryland.gov).

- Reducing harmful sound or pressure waves should be further stressed in planning and documentation. Mitigating efforts to address sound waves during the installation of piles for the finger pier were addressed in the EA. While blasting is not an anticipated method, it is stated that it may be used if the contractor deems it necessary to remove the 16 in-water piers from the existing bridge and the 13 remnant piers of a prior bridge just downstream to "2' below the mudline." Removing the abutments outside of the navigational channel to "2' below the mudline" would likely cause more disturbance/damage to the existing ecosystem than leaving them in place to some degree. The remnant abutments could provide current breaks and fish habitat if compatible with safe navigation.

- Clean spoil material from the demolition of the bridge abutments could be used to provide valuable habitat for black bass and other species. This material could be used to construct a break wall to provide safe harbor at Elk Neck State Park or provide additional habitat near the project site with locations identified through a public input process. Black bass abundance correlates with habitat consisting of SAV and "structure" (woody debris, docks, reefs, rip-rap, etc.).

- The loss of the Jean Roberts boat ramp and the prolonged disruption of recreational fishing/navigation in the project area will impact popular local fishing activities. Mitigation from this project could include the development of a boat ramp and parking area capable of supporting large tournament activities prevalent in the Upper Bay region, creation of weigh-in stations for bass tournaments at Susquehanna River State Park (Lapidum) or at Tydings Memorial Park (Havre de Grace) to increase bass survival, or increasing boat/trailer parking at Tydings Memorial Park. Such a facility could be an economic benefit to the revitalization of the downtown business district and waterfront identified in the Havre de Grace Comprehensive Plan.

DNR's Wildlife and Heritage Service has provided comments noting that recent information from Fisheries Service on the State listed Chesapeake logperch is new to their program, and they have obtained further information from Fisheries Service and are assessing the new record for WHS. The Department may develop additional protection comments regarding that species as the project planning continues. Review and comment on the Northern Map Turtle will be considered and should remain on the planning screen, but exact comments will depend on the more detailed future project information.

Regarding the alternatives, DNR has reviewed, discussed in the interagency setting, and can concur with the information regarding the project alternatives, including the purpose and need of the project, related to rail speed targets for the project use. Our view is generally that maximum reasonable utility is desirable to accomplish within the current single project. DNR supports the continued study of impacts and impact minimization on the two project ends related to the alternatives and rail speed targets, but DNR understands the importance of maximizing future utility of this major transportation project, within the framework of transportation needs study and assessment. In other words, the importance of the preferred alternative and targeted rail speeds have been clearly communicated. DNR will continue to be available for consultation on the variety of natural resource issues, and for interagency coordination in the near future, and for future planning stages.

The **Maryland Department of the Environment** (MDE) submitted these consistent comments.

1. If the proposed project involves demolition, any above-ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at [\(410\) 537-3442](tel:4105373442) for additional information.
2. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at [\(410\) 537-3315](tel:4105373315) for additional information regarding solid waste activities and contact the Waste Diversion and Utilization Program at [\(410\) 537-3314](tel:4105373314) for additional information regarding recycling activities.
3. The Waste Diversion and Utilization Program should be contacted directly at [\(410\) 537-3314](tel:4105373314) by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.
4. The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please contact the Land Restoration Program at [\(410\) 537-3437](tel:4105373437).

**Cecil County** found this project to be consistent with their plans, programs, and objectives.

**Harford County** found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below. This project is showing potential impacts to 100-year floodplains (and floodways), tidal and nontidal wetlands and their buffers, and the Critical Area. Any development that occurs in the floodplain area in unincorporated Harford County would need a Floodplain Authorization. All impacts must meet Chapter 131 of the Harford County Code to meet the County's Floodplain Management Program and Critical Area regulations. The commitment to the construction of the long-proposed pedestrian bridge from Harford County to Cecil County, preferably from Havre de Grace to Perryville, is now, at hand. Harford County firmly believes the approval of this badly-needed, new railroad bridge crossing over the Susquehanna River should be contingent upon co-approval of the pedestrian crossing. Without the approval and financial commitment at this time, Harford County fears this pedestrian crossing is doomed for good, putting an end to any hope of this very essential connection. The completion of the long-awaited land trail on both sides of the River with a pedestrian connection from Havre de Grace to Perryville will result in an economic resurgence for this region. Better yet, a pedestrian crossing connecting both sides of the Lower Susquehanna River Trail would provide a total package of benefits for both communities including public health, recreation, and economic growth, and a source of community pride and identity. Instead of focusing on why it cannot be built, the various government agencies should be focused on making the pedestrian crossing

The revised (grammar and punctuation only) comments of the **Maryland Department of Planning** follow below.

The project would improve rail-transportation mobility in the State by replacing the existing Susquehanna River Rail Bridge between the Town of Perryville and the City of Havre de Grace. Improving passenger and freight transportation addresses State's multi-modal transportation need and supports Maryland's transportation, economic and environmental goals. The Project is consistent with the Maryland Economic Growth, Resource Protection, and Planning Policy. The project also complies with the Priority Funding Area (PFA) Law. In March 2016, the project received the exception approval from the State's Smart Growth Coordinating Committee as the required by the Priority Funding Area Law.

The following are specific comments on the Environmental Assessment and Draft Section 4(f) Evaluation Report. It would strengthen the Environmental Assessment by providing the summary information from the Pedestrian and Bicycle Hazard and Security Assessments Study. The Maryland Department of Planning suggests the following editing changes be made to the sections related to State smart growth and the PFA law.

**Page 4-2:  
SMART GROWTH INITIATIVE**

Maryland's Smart Growth Initiative has four overarching goals: (1) supporting development in areas where infrastructure already exists, (2) protecting valuable natural resources, (3) avoiding the high costs associated with building new infrastructure in previously-undeveloped areas, and (4) providing a high quality of life. The 2009 Smart, Green, and Growing Legislation established 12 planning visions for sustainable growth in the State of Maryland. These goals and visions serve as guiding principles for local comprehensive plans and promote developments in locally designated and state-supported growth areas to discourage urban sprawl and adverse impacts on rural and environmentally sensitive areas. The 1997 Priority Funding Areas Law directs state funding for growth-related infrastructure to Priority Funding Areas, providing a geographic focus for state investment in growth areas. The project study area is almost entirely within Priority Funding Areas (see **Figure 4-2**).

**Page 4-13:  
PUBLIC POLICY**

The Build Alternatives are consistent with local, regional, and statewide planning. The Environmental Assessment (EA) and Draft Section 4(f) Evaluation and Project Programmatic Agreement regarding the Susquehanna River Rail Bridge are generally consistent with Maryland's Smart Growth Initiative. The Proposed Project would improve rail transportation mobility that addresses the State's multi-modal transportation needs, as well as, supports the State's transportation, economic and environmental goals. As discussed above, the vast majority of the study area is within Priority Funding Areas. However, any proposed project with greater than five percent of the project study area located outside of the PFA boundary requires a project exception under the PFA law. The Project Team met with the Smart Growth and Neighborhood Conservation Coordinating Committee on March 9, 2016 to request an exception approval for PFA law compliance. Based on this meeting, the Committee voted to approve this exception to the PFA law requirements due to the proposed undertaking being a growth-related project involving a commercial or industrial activity, which due to its operational or physical characteristics, must be located away from development [per the Annotated Code of Maryland §5-7B-06(a)(iii)3].

## **Maryland Department of Planning continued**

**Page 20-13**

### **OTHER AGENCY COORDINATION**

The Project Team presented the project to the Smart Growth Coordinating Committee to request an approval of an exception under the Priority Funding Area (PFA) law in March 2016. The Smart Growth Coordinating Committee is responsible for reviewing and commenting on the compliance of growth-related projects as stated in the PFA law. The purpose of this meeting was to review the project's introduction and background section, discuss the alternatives retained for detailed study and environmental considerations, and receive an exception to allow the State to fund a project that is partially located outside of the Priority Funding Area.

**The Maryland Historical Trust** stated that the Federal Rail Administration is working with the Maryland Historical Trust and other involved, consulting parties to complete the historic preservation review of the undertaking under Section 106 of the National Historic Preservation Act. The parties are negotiating a formal Programmatic Agreement to set forth the process by which FRA will ensure compliance with Section 106 and resolve the undertaking's effects on historic properties as project planning proceeds.

Questions or concerns? Contact Bob Rosenbush, Maryland Department of Planning,  
Phone: 410-767-4487 or via e-mail at  
[bob.rosenbush@maryland.gov](mailto:bob.rosenbush@maryland.gov)



Larry Hogan, Governor  
Boyd Rutherford, Lt. Governor

Wendi W. Peters, Secretary  
Ewing McDowell, Deputy Secretary

April 20, 2017

Mr. Brandon Bratcher  
Environmental Protection Specialist, Federal Railroad Administration (FRA)  
U.S. Department of Transportation  
1200 New Jersey Avenue SE, MS-20  
Office of Railroad Policy and Development  
Washington, DC 20590

**STATE CLEARINGHOUSE RECOMMENDATION**

**State Application Identifier: MD20170321-0224**

**Applicant: U.S. Department of Transportation**

**Project Description: Environmental Assessment (EA) and Draft Section 4(f) Evaluation and Project Programmatic Agreement: Susquehanna River Rail Bridge**

**Project Location: Cecil and Harford Counties: the Town of Perryville, and the City of Havre de Grace**

**Approving Authority: U.S. Department of Transportation**

**Recommendation: Consistent with Qualifying Comments and Contingent Upon Certain Actions**

Dear Mr. Bratcher:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter, with attachments, constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Commerce, Natural Resources, the Environment; Cecil County, Harford County; the City of Havre de Grace, the Town of Perryville; and the Maryland Department of Planning, including the Maryland Historical Trust. As of this date, the Maryland Department of Commerce has not submitted comments. **This recommendation is contingent upon the applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded.** We understand that the Maryland Department of Transportation is the Project Sponsor of the review documents that were circulated by the State Clearinghouse.

The review comments that follow below represent the different aspects of the Project's potential impacts to: the environment to insure compliance with the National Environmental Policy Act; the historic and cultural resources in the study area to insure compliance with Section 106 of the National Historic Preservation Act; forest lands to insure compliance with the Maryland Forest Conservation Act; existing communities and sensitive areas to insure compliance with the Maryland Economic Growth, Resource Protection, and Planning Act, and the Priority Funding Area (PFA) Law; the ability of the Applicant to secure funding for a growth-related project (i.e. a rail road facility) that is not in a priority funding area to insure compliance with State Finance and Procurement Article; and publicly-owned parks, and recreation areas (including recreational trails) to insure compliance with Section 4(f) of the United States Transportation Act.

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The Maryland Department of Natural Resources (DNR) stated that their findings of consistency are contingent upon the applicant taking the actions summarized below.

DNR would like to emphasize the great importance of water access for fishing, boating, and other recreational or water-dependent purposes during and after project construction. The Maryland Department of Natural Resources is continuing its review and interagency review participation for the Susquehanna River Rail Bridge Project. DNR is currently reviewing the Environmental Assessment (EA) document, and provides the following comments. DNR also looks forward to further coordination and review at the appropriate timing for future planning stages, and eventual construction.

For a National Environmental Policy Act study of this type, with very significant and important project purpose and need elements for the State and the region, and an extended timeline until detailed planning and construction will occur, it is important to set up information exchange and review processes to result in optimized later coordination on impact minimization and review issue resolution. This especially includes coordination of various time-of-year restrictions for natural resources, which may include, but not necessarily be limited to, fisheries, rare species, submerged aquatic vegetation (SAV), and waterfowl concentration areas. DNR realizes that the project team may need to work with the resource agencies to negotiate the feasible construction timeline that protects resources and allows the necessary logistics to complete the project, after all construction techniques and methods to be applied are identified. In the case of potentially overlapping restriction periods or restriction periods that could make certain construction practices not feasible, DNR will be available to help analyze individual practice elements, techniques, and resource risks to fine tune Best Management Practices (BMP) and restrictions to the actual work and work elements proposed. Later coordination will likely discuss other specific BMP that cannot all be identified and optimized yet at this level of planning. DNR greatly appreciates and supports the current level of BMP consideration for aquatic resources, such as pile installation methods.

DNR noted some analysis of existing boat launch facilities in the EA. Further study and planning may be necessary to assure that short term water access is adequately addressed during all construction phases, and that long-term access is addressed post-project. Access should be considered to include boat ramps, soft ramps for kayaks and other hand carried boats, and opportunities for shoreline viewing and fishing, as allowed by local authorities. DNR can provide boating and access staff expertise when future coordination is conducted.

As mentioned in recent and previous meetings, DNR advocates and requests consideration of all reasonable opportunities for the project to participate in fish reef material collaboration, partnerships, and associated planning. DNR can provide expertise in this topic as well. Clean concrete rubble from demolition is of special interest for fish reef material, and this might become available from demolition and removal of bridge piers, piling, bulkheads, etc. The proximity of the project to navigable waters makes this an especially important consideration.

As the document references, planning for any potential Forest Conservation Act (FCA) studies and requirements should be clearly incorporated into future plans. The Forest Conservation Act requires that any project, on areas 40,000 square feet or greater, that is applying for a grading or sediment control permit shall have an approved Forest Conservation Plan and Forest Stand Delineation (Natural Resources Article 5-1601–5-16122, Annotated Code of Maryland). Projects proposed by a state or federal agency on state or federal land need to be submitted to the Maryland Department of Natural Resources Forest Service for review. Projects proposed for private land should be submitted to the local planning and zoning authority for review. Please note the Critical Area exclusion. DNR has staff expertise and online information available for any needed guidance.

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The following Fisheries Service comments and information have been developed in response to the review of the EA. Please note that additional comments and recommendations have been made and will continue to be made in future planning and design for other migratory and tidal fish species, as well; the following is focused mainly on non-tidal species and certain tidal species such as tidal black bass.

The Environmental Assessment for the Susquehanna Rail Bridge Project was thorough and generally conveyed the fish resource information (DNR) provided in our October 22, 2014 letter. After reviewing the Environmental Assessment and the related documents and correspondence with Regional Managers, the Freshwater Fisheries Program has the following comments regarding the Susquehanna Rail Bridge Project EA and the potential impacts of the project limited to freshwater sport fish and recreational fishing.

- Principio Creek is a Use III stream that provides a popular put-and-take fishery. Mill Creek is a Use I tributary to Furnace Bay. Although there was no reference in the EA, a wild, brown-trout population has been documented in Mill Creek. The EA states that the Chesapeake logperch does not occur in the vicinity of the project site. Tidal Bass Program surveys documented the presence of the Chesapeake logperch near the project site during the fall of 2014. DNR's Wildlife and Heritage Service (WHS) has provided comments noting that recent information from Fisheries Service on the State listed Chesapeake logperch is new to their program, and they have obtained further information from Fisheries Service and are assessing the new record for WHS. The Department may develop additional protection comments regarding that species as the project planning continues. Review and comment on the Northern Map Turtle will be considered and should remain on the planning (radar) screen, but exact comments will depend on the more-detailed future project information.

- The tidal black bass fishery (largemouth and smallmouth bass) in the Upper Bay is an important recreational and economically important fishery, though only the presence of these species is stated in the EA. The gravel shoreline habitat and associated SAV within the project area are important habitat for spawning, juvenile, and adult bass that will be affected by the project.

- The finger piers are a preferred alternative to dredging. As noted in the Environmental Assessment, dredging can lead to long-term loss of an SAV seed bank and benthic habitat as well as temporary impact to existing SAV beds.

- Both alternative build scenarios could see the re-suspension of bottom sediment in the vicinity of the Project site. These actions occur via the construction of finger piers at Cecil County, construction of west and east replacement bridge piers, and demolition of existing bridge and remnant piers. Because of local public sensitivity to such events and its influence on submerged vegetation and fishing activities, it is recommended that public notice is provided to the Department and local area at least 2 weeks prior to periods when sediment is expected to be re-suspended. This will enable the Department to inform boaters and anglers about the need for the project and possible, temporary re-suspension of sediment at the project site. Contact information: Paul Genovese, [paul.genovese@maryland.gov](mailto:paul.genovese@maryland.gov) or Erik Zlokovitz, [erik.zlokovitz@maryland.gov](mailto:erik.zlokovitz@maryland.gov).

- Reducing harmful sound or pressure waves should be further stressed in planning and documentation. Mitigating efforts to address sound waves during the installation of piles for the finger pier were addressed in the EA. While blasting is not an anticipated method, it is stated that it may be used if the contractor deems it necessary to remove the 16 in-water piers from the existing bridge and the 13 remnant piers of a prior bridge just downstream to "2 feet below the mudline." Removing the abutments outside of the navigational channel to "2 feet below the mudline" would likely cause more disturbance/damage to the existing ecosystem than leaving them in place to some degree. The remnant abutments could provide current breaks and fish habitat if the remnant abutments are compatible with safe navigation.

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- Clean spoil material from the demolition of the bridge abutments could be used to provide valuable habitat for black bass and other species. This material could be used to construct a break wall to provide safe harbor at Elk Neck State Park or provide additional habitat near the project site with locations identified through a public input process. Black bass abundance correlates with habitat consisting of SAV and "structure" (woody debris, docks, reefs, rip-rap, etc.).

- The loss of the Jean Roberts boat ramp and the prolonged disruption of recreational fishing/navigation in the project area will impact popular local fishing activities. Mitigation from this project could include the development of a boat ramp and parking area capable of supporting large tournament activities prevalent in the Upper Bay region, creation of weigh-in stations for bass tournaments at Susquehanna River State Park (Lapidum) or at Tydings Memorial Park (Havre de Grace) to increase bass survival, or increasing boat/trailer parking at Tydings Memorial Park. Such a facility could be an economic benefit to the revitalization of the downtown business district and waterfront identified in the Havre de Grace Comprehensive Plan.

Regarding the alternatives, DNR has reviewed, discussed in the interagency setting, and can concur with the information regarding the project alternatives, including the purpose and need of the project, related to rail speed targets for the project use. DNR's view is generally that maximum reasonable utility is desirable to accomplish within the current single project. DNR supports the continued study of impacts and impact minimization on the two project ends related to the alternatives and rail speed targets. DNR understands the importance of maximizing future utility of this major transportation project, within the framework of transportation needs study and assessment. The importance of the preferred alternative and targeted rail speeds have been clearly communicated.

In the near future, and for future planning stages, DNR will continue to be available for consultation on the variety of natural resource issues, and for interagency coordination.

The Maryland Department of the Environment, Harford County and the Maryland Historical Trust found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below.

The Maryland Department of the Environment (MDE) submitted these qualifying comments.

1. If the proposed project involves demolition, any above-ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at [\(410\) 537-3442](tel:4105373442) for additional information.
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Harford County stated that this project is showing potential impacts to 100-year floodplains (and floodways), tidal and nontidal wetlands and their buffers, and the Critical Area (of the Chesapeake Bay). Any development that occurs in the floodplain area in unincorporated Harford County would need a Floodplain Authorization. All impacts must meet Chapter 131 of the Harford County Code to meet the County's Floodplain Management Program, and Critical Area regulations.

The commitment to the construction of the long-proposed pedestrian bridge from Harford County to Cecil County, preferably from Havre de Grace to Perryville, is now, at hand. Harford County firmly believes the approval of this badly-needed, new railroad bridge crossing over the Susquehanna River should be contingent upon co-approval of the pedestrian crossing. Now without the approval and financial commitment for the pedestrian crossing, Harford County fears this is doomed for good, putting an end to any hope of this very essential connection. The completion of the pedestrian bridge is a long-awaited land trail on both sides of the River. A pedestrian connection from Havre de Grace to Perryville will result in an economic resurgence for this region. A pedestrian crossing connecting both sides of the Lower Susquehanna River Trail would provide a total package of benefits for both communities including public health, recreation, and economic growth, and a source of community pride and identity. Instead of focusing on why it cannot be built, the various government agencies should focus on making the pedestrian crossing a reality.

The Maryland Historical Trust stated that the Federal Rail Administration is working with the Maryland Historical Trust and other involved consulting parties to complete the historic preservation review of the undertaking under Section 106 of the National Historic Preservation Act. The parties are negotiating a formal Programmatic Agreement to set forth the process by which FRA will ensure compliance with Section 106 and resolve the undertaking's effects on historic properties as project planning proceeds.

Cecil County; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

The Maryland Department of Planning submitted comments that dealt with the issues of Smart Growth Initiatives, Public Policy, and Other Agency Coordination. The Maryland Department of Planning commented that the project would improve rail-transportation mobility in the State by replacing the existing Susquehanna River Rail Bridge between the Town of Perryville and the City of Havre de Grace. Improving passenger and freight transportation addresses the State's multi-modal transportation needs and supports Maryland's transportation, economic, and environmental goals. The Project is consistent with the Maryland Economic Growth, Resource Protection, and Planning Policy. The Project also complies with the Priority Funding Area (PFA) Law. In March 2016, the Project received an exception approval from the State's Smart Growth Coordinating Committee as required by the Priority Funding Area Law.

The Maryland Department of Planning made these specific comments on the Environmental Assessment and Draft Section 4(f) Evaluation Report. By providing the summary information from the Pedestrian and Bicycle Hazard and Security Assessments Study, it would strengthen the Environmental Assessment. The Maryland Department of Planning suggests the following editing changes be made to the sections related to State Smart Growth, and the PFA law.

#### **Page 4-2: SMART GROWTH INITIATIVE**

Maryland's Smart Growth Initiative has four overarching goals: (1) supporting development in areas where infrastructure already exists; (2) protecting valuable natural resources; (3) avoiding the high costs associated with building new infrastructure in previously-undeveloped areas; and (4) providing a high quality of life. The 2009 Smart, Green, and Growing Legislation established 12 planning visions for sustainable growth in the State of Maryland. These goals and visions serve as guiding principles for local comprehensive plans and promote developments in locally designated and state-supported growth areas to discourage urban sprawl and adverse impacts on rural and environmentally sensitive areas. The 1997 Priority Funding Areas Law directs state funding for growth-related infrastructure to Priority Funding Areas, providing a geographic focus for state investment in growth areas. The project study area is almost entirely within Priority Funding Areas as shown on Figure 4-2.

#### **Page 4-13: PUBLIC POLICY**

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#### **Page 20-13 OTHER AGENCY COORDINATION**

The Project Team presented the project to the Smart Growth Coordinating Committee to request an approval of an exception under the Priority Funding Area (PFA) law in March 2016. As stated in the PFA law, the Smart Growth Coordinating Committee is responsible for reviewing and commenting on the compliance of growth-related projects. The purpose of this meeting was to review the project's introduction and background section, discuss the alternatives retained for detailed study and environmental considerations, and receive an exception to allow the State to fund a project that is partially located outside of the Priority Funding Area.

Since as early as 2012, the City of Havre de Grace and the Town of Perryville have submitted advisory comments, as well as, formal comments through the Section 106 Process and Environmental Assessment 30-day review period to help the Applicant comprehend the potential impact of the Susquehanna River Rail Bridge Project on the residents' quality of life during the projected, useful life of the two, new planned bridges.

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Here is a sample of review comments and advisories from both municipalities. The City of Havre de Grace forwarded three (3) letters and a statement of potential stipulations for the future Memorandum of Agreement (now called the Programmatic Agreement). The City of Havre de Grace's letters dealt with these issues: the proposed length of the bridge span over a downtown intersection; the future bridge-pier design; the search for funds from other Federal agencies; new road geometry; protection of the City's Historic District and the gateway, public outreach; the location of a Maryland Area Regional Commuter Train station in the City; improvements to the bridge construction staging area if located on publicly-owned land, and improvements to local parks. See the letters dated November 2, 2016, March 29, 2017, and April 4, 2017.

The Town of Perryville submitted two (2) comment letters. The Town of Perryville's letters dealt with these issues: a request for more information about the proposed landing of the Bridge on the side of the Town of Perryville; the protection of the Town's historic assets during Bridge construction; pedestrian access across the River; and stipulations to the proposed Section 106 Memorandum of Agreement (clarification of those already-proposed stipulations; and additional stipulations for further consideration). See the letters and resolutions dated October 10, 2012, June 27, 2013, June 30, 2014, November 18, 2014, March 20, 2015, March 23, 2015, November 3, 2015, April 14, 2016, July 15, 2016, and November 4, 2016.

**Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse.** The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at bob.rosenbush@maryland.gov. **Also, please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number. This will ensure that our files are complete.** Thank you for your cooperation with the Maryland Intergovernmental Review and Coordination (MIRC) process.

Sincerely,



Myra A. Barnes, Lead Clearinghouse Coordinator

MAB:BR

Enclosures

cc: Beth Cole - MHT  
Denise Breder - Perryville  
Greg Golden - DNR  
Tina Quinichette - MDOT  
Amanda Degen - MDE

Dianne Klair - Havre de Grace  
Tammy Edwards -  
COMMERCE  
Eric Sennstrom - CECL

Jennifer Freeman - HRFD  
William Martin - Havre de  
Grace

James Eberhardt- Perryville  
Bihui Xu - MDPI-T  
David Dahlstrom - MDPLU

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Larry Hogan, Governor  
Boyd Rutherford, Lt. Governor

Wendi W. Peters, Secretary  
Ewing McDowell, Deputy Secretary

### PROJECT STATUS FORM

Please complete this form and return it to the State Clearinghouse upon receipt of notification that the project has been approved or not approved by the approving authority.

**TO:** Maryland State Clearinghouse  
Maryland Department of Planning  
301 West Preston Street  
Room 1104  
Baltimore, MD 21201-2305

**DATE:** \_\_\_\_\_  
(Please fill in the date form completed)

**FROM:** \_\_\_\_\_  
(Name of person completing this form.)

**PHONE:** \_\_\_\_\_  
(Area Code & Phone number)

**RE: State Application Identifier:** MD20170321-0224  
**Project Description:** Environmental Assessment (EA) and Draft Section 4(f) Evaluation and Project Programmatic Agreement: Susquehanna River Rail Bridge

<b>PROJECT APPROVAL</b>			
This project/plan was:	<input type="checkbox"/> Approved	<input type="checkbox"/> Approved with Modification	<input type="checkbox"/> Disapproved
Name of Approving Authority:			Date Approved:
_____	_____		_____

<b>FUNDING APPROVAL</b>			
<i>The funding (if applicable) has been approved for the period of:</i>			
_____, 201__ to _____, 201__ as follows:			
Federal \$:	Local \$:	State \$:	Other \$:
_____	_____	_____	_____

<b>OTHER</b>	
<input type="checkbox"/>	<i>Further comment or explanation is attached</i>



# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

MD 20170321-0224

April 4, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Bratcher and the Project Team:

I am writing this letter to provide comments on the Environmental Assessment (EA) and draft Programmatic Agreement (PA) for the Susquehanna River Rail Bridge Project during its 30-day public comment period ending April 6<sup>th</sup>, 2017. Thank you for the opportunity for allowing the City to be represented as a Concurring Party and I will provide appropriate points-of-contact when the PA finalized. You will see a separate letter by Mayor Martin accepting the offer for the City to be a Concurring Party.

I would like to thank you for two additional items: 1]. For including comments regarding additional language from my letter dated November 2, 2016 and Potential Memorandum of Agreement (MOA) Stipulations in the text of the PA, and 2]. For your letter dated March 13, 2017 where you stated that "[t]he design team is in the process of entertaining the use of a 220-foot space as the first span of the bridge on the Havre de Grace side of the project". As you know from past correspondence, this is a huge issue for us in Havre de Grace and I greatly appreciate your consideration of this solution. I would ask that some references to a longer span over the critical intersection of Otsego Street and Union Avenue be added in the narrative of the EA itself, since neither the text nor the latest engineering in Appendix B from June 2016 reflects that a longer span is being considered. I will comment further on this under specific headings where I would like to see it minimally addressed.

## Environmental Assessment Comments

Please include the following three letters in the EA documentation for the record in Appendix H\_Public Involvement and Agency Correspondence.pdf under the Section 106 Correspondence section:

- 1]. My letter dated November 2, 2016 and the two-page attachment for Potential MOA Stipulations (most of the attachments are there but not the letter itself).
- 2]. Mayor William T. Martin's letter dated February 15, 2017 providing an introduction to the engineering report from the David R. Schmidt Company, Inc. for "Proposed Modifications at Havre de Grace End of Bridge". The twenty-five page report and Mr. Volney Ford's letter are included but not the Mayor's letter.
- 3]. Mr. Brandon Bratcher's response letter dated March 13, 2017 (this probably came later than time allowed for including in the materials).

Each of these letters should also be referenced within the document in Table 20-2 (on p. 20-10) as part of the Section 106 Correspondence Summary for the record.

*f*

In addition, I have the following comments on the text of the EA document for the span consideration:

- Cultural Resources Chapter (Ch. 8), p. 8-19 HAVRE DE GRACE HISTORIC DISTRICT, *Visual Effects*; please include a reference for a potential longer span in here. The issue is a visual effect, but also a functional effect. Please include the need to make the MD 7/Otsego Street and Union Avenue underpass a well-designed gateway by way of expanded distance between the piers on the overland portion of the bridge in Havre de Grace. Also p. 8-21; please include the visual and functional effects of pier locations for MD 7 in the narrative; this is the City's and State Highway Administration's identified entrance into downtown Havre de Grace.
- Draft Section 4(f) Evaluation Chapter (Ch. 9), p. 9-5 and p. 9-11, HAVRE DE GRACE HISTORIC DISTRICT; please add a statement in both pages recognizing the option for a longer span (220-foot) for the overland portion of Havre de Grace where the two new bridges will go over MD 7/Otsego Street and Union Avenues. This is the main access into historic downtown Havre de Grace from SHA and local road connections. (Draft Section 4(f) Evaluation implies options for changing.)

#### Programmatic Agreement Comments

Specific comments for the PA are as follows:

- P. 2; the Havre de Grace Historic District is still incorrectly identified as HA -1125 in the PA. Please rectify this in the final PA document; the correct MIHP identifier is HA-1617. This occurs on page 2 in two locations. (I have included the Maryland National Register Properties webpage sheet.)
- P. 3, under Stipulations I C.; Is it possible to change "could" to "would" and "may" to "will" in the sentence "This PA could apply should another federal agency have an undertaking as part of the Project; that agency may adopt this PA and agree to comply with its terms to fulfill its Section 106 responsibilities, as provided for in Stipulation XIV."? If another federal agency were involved, would they have to do another (separate) Section 106 Process? Is there the potential for this project being funded through a federal agency other than Federal Rail Administration? Please identify other potential federal agencies that may fund a project of this scale.
- Please add specific text for the potential for an expanded overland span (220-foot) in Havre de Grace in Section V. TREATMENT MEASURES FOR ARCHITECTURAL RESOURCES under C. Design Review. There is the need for a statement identifying this issue in the PA, regardless of whether it can be explicitly stated in the EA. Please acknowledge this solution in the PA; we do not wish to lose this measure if the project is not funded for several out-years.
- Throughout the PA, the use of traditional bridge pier design is noted; please consider the aesthetic for future pier design, especially in relation to the futuristic rendering of the Preliminary Pier Design under the Selected Bridge Type Design from the March 23<sup>rd</sup>, 2017 public meeting.

#### Statement about Preliminary Pier Design

The Preliminary Pier Design as shown on the Selected Bridge Type Design slide was not part of the EA; it was first shown at the March 23<sup>rd</sup> public outreach session and subsequent online materials. This is a modern, futuristic rendering as opposed to a more traditional pier design as described in the PA. Prior available views show a more traditional keyhole arch pier structure, and the Project Team used renderings

of the length of the bridge with keyhole piers in its visual preference survey for the Girder Approach/Main Arch Span structure. It would be great have a more understated, timeless aesthetic due to the historic communities in this eastern seaboard setting. The ideal is to somehow blend old and new while still meeting your engineering design criteria.

Thank you for your continuing outreach on this project and I look forward to following the next phases of design.

Sincerely,



Dianne Klair, Planner  
City of Havre de Grace

Cc: Mayor William Martin  
Members of the City Council  
Patrick Sypolt, Director, Department of Administration  
Ben Martorana, Director, Department of Planning  
Volney Ford, Chairman, Susquehanna River Rail Bridge Project Advisory Board  
Project Team Members

## Maryland's National Register Properties

[Back to Results List](#)



Photo credit: Peter E. Kurtze, 2003

### Havre de Grace Historic District

Inventory No.: HA-1617

Date Listed: 3/25/1982

Location: Havre de Grace, Harford County

Category: District

Period/Date of Construction: Late 18th century -c. 1930

[Open National Register Form](#)



[Show Boundary Map](#)

**Description:** The Havre de Grace Historic District is an urban district of approximately a thousand buildings which incorporates most of the present town. It includes the central business district and most of the residential neighborhoods radiating out of it. The buildings date primarily from the 19th and early 20th centuries, with about 90 percent contributing to the significance of the district. The district has the feeling of an early 20th century town tied together through lampposts, building materials, paving, scale, and landscaping. The houses are primarily of frame or brick construction and the public and commercial buildings of brick or stone. Most of the major architectural styles that characterized U.S. building history on the east coast from the 18th to the early 20th century are represented in the district. Few structures from the 18th century have survived but there are a significant number of houses and commercial buildings from the early and mid-19th century. Havre de Grace experienced a boom in the late 19th century, with many Victorian structures remaining to prove it. Many of the buildings in Havre de Grace are of historic and architectural importance individually. Many other older structures contribute as a group to the surviving fabric of the 19th century tidewater town. The major intrusion is a large hospital complex along Union Street.

**Significance:** Havre de Grace is a small town located in northeastern Maryland where the Susquehanna River flows into the Chesapeake Bay. Historically, this town, which was founded in the 18th century, has been a major commercial and transportation service center in this section of the state. An early 19th century Post Road to Philadelphia from Baltimore crossed the Susquehanna at this point; the Susquehanna and Tidewater Canal, constructed in the late 1830s, which was part of the canal system serving New York, Pennsylvania, New Jersey, Delaware, and Maryland terminated at Havre de Grace; and the town was serviced by both the Baltimore and Ohio and the Philadelphia, Wilmington, and Baltimore Railroads. The Havre de Grace Historic District consists of most of the town and is significant for the collection of 18th, 19th, and early 20th century buildings which 1) record the development and status of Havre de Grace as an important commercial and transportation center in northeastern Maryland; 2) include several excellent and well-preserved examples of the major stylistic influences that characterize American architecture up to the early 20th century; and 3) contribute through their juxtaposition and variety of design and materials to several streetscapes that retain the basic environmental qualities associated with life in small urban centers at the turn of the 20th century.

//





# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410- 939-1800  
410- 575-7043

MD 20170321-0224

March 29, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Bratcher and the Project Team:

I am deeply appreciative of your letter dated March 13, 2017 where you stated that you will consider the use of a 220-foot span over the Otsego Street/Union Avenue intersection as an engineering solution for the entrance into our historic downtown commercial area. On behalf the City of Havre de Grace, I accept the offer for the City to be a Concurring Party on the Programmatic Agreement that gets finalized following the Environmental Assessment 30-day comment period for the Susquehanna River Rail Bridge Project ending April 6<sup>th</sup>, 2017.

Thank you for your continued public outreach and for working with us to accommodate our design concerns.

Sincerely,



William T. Martin  
Mayor, City of Havre de Grace

Cc: Council President Stephen Gamatoria  
Council Member David Glenn  
Council Member Michael Hitchings  
Council Member Monica Worrell  
Council Member David Martin  
Council Member Randolph Craig



MD20170321-0224

# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

November 2, 2016

Ms. Marlys Osterhues, Division Chief  
Environmental & Corridor Planning, Office of Railroad Policy and Development  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Ms. Osterhues,

I appreciate your Division's diligence with regard to the Susquehanna River Rail Bridge Project, Perryville (Cecil County) and Havre de Grace (Harford County), Maryland, and I am grateful that your Federal Preservation Officer, Ms. Laura Shick, was present at the last Section 106 Consulting Parties meeting on October 11, 2016 in Havre de Grace. As a Consulting Party representing the City of Havre de Grace through the Department of Planning, I cannot say that I am comfortable with the timeline in which to submit stipulation language for a draft Memorandum of Agreement, or MOA (now Programmatic Agreement, or PA) by November 4, 2016. I do not think that there is enough information to understand the impacts to the City's gateway entrance to move forward with language for a PA or MOA as expected in a three week turnaround. I ask that the Federal Rail Administration and Maryland Historical Trust (as Signatories to a future MOA or PA) not codify the stipulations without the full impact to the City's main gateway (MD 7) into our historic downtown being understood.

#### **ADVERSE IMPACTS TO OTSEGO ST/UNION AVENUE NEED TO BE IDENTIFIED AND UNDERSTOOD**

As described in my response letter on July 13, 2016, my concerns are and continue to be the interplay of the pier distances of the future two bridges, the western abutment and new road geometry relative to the City's main entrance into its historic downtown. The City's downtown is part of a larger National Register Historic District (NRHD), which this rail project bisects. As designed, there will be three sets of two bridge piers spaced 160' on center over a distance of 480' from the bridge abutment to the shoreline. This occurs directly over the intersection of Otsego Street/Union Avenue (MD 7) and Water Street, which is a City-owned street, and our main gateway into downtown. Currently, we do not have engineering for the redesigned roads, only the Limit-of-Disturbance sheets that show the pier, abutment and retaining wall locations. I would ask if there is any way possible to re-evaluate the opportunity of an increased span in this overland section, please do so. Eliminating one set of piers by bringing the abutment eastward (approximately 40') and increasing the span distance over the road network to 200 - 220' would be ideal. Not only would it make for a better long-term solution to the entrance into downtown, but it would also allow for continued traffic flow during bridge construction and would give more distance between the first pier and the house located at 509 Otsego Street which, as it stands now, will have a massive pier located 20' directly in front of the structure.

The impacts to the gateway have not been resolved and I would respectfully request, as I did in my letter dated July 13, 2016, that there be another line item for an additional adverse effect for the interference with our NRHD and our main road entrance due to reduced pier span distance. In the course of the

conversation on October 11<sup>th</sup>, it was stated by both the engineering firm and Amtrak representatives that the bridge cannot be designed with a longer span. I would ask that there be a response in writing by the design team as to that determination, and whether it is specifically a cost or design development issue, or if there are absolutely no possible engineering options to a larger overland span. I believe that this needs to be explored further. I would also ask to have a more complete set of plans that show road geometry. We need to understand the impacts to the road network in relation to the proposed bridge design and pier locations. It would be very helpful to have computer-generated 3D renderings (or a 3D printed model) of the intersection in relation to the newly designed bridge and nearby structures so that the intersection impacts can be more readily understood. I cannot overstate the importance of understanding the adverse impacts to the entrance to the City's historic downtown.

#### **NEED FOR PUBLIC OUTREACH SESSION IN ADVANCE OF PROGRAMMATIC AGREEMENT**

At this point in time, the public or local representatives have not had the opportunity to see the project engineering – only the Consulting Parties have. I would ask that there be a public outreach session prior to an MOA or PA so that the public is offered the opportunity to know the final alignment choice [9A] and see final preliminary engineering. The last public outreach session was held six months ago in April at which time the public was shown just two concept renderings of the selected bridge type design, the Girder Approach/Arch Main Span (please see attachment 1; *April 2016, Board 20*). No final alignment, engineering or limits of disturbance are indicated on the online slides that exist for previous meetings. Impacts to adjoining properties – whether they have been determined to be historic or not – were not presented in the meeting and are only described in the Effects Assessment, which is available online on the project's website. The public has to interpret through narrative and descriptions in a table (p. 5-21, Table 3, Distance to Contributing Structures) what impacts the project will have on adjoining structures. It is my understanding from the October 11<sup>th</sup> Consulting Parties meeting that the next public outreach is expected to occur after January, 2017 with language for an MOA or PA to have already been wrapped up.

Just to back up a little bit, we have had an excellent dialogue with the project team and I appreciate all the forthright communication that we have had to date. The project team has been very accommodating to requested meetings with our locally-appointed advisory board, a group that has taken the lead in communication on behalf of the City (initially appointed through City Council October 6, 2014 and recently reappointed October 3, 2016). This group is separate from the National Historic Preservation Act Section 106 Process for developing a MOA or PA, and is in no way a substitute for the general public.

One question that I would also ask: What is the role of the Consulting Parties relative to the public disclosure of project details? As a Consulting Party staff designee for the City's Planning Department, my opinions have gotten heard through invitational Consulting Party meetings but the information that I have received is not part of the public record to date on the Susquehanna River Rail Bridge Project website. The information provided on the project website is generalized as far as the final bridge alignment and design and, in my opinion, does not go far enough for showing preliminary engineering to the public or to local governing bodies. In the meantime, it is expected that formalized agreements are to be signed which commit the Signatories (of which Consulting Parties may or may not be included) to the terms of the project construction, through the MOA or PA. This is a problem, and I ask that Signatories to a future agreement please understand the potential adverse impact created at the Union Ave/Otsego Street intersection.

#### **OVERPASS RAIL BRIDGES AND TUNNELS**

I want to thank the Amtrak representative for committing to installing lights in the overpass tunnels, specifically Centennial and Freedom Lanes. These tunnels will almost be doubled in length after these

right-of-way improvements are completed through Havre de Grace – safety, security and maintenance are issues. In addition, the project team has also committed to looking into water and mineral deposit seepage in the tunnels and road overpass bridges to develop solutions to address this, whether through sealing the stone or installing a barrier between the soil and stone. The intent is to have the tunnels and road bridge overpasses look cohesive after the new form (concrete) liner extensions are constructed and also to have the older, historic sections able to be maintained. A thorough photo-documentation of this problem is in an attached letter by Mr. Volney Ford (attachment 2; *Alterations to Undergrade Bridges Along the Amtrak Right-of-way in Havre de Grace*). Immediately following this letter, I have included a response from the City of Havre de Grace regarding potential stipulations and you will see more specific language regarding these issues.

#### RECOGNIZING THE NEED FOR THIS BRIDGE REPLACEMENT PROJECT

From the beginning, the City and the local advisory board representatives have been extremely supportive of this project. We see expanded rail access on the Northeast Corridor (NEC) as a positive opportunity for greatly increased use and future transit-oriented development (TOD) throughout the entire corridor. Increased rail is a game-changer for revitalization in older communities such as Havre de Grace – and is a paradigm shift in the way we, as a nation, relate to transit specifically in the NEC. We are all for expanded rail and we have embraced the opportunity to be involved with the Susquehanna River Rail Bridge replacement. Ideally over the long-run, we would like to see a MARC commuter station in Havre de Grace that supports smart, corridor growth and expands ridership, with regional interconnections both north to Wilmington and Philadelphia (SEPTA) as well as south to Baltimore and Washington DC through MARC.

It is not my intent to make the development of an MOA or PA difficult to navigate – it is my goal to make this project work for the City of Havre de Grace and citizens after it is built. I would like to ensure that any adverse impacts to the City's downtown gateway are eliminated, reduced or addressed through this preliminary design process. This is an old corridor and I am sure this is not the only location in which an accommodation will need to be made for community preservation for new rail infrastructure design. A large part of our City's economic development is based on heritage tourism grounded in our historic district and our waterfront. The Otsego St/Union Avenue (MD 7) gateway into our historic downtown is paramount in this equation, on which this project will have significant impacts. We wholeheartedly support rail and support TOD, we just cannot kill the essence of the downtown entrance in the process.

Sincerely,



Dianne Klair, Planner  
City of Havre de Grace

ATTACHMENTS: Selected Bridge Type Design, Board 20 from MDOT from [www.susrailbridge.com](http://www.susrailbridge.com)  
Letters by Mr. Volney Ford  
Correspondence, Mr. Carey Alan Snyder and Ms. Mary Lynn Snyder  
Dates for Meetings with Design Team (2014 to 2016)  
Article for Re-appointment of the SRRBP Advisory Board (October 7, 2016) and Editorial



November 2, 2016

The following is the response from the City of Havre de Grace regarding potential stipulations to be included in future Memorandum of Agreement (now Programmatic Agreement) for the Susquehanna River Rail Bridge Project, Perryville (Cecil County) and Havre de Grace (Harford County), Maryland. A sheet entitled "Potential MOA Stipulations" was provided on October 11, 2016 at the invitational Consulting Party Meeting held at the Havre de Grace Activity Center. This language is provided with the understanding that there is still the need to satisfy the issue of the adverse impacts to the gateway intersection of Otsego St/Union Ave (MD 7) and Water Street. Responses by the City of Havre de Grace to individual measures is denoted in red.

## Potential MOA Stipulations

The following measures have been proposed:

- Prepare HAER documentation for bridges and tower. Yes, please.
- Develop interpretive material for HdG and Perryville and an educational document (film?)  
Film was proposed specifically for the documentation of the actual operation of the swing bridge, so that there is a historic record of the technology used for 1906 truss bridge construction.
- Salvage key bridge elements (for interpretation). The City of Havre de Grace agrees to house key elements or artifacts from the bridge for future use in outdoor interpretative exhibit of transportation history in nearby waterfront parks. City will house artifacts from bridge for future park display area as per Advisory # 15, Bridge Historical Preservation and Display, of the local SRRBP Advisory Board. Perryville may also wish to house elements from the bridge or interlocking tower within their railroad museum.
- Use traditional design features in two new bridges to ensure that the bridge and piers are compatible with former bridge and adjacent bridges. We would like to continue to be involved with this.
- For undergrade bridges, use form liner that emulates look and color of stone; provide consulting parties with an example and rendering. Include lighting in the underpasses. This issue of using a form liner was discussed at October 11, 2016 Consulting Party meeting and presumably meets *Secretary of the Interiors Standards for the Treatment of Historic Properties*. The City gratefully accepts the offer of the Amtrak representative to have lighting be installed in the two extended tunnels (specifically Freedom and Centennial Lanes) for increased safety. The City will maintain the installed light fixtures and pay for electric service; we ask that Amtrak installs low energy, LED fixtures with low replacement cost for bulbs. Also discussed in that meeting was the possibility of eliminating the issue of water and mineral seepage from the old stone tunnels and undergrade bridges by either sealing the stone or sleeving the tunnels (providing a barrier between the soil and stone) during construction. As it stands now, they are unsightly and will be in sharp contrast to new concrete extensions. Amtrak agreed to look into solutions for this issue.

- Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping, if possible.
- Design new retaining walls in accordance with the *Secretary of the Interiors Standards for the Treatment of Historic Properties*
- Develop and implement a Construction Protection Plan (CPP) for historic district structures and Rodgers Tavern
- Move Interlocking Tower to avoid demolition
- Conduct Phase IB archaeological investigation, including for submerged resources
- Develop a procedure for handling discovery of an unanticipated resource or effect. Please include the local jurisdictions and consulting parties in any discovery of an unanticipated resource or effect.
- Continue design consultation with MHT and consulting parties. This continuing consultation is key beyond this preliminary engineering design phase.

**The City of Havre de Grace would also like to add stipulation language that:**

- Obligates the replacement of the existing signature sidewalk connections from Union Avenue and Otsego Streets to Water Street, which is detailed with inlaid brick edges, numerous streetlight fixtures (with banner arms) and a stone monuments sign. This was a State Highway Administration gateway enhancement project that was built twenty years ago in the City's historic downtown and we would like to see the streetscape be reconstructed.
- If the bridge construction staging area occurs on the publicly-owned land along Water Street, Union Avenue or St. Johns Street, the site needs to be improved prior to turning it back over, to include removal of hard pack stone and the re-planting of lawn areas, the planting of trees and shoreline buffer areas, and installation (or re-installation) of park improvements, like signature walkway extensions, viewing platforms (as in the case of David Craig Park) and display areas.
- Recognizes the long-term goal for increased, safe pedestrian and bikeway access across the Susquehanna River. This is a separate but related issue that needs to be stated for the record.

Mayor  
James L. Eberhardt  
Town Administrator  
Denise Breder



Commissioners  
Robert Ashby  
Alan Fox  
Michelle Linkey  
Raymond A Ryan III

November 4, 2016

Brandon L. Bratcher, Environmental Protection Specialist  
Office of Railroad Policy and Development  
U.S. Department of Transportation  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Susquehanna River Rail Bridge Project – Section 106 MOA Stipulations

Dear Mr. Bratcher:

In follow up to the October 11, 2016 Section 106 meeting, you had requested suggested stipulations to the MOA be submitted by November 4, 2016. As a consulting party on behalf of the Town of Perryville I generally concur with the Potential MOA Stipulations as spelled out in the attached document distributed at the October 11 meeting. I offer the following clarification to potential stipulations and / or additional stipulations:

Clarification to proposed stipulations

**Develop interpretive material for HdG and Perryville and an educational document (film?)**

The Town of Perryville requests interpretive material for use and display at the Perryville Railroad Museum and / or Rodgers Tavern Museum upon it's re-opening. Perryville is particularly interested in having a film of the swing bridge in operation for educational and historic preservation purposes.

**Salvage key bridge elements (for interpretation)**

Salvaging key bridge elements for an interpretative exhibit(s) is important to the Town of Perryville for use in a museum and at one of its waterfront parks. The Perryville Railroad Museum representative specifically requested to have the train locator sign from the Interlocking Tower for display at the museum, should it be removed from the tower. I support that request on behalf of the Railroad Museum. Additionally, the Town of Perryville would like to have the date stone for display.

**Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping if possible.**

Without retracting from or limiting this potential MOA stipulation, should it be determined that the treatment for the retaining wall be stone, please use stone that mimics the look of Rodgers Tavern. Further, present plans indicate that the distance between the Tavern and the tracks will be reduced by approximately 44', so I would like to thank you for agreeing to pull back the abutment thus creating a better, more natural view from the western end of the front porch of Rodgers Tavern.

## Additional Stipulations

### **Develop and implement a Construction Protection Plan (CPP) for Lower Ferry Pier**

I concur with the need for a Construction Protection Plan (CPP) for Rodgers Tavern and I appreciate that you have already included the CPP for the Tavern in the listing of Potential MOA stipulations. I would like to add, although not an historic resource, that the Town of Perryville also requests, as stated in the April 14, 2016 comment letter, copy attached, that a CPP be prepared for Lower Ferry Pier. Lower Ferry Pier is directly adjacent to Rodgers Tavern and could potentially be damaged during construction if not protected.

### **Open Discussion of Future Expansion of Rail Service in Perryville**

At the October 11 meeting, it was stated that by shifting the interlocking tower at the Perryville Train Station a pad will be created allowing for future expansion of service at the station. This future expansion of service aligns with the Town's Transportation Priorities, and I am excited to hear that you are making long-range plans to expand service in Perryville, hopefully to include related parking requirements. Perryville has a Transit Oriented Development (TOD) plan in place, approved by the Mayor and Commissioners in 2012, and the Town is diligently working on implementation of that plan to include construction in progress of the Municipal Center Phase I and Rodgers Tavern and Waterfront aspects of that plan.

## Other Comments

### **Pedestrian and bicycle access across the Susquehanna River**

Safe pedestrian and bicycle access across the Susquehanna River is a long-term goal of the Lower Susquehanna Heritage Greenway (LSHG), of which Perryville is a member. Though, not a rail project, I appreciate that you recognize this as an important, and somewhat connected, goal and request continued discussion with the LSHG on this topic.

### **Direct Outreach to Property Owners**

I request that you make direct outreach to those property owners whose properties adjoin the rail line along Broad Street / Maryland Route 7 in Perryville. While it is likely that these property owners received notification of the public outreach sessions, whether by postcard, newspaper or other means, since it is likely that they will be impacted during construction they should be given direct notice of the plans. This will give the property owners the opportunity to question how they may be impacted by the future construction and to make their own comments.

### **Memorandum of Agreement - timing**

It is my understanding that you plan to have the MOA completed and executed in the December 2016 / January 2017 time-frame. It was unclear to me at the October 11 meeting if Town of Perryville or me, as a consulting party on behalf of Perryville, be required to sign off on the MOA. However, if I or the Town were required to be signers to that MOA, we will need more time to thoroughly review the MOA and have it reviewed by legal counsel prior to our execution of the agreement.



I appreciate and acknowledge that the design and construction of the Susquehanna River Rail Bridge is a monumental undertaking. Therefore, I thank you for taking the time to consider these additional stipulations, comments (and prior comments) and incorporate them into the plans for the future bridge. Given that this bridge will be in place for the next century or longer, the comments are made to secure the best possible outcome for future generations of Perryville residents.

Sincerely,



Denise Breder  
Town Administrator

Attachments

CC: Mayor and Commissioners, Town of Perryville  
Marlys Osterhues, Federal Railroad Administration  
Laura Shick, Federal Railroad Administration  
Paul DeSignore, Amtrak  
Jacqueline Thorne, Maryland Department of Transportation  
Dan Reagle, Maryland Transit Administration  
Mary Ann Lisanti, Lower Susquehanna Heritage Greenway  
Jeffrey Konrad, HNTB  
Cathy McCardell, Town of Perryville  
Mary Ann Skilling, Town of Perryville  
Anthony DiGiacomo, Cecil County Planning and Zoning  
Dianne Klair, City of Havre de Grace  
Pat Stetina, Perryville Railroad Museum



MD 20170321-0224

Mayor  
James L. Eberhardt  
Town Administrator  
Denise Breder



# Perryville

Grounded in history. Focused on the future.

Commissioners  
Robert R. Ashby Jr.  
Alan Fox  
Michelle Linkey  
Raymond A. Ryan III

July 15, 2016

Mr. Michael M. Johnsen, Acting Division Chief  
Environmental & Corridor Planning, Office of Railroad Policy and Development  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Johnsen,

Thank you for providing opportunity to comment on the Effects Assessment for Historic Architectural Resources Susquehanna River Rail Bridge Project (SRRBP), Perryville, Cecil County, Havre de Grace, Harford County, Maryland for Review under Section 106 of the National Historic Preservation Act. My response is as the Consulting Party on behalf of the Town of Perryville. The information that was provided was very thorough, and I offer the following comments on the information provided:

- **Susquehanna River Rail Bridge:** This comment is in support of the comments provided by the City of Havre de Grace. The City's request was for the **Consulting Parties to be able to participate in architectural design review specifically related to the keyhole arch Girder / Arch Bridge.** It is likewise important to Perryville that the concrete pier and the bridge itself be as interesting and aesthetically pleasing as possible, therefore I agree with and echo that request. Further, I also agree with the mitigation measures planned for the historic 1906 truss bridge, and I thank you for the plan to develop the HAER documentation, exhibits, video, and educational documents, and particularly for the planned development of an interpretive exhibit for the Perryville Railroad Museum. I would add that a video of the swing span bridge in operation is important to capture for historic documentation purposes.
- **9 Overpass Rail Bridges:** While the visual impact resulting from the extension of the bridges in Perryville's downtown is not as substantial as it is to Havre de Grace's downtown, I too am concerned that the emulated stone using a form liner will not be visually appealing or cohesive. I mirror Havre de Grace's comment and **respectfully request to have Consulting Parties be able to participate in the design review for construction of the adjacent retaining walls and for the proposed concrete extensions of the overpasses.**
- **Havre de Grace Historic District:** The SRRBP impacts to Havre de Grace and the Havre de Grace Historic District are substantial. Though clearly no direct impact on Perryville, I nonetheless support and respectfully request that you decide to approve the **City of Havre de Grace's requests as follows: 1) another line item for an additional adverse effect for the interference with our NRHD and our main road entrance due to reduced pier span distance, 2) that mitigation include Consulting Parties be able to participate in the concrete pier design / keyhole arch (massing, coloration and aesthetic form) review to have input into the final pier form within the limits of engineering, and 3) reconsideration for a larger span on the overland**

portion of the bridge, if possible, due to the constriction of the gateway into the center of Havre de Grace.

- **Rodgers Tavern:** It is particularly important to Perryville that the effects to Rodgers Tavern be minimized. The plans for the landing in Perryville include moving the retaining wall 44 feet closer to the tavern, making the distance between the tracks and the tavern approximately 57 feet. I agree with the proposed mitigation to minimize the visual adverse effect from the tavern by making the retaining wall as aesthetically pleasing as possible. I also appreciate the plan to open up the views from the historic Rodgers Tavern site, as requested by the Town, by adding a span in Perryville and moving the abutment eastward. Though, I understand that by doing this, there will be impacts to Broad Street / Avenue A, the design of which is important to the Town. Additionally, the Summary Table in the June 13, 2016 letter states that the development and implementation of a Construction Protection Plan (CPP) for Rodgers Tavern will mitigate for possible construction related damage to the tavern. I concur with the need for the CPP, realizing, as mentioned above, that the retaining wall will come within 57 feet of the tavern, and likely the construction work will be much closer than that, it is vitally important to protect the Rodgers Tavern NR historic site during the construction period through the development and implementation of a CPP. Bearing all of the above comments in mind, **I respectfully request that the Consulting Parties be able to participate in the design plans specifically related to the landing in Perryville, as well as in the development of the CPP for protection of the Rodgers Tavern NR historic site.**
- **Perryville Railroad Station:** In regard to the **Perryville Railroad Station**, section 5.8 of the report, I thank you for the plan to avoid adverse effect to the Perry Interlocking Tower by shifting the Interlocking Tower slightly within the Amtrak ROW versus demolition of the tower, and to further mitigate through the preparation of HAER documentation as mentioned in the table in the June 13 letter. Additionally, in section 5.8 of the report, it was stated that there are no plans to alter the bridge carrying the south leg of the wye track over Broad Street, but that "if the plans change and the bridge needs to be altered, Amtrak will ensure that plans are developed in accordance...massing." **I respectfully request if the plans do change and the bridge is altered, that the Consulting Parties be allowed to participate in the design of the alterations to that bridge.**

I appreciate the monumental scope of work that is undertaken by this effort to design and ultimately replace the Susquehanna River Rail Bridge. The City of Havre de Grace and the Town of Perryville are the two communities that will have the most direct impact from the SRRBP, therefore, I thank you for the many opportunities for public involvement and for accepting comments from and working with the SRRBP Advisory Board, the City of Havre de Grace and the Town of Perryville.

Sincerely,



Denise Breder  
Town Administrator

MD 20170321-0224



**Town Commissioners of Perryville**

515 Broad Street, P.O. Box 773  
Perryville, Maryland 21903-0773  
(410) 642-6066  
(410) 642-6391 (Fax)  
Email: townhall@perryvillemd.org

*Mayor*  
James L. Eberhardt  
  
*Commissioners*  
Barbara A. Brown  
Alan Fox  
Michelle Linkey  
Raymond A. Ryan III

*Town Administrator*  
Denise Breder

April 14, 2016

Ms. Jacqueline Thorne  
Project Manager  
The Secretary's Office  
Office of Freight and Multimodalism  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Re: Susquehanna River Rail Bridge Project

Dear Ms. Thorne:

It is my understanding that the Susquehanna River Rail Bridge Committee has narrowed down the design options for the Amtrak bridge(s) over the Susquehanna River to two options, 9A and 9B. Both of the options are west of the existing bridge, bringing the bridge closer to historic Rodgers Tavern and Lower Ferry Pier, and both options have the potential to change traffic patterns in Perryville, primarily the Broad Street access to the Perry Point Veterans Administration Hospital. Please provide Perryville with details and renderings of the proposed landing of the bridge on the Perryville side.

Protection of Rodgers Tavern and Lower Ferry Pier, particularly during the construction phase, is very important to Perryville. It is also important that a Broad Street entrance to Perry Point be retained. Further, if possible, it would be our preference that the design allow for a more natural view from Rodgers Tavern while retaining the entrance to Perry Point.

If you have any questions, please contact me at 410-642-6066. Otherwise, I look forward to receiving the information on the proposed landing as requested.

Sincerely,

*Denise Breder*  
Denise Breder, Town Administrator

- CC: Mayor and Commissioners of Perryville
- Paul DelSignore, Amtrak
- Michelle Fishburne, FRA
- Volney Ford, Chairman, SRRBP Advisory Board
- Amrita Hill, Amtrak
- Cathy McCardell, Perryville Assistant Town Administrator
- Dan Reagle, MTA Environmental Planning
- Mary Ann Skilling, Town Planning Director

23



**RESOLUTION NO. 2015-09**

**A RESOLUTION OF THE MAYOR AND COMMISSIONERS OF THE TOWN OF PERRYVILLE AUTHORIZING THE MAYOR TO PURSUE CERTAIN RECOMMENDATIONS OF THE SUSQUEHANNA RIVER RAIL BRIDGE PROJECT ADVISORY BOARD.**

**WHEREAS**, the Mayor and City Council of Havre de Grace on September 15, 2014, created the Susquehanna River Rail Bridge Project Advisory Board by Resolution 2014-07 ("Board"); and

**WHEREAS**, Commissioner Raymond A. Ryan, III, was appointed as the Town of Perryville representative to the Board created by the City of Havre de Grace; and

**WHEREAS**, the Board has created a number of advisory bulletins that the City of Havre de Grace has, by Resolution, authorized the Mayor of Havre de Grace to pursue; and

**WHEREAS**, the Board has created Advisory Bulletins Nos. 17, 18 and 19 with specific recommendations directed to the Mayor and Commissioners of Perryville; and

**WHEREAS**, Advisory Bulletins Nos. 17 and 18, and 19 are attached to this Resolution and marked Exhibit A; and

**WHEREAS**, the Mayor and Commissioners of Perryville have determined that Advisory Bulletins Nos. 17, 18 and 19 should be made available to the public for review and comment; and

**WHEREAS**, the Mayor and Commissioners of Perryville have determined that it is in the best interest of the Town that the Mayor be authorized to pursue the recommendations that appear in the Advisory Bulletins attached to this Resolution.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COMMISSIONERS OF PERRYVILLE** as follows:

- A. The Board's Advisory Bulletins applicable to the Town of Perryville shall be made available on the Town's website for public review and comment. They are:
1. Advisory Bulletin No. 17, March 20, 2015 "Easterly Right-of-Way and Alignments in Perryville."
  2. Advisory Bulletin No. 18, March 20, 2015, "Street Underpasses in Perryville."

3. Advisory Bulletin No. 19, March 23, 2015, "Rail Operation Noise Control in Perryville."

- B. The Mayor and Commissioners endorse and support in concept the Recommendations set forth in Advisory Bulletin No. 17, Advisory Bulletin No. 18, and Advisory Board No. 19.
- C. The Mayor is authorized to work collaboratively with the City of Havre de Grace to pursue the recommendations that appear in the Advisory Bulletins with Amtrak, the Maryland Department of Transportation and other affected parties.
- D. The Town Administrator shall send copies of this Resolution to the Mayor and City Council of Havre de Grace, the Maryland Department of Transportation and Amtrak.

**READ AND PASSED THIS 3<sup>rd</sup>** day of November, 2015.

ATTEST:

MAYOR AND COMMISSIONERS OF  
THE TOWN OF PERRYVILLE

\_\_\_\_\_  
Jacqueline Sample  
Town Clerk

By: \_\_\_\_\_  
James L. Eberhardt, Mayor





# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

Susquehanna River Rail Bridge Project  
Advisory Board  
of the  
Mayor and City Council of Havre de Grace  
for the  
Mayor and Town Commission of Perryville

Advisory Bulletin #19  
Rail Operation Noise Control in Perryville  
March 23, 2015

## Background

The Advisory Board met on March 12, 2015 to discuss noise issues in Perryville that are directly associated with freight train operations through the sharply-curved wye tracks at the MARC Station. Track alignment and curvature, particularly along the somewhat tighter northbound turn from the Norfolk Southern line onto the Amtrak main line, produces flange squeal of intense magnitude which can be heard from as far away as Havre de Grace.

The proposed rail bridge replacement project, which does not include the Perryville wye intersection with the Norfolk Southern line, may nevertheless require some modification of the wye tracks at the main line turnouts. This may be necessary to realign them with the new low-speed bridge location. The Board has identified two general measures to abate noise from flange squeal: a) adjust the curvatures more precisely with easing where possible, and b) install acoustical barriers along the curves.

## Recommendations

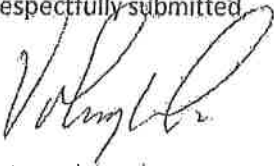
1. Modify the wye curve entering northbound onto Amtrak so that its radius is eased as it merges with the nearest station boarding track. Flange squeal is most intense alongside the east parking lot of the station, suggesting very tight curvature at this point.
2. Modify the wye curve entering southbound onto Amtrak so that its radius is eased as it merges with the northernmost main line track aligning with the new north bridge.
3. A slight repositioning of the Broad Street rail overpass bridge decks within the existing abutment bearings may be necessary to ease curvatures without impacting the station parking lot layout.
4. Design a concrete acoustical barrier system that is just high enough to block, absorb and reflect intense flange noise emanating from rail height. The barriers should be parabolically curved inward to deflect noise downward toward track centers. It is hoped that such a barrier system would be no more than five feet in height.

5. Install the barrier system along both sides of each wye track, positioning it as close to the rails as normal operations and track maintenance will allow.
6. Install a modified version of the same system along both sides of the Broad Street rail bridges.
7. Extend the acoustical barrier system from the point of rail divergence leading from the Norfolk Southern line to the Amtrak main line turnouts.
8. Auch taller acoustical barrier may become necessary along the northeast right-of-way boundary, adjacent to the existing trailer park, if rail curvature easing cannot be achieved at this most intense noise location.
9. If flange squeal noise can be almost entirely abated by improvement of track alignment and curvature, some or all of the proposed acoustical barriers may prove to be unnecessary.

Recommended Action

The Advisory Board recommends that the Mayor and Town Commission of Perryville take necessary steps to consolidate these or similar recommendations into a formal communication to the SRRBP Project Team as soon as possible.

Respectfully submitted,



Volney H. Ford  
Chairman



# City of Havre de Grace

711 FENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

Susquehanna River Rail Bridge Project  
Advisory Board  
of the  
Mayor and City Council of Havre de Grace  
for the  
Mayor and Town Commission of Perryville

Advisory Bulletin #17  
Easterly Right-of-Way and Alignments in Perryville  
March 20, 2015

## Background

The Advisory Board met on March 12, 2015 to examine the current and proposed rail right-of-way corridor, extending from the bridge abutment area below downtown Perryville to a point just east of the MARC Station, and including the track wye connecting to the Norfolk Southern line to Harrisburg, known locally as the Port Road.

As feasibility studies and preliminary design with regard to track elevation and alignment have been further developed by the SRRBP Project Team since last October, it appears that the most favorable track alignments would now place the lower-speed bridge along the upriver (north) side of the existing bridge, with the other new bridge taking its place. It also now appears that little or no raising of track elevation will become necessary east of the new bridge abutment.

The new bridge alignments, as much as can be understood at this stage of planning, will cause little change and have almost no impact along the south (Perry Point) side of existing trackage. Installation of a lower-speed new bridge along the upriver side of the existing bridge would shift the abutment in that direction accordingly, bringing it closer to the bottom end of Broad Street, directly across from the Rogers Tavern Historical Site.

## Recommendations

1. The existing bridge abutment just east of Avenue A should be entirely rebuilt to ensure a consistent architectural appearance, using modern materials that can be expected to maintain a good appearance for the next 120 years or more.

2. The new abutment should be repositioned closer to the river, as may become necessary to ensure equal bridge spans to the relocated Havre de Grace abutment, and to provide more land-based track length for crossovers to the MARC Station and the Port Road wye entrance.
3. The north sidewall of new abutment should be extended eastward to Roundhouse Drive, to better facilitate an off-street parking area along its base for visitors to Rogers Tavern and the Town Dock.
4. The south sidewall of the new abutment should extend a short distance eastward toward the transformer station to facilitate an emergency response and maintenance access ramp leading up to trackside.
5. A fenced enclosure with gates should be installed along a new paved access road and ramp from Avenue A, locating it at least fifty feet eastward of the new abutment to conceal all such fencing from the Rogers Tavern vista.
6. All security fencing and guard railing systems visible from Broad Street should be upgraded as much as possible in appearance, placed far enough from the toe of embankments to allow weed control, and coated black to blend with the landscape. Where possible, the abutment and its side walls should provide security against trespassing in lieu of fencing, with only a low fence-style guard railing system along the top.
7. Retaining wall and abutment architecture and materials should be designed to discourage growth of noxious weeds and scrub trees as much as possible.
8. Earthen embankments visible to Broad Street should be densely planted with a variety of landscaping species that resist erosion and noxious weed growth.

Recommended Action

The Advisory Board recommends that the Mayor and Town Commission of Perryville take necessary steps to consolidate these or similar recommendations into a formal communication to the SRRBP Project Team as soon as possible.

Respectfully submitted,



Volney H. Ford  
Chairman



# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

Susquehanna River Rail Bridge Project  
Advisory Board  
of the  
Mayor and City Council of Havre de Grace  
for the  
Mayor and Town Commission of Perryville

Advisory Bulletin #18  
Street Underpasses in Perryville  
March 20, 2015

## Background

The Advisory Board met on March 12, 2015 to discuss the two road underpasses along the Amtrak main line, located at Front Street and at the MARC Station. This discussion did not include the two Broad Street underpasses at the rail wye serving the Norfolk Southern line to Harrisburg, as it is not anticipated that these two bridge structures would be significantly altered in elevation or alignment.

Both roads passing under the main line are currently used by Amtrak personnel and other specially designated entities, but neither one is a public right-of-way. Both provide direct access to the same destinations, and are therefore redundant, except that the MARC Station underpass has a very low vertical clearance. The proposed high speed rail line is not likely to require local station platforms for its pair of tracks, except during emergency diversions of track usage, and therefore should not require the existing underpass for pedestrian crossover.

## Recommendations

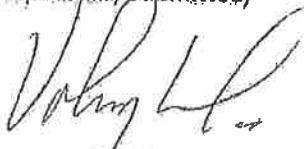
1. The existing divided-lane underpass opposite Front Street, which provides truck access to the Amtrak repair facility and portions of the Perry Point VA grounds, should be retained.
2. Whether modified to accommodate track realignment or not, the north face and wing walls of this underpass should be restored to its original architectural appearance.
3. The entire north entrance of this underpass should be thoroughly cleaned and well landscaped along the adjacent embankments and out to Broad Street.
4. The low, tunnel-like underpass that divides the two MARC Station parking lots should be abandoned by sealing it off from the north side. The south side may be left open for historical purposes, provided it is made secure from trespassers.

5. The underpass access road cut leading in from Broad Street should be filled level with both MARC Station parking lots to provide a common entrance/exit at Broad Street and many more parking spaces.

Recommended Action

The Advisory Board recommends that the Mayor and Town Commission of Perryville take necessary steps to consolidate these or similar recommendations into a formal communication to the SRRBP Project Team as soon as possible.

Respectfully submitted,



Volney H. Ford  
Chairman



**Town Commissioners of Perryville**

515 Broad Street, P.O. Box 773  
Perryville, Maryland 21903-0773  
(410) 642-6066  
(410) 642-6391 (Fax)  
Email: [townhall@perryvillemd.org](mailto:townhall@perryvillemd.org)

*Mayor*  
James L. Eberhardt

*Commissioners*  
Barbara A. Brown  
Alan Fox  
Michelle Linkey  
Raymond A. Ryan III

*Town Administrator*  
Denise Breder

June 30, 2014

Jacqueline Thorne-Project Coordinator  
Office of Freight and Multimodalism  
The Secretary's Office  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Dear Ms. Thorne:

Thank you to you and your team for attending the June 17, 2014 Perryville Mayor and Commissioner work session to present an update on the status of the Susquehanna River Rail Bridge Project. Understanding the constraints that are faced in determining the best location for the bridge, we very much appreciate that you have taken Perryville's comments and concerns seriously and are doing what you can to design and ultimately construct a project that has minimal negative impact on the Town of Perryville.

During the presentation it was mentioned that you need to know the various planned developments and development proposals that fall within the study area. Therefore, attached to this letter are a concept design for the Perryville Municipal Complex and a Final Landscape Plan showing the various planned improvements to Lower Ferry Park. Both of these projects are projects initiated by the Town; additionally, there is information being provided regarding grant funded projects and projects initiated by property owners that are also in the study area.

The concept for the Municipal Complex includes the construction of a new police department, town hall, mini-park, Little League field and related parking and pedestrian access improvements. The police department, Phase I, is currently being designed, while the civil site work design is in process for Phases II and III of the project. The complex is being designed to best utilize the existing town property, which is behind the current Town Hall located at 515 Broad Street, Perryville, and across Broad Street from the MARC train station.

The Lower Ferry Park design is also attached to this letter. Lower Ferry Park is located at the intersection of Broad Street and Roundhouse Drive, Perryville, and is across Roundhouse Drive from Historic Rodgers Tavern. The plans for the park include the

Town of Perryville  
Work Session Follow-up  
June 30, 2014  
Page 2 of 2

construction of a comfort station, a band shell, playground equipment, walking paths, landscaping, bio-retention areas, and some supportive parking.

In addition to the above mentioned town initiated projects, Perryville has made Revitalization and Façade Grants available to property owners within town limits. Some of the property owners that have received grants are within the study area (Front Street, Broad Street, Elm Street and Aiken Avenue), and the projects typically include improvements and replacements of windows, steps, siding and roofing. There is one property owner that is undertaking major improvements. The property, which houses businesses with residential units above, is located at 631 Broad Street. Within the last two years the upper roof was replaced and new lighting was installed. Attached is a concept drawing showing some other improvements planned for the building. While grant money is covering some of the costs, the property owner has also invested capital in the project to get this worthwhile work completed.

Finally, the owner of the property located at 950 Principio Furnace Road (at the intersection of Principio Furnace Road and IKEA Way) has submitted plans to construct a warehouse.

Please contact Ralph Ryan, Town Engineer, at 410-642-6068 if you have questions about the Municipal Complex plans. Please contact Mary Ann Skilling, Planning Director, at 410-642-6066 if you have questions about Lower Ferry Park, the Revitalization and Façade Grants and the proposed warehouse construction. However, all final written comments should be directed to my attention at the above address or via email at [dbreder@perryvillemd.org](mailto:dbreder@perryvillemd.org).

Again, I thank you for your consideration of Perryville's comments as they related to the Susquehanna River Rail Bridge Project.

Sincerely,

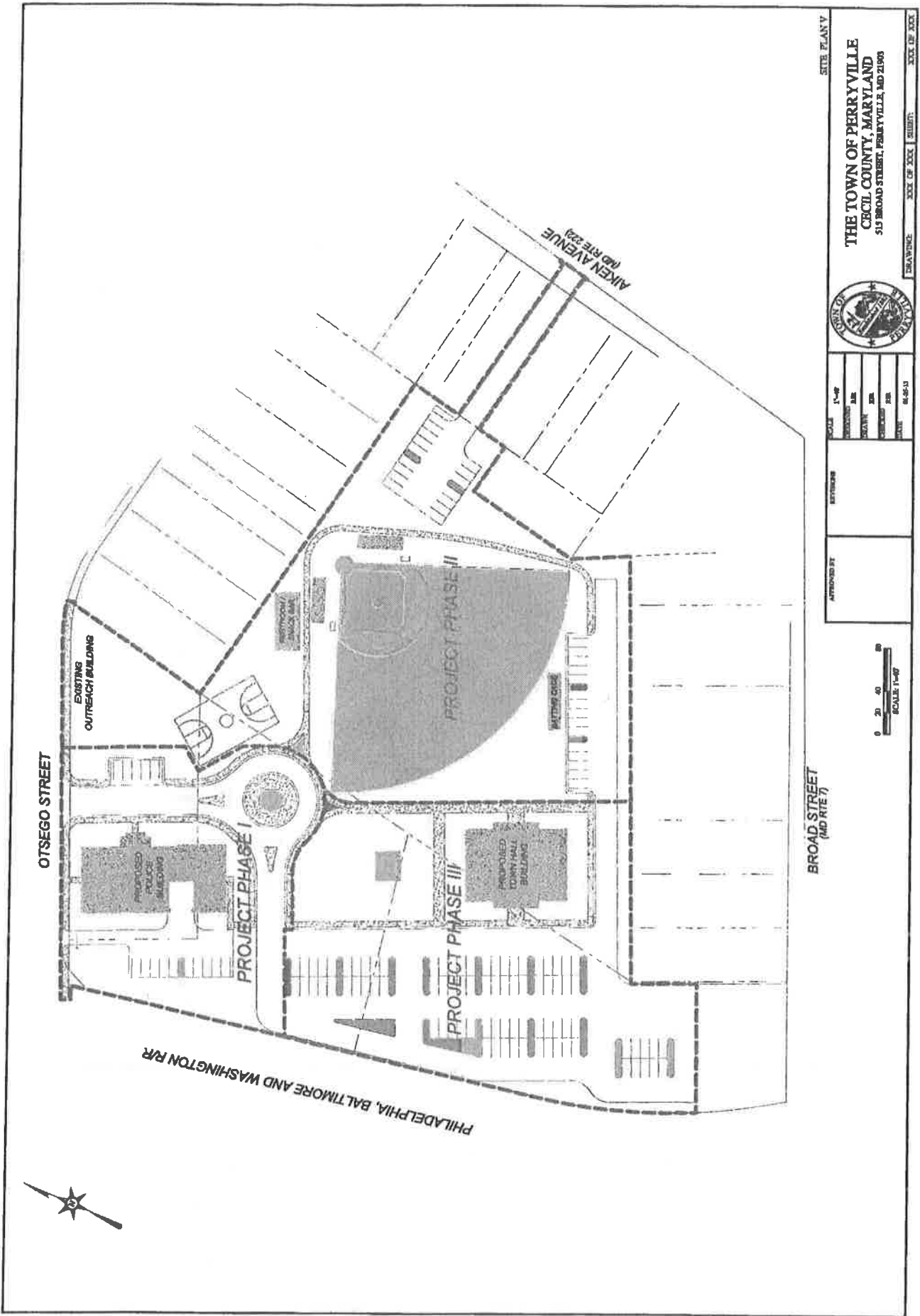
  
Denise Breder  
Town Administrator

#### Attachments

CC: Mayor and Commissioners, Town of Perryville  
Delegate David Rudolph  
Tari Moore, County Executive, Cecil County  
Robert Hodge, President and the Cecil County Council  
Mary Ann Skilling, Perryville Planning Director  
Ralph Ryan, Perryville Town Engineer  
Harry Romano II, MDOT Rail Program and Policy Manager



Municipal Complex Concept



OTSEGO STREET

EXISTING  
OUTREACH BUILDING

PROJECT PHASE I

PHILADELPHIA, BALTIMORE AND WASHINGTON R/R

PROJECT PHASE III

PROJECT PHASE II

AIKEN AVENUE  
(MD RTE 229)

PARKING GARAGE

BROAD STREET  
(MD RTE 7)

THE TOWN OF PERRYVILLE  
CECIL COUNTY, MARYLAND  
515 BROAD STREET, PERRYVILLE, MD 21900

SCALE: 1"=40'

DATE: 8-6-01

BY: [Signature]

FOR: [Signature]

PROJECT: [Signature]

DATE: 8-6-01

SCALE: 1"=40'

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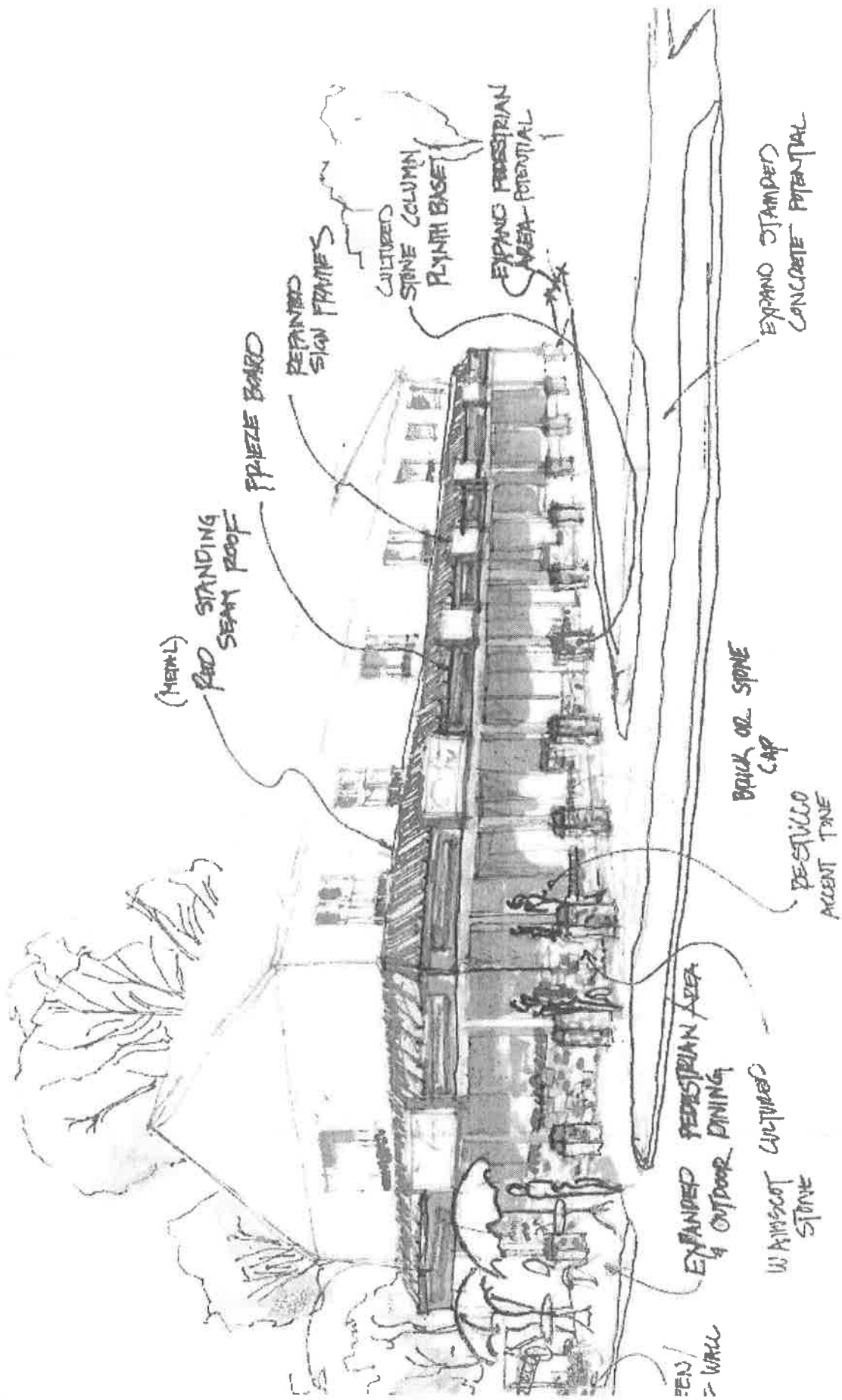
SCALE: 1"=40'

THE TOWN OF PERRYVILLE  
CECIL COUNTY, MARYLAND  
515 BROAD STREET, PERRYVILLE, MD 21900

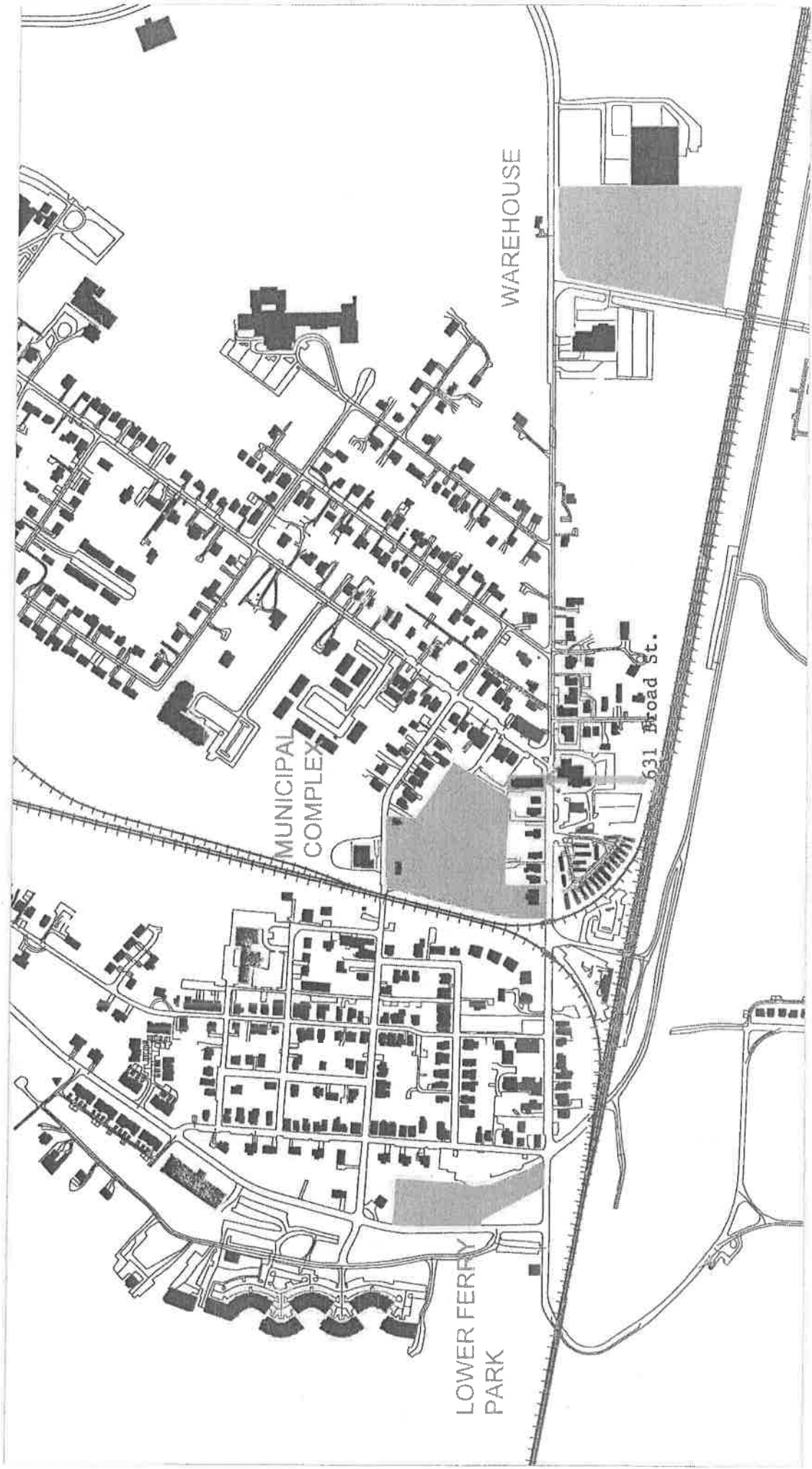
THE TOWN OF PERRYVILLE  
CECIL COUNTY, MARYLAND  
515 BROAD STREET, PERRYVILLE, MD 21900

THE TOWN OF PERRYVILLE  
CECIL COUNTY, MARYLAND  
515 BROAD STREET, PERRYVILLE, MD 21900





105  
1-13-2019



MD 20170321-0224



**Town Commissioners of Perryville**

515 Broad Street, P.O. Box 773  
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*Mayor*  
James L. Eberhardt

*Commissioners*  
Barbara A. Brown  
Alan Fox  
Michelle Linkey  
Raymond A. Ryan III

*Town Administrator*  
Denise Breder

June 27, 2013

Amrita Hill, Principal Officer  
Major Projects, NEC (South)  
National Rail Passenger Corporation (Amtrak)  
60 Massachusetts Avenue, NE  
Washington, DC 20002

Re: Susquehanna River Bridge Reconstruction and Expansion Project

Dear Ms. Hill:

To supplement the letter from Perryville that submitted on June 4, 2013, I offer the following two additional comments.

First, I understand that Norfolk Southern Railroad has considered expanding the "Port Road", which connects to the Amtrak line at the railroad station in Perryville. We are concerned about the affect the Susquehanna River Bridge Reconstruction and Expansion Project will have on future improvements to "Port Road" as well as on the current rail traffic on the heavily used "Port Road", which is an existing chokepoint in the rail system. Further compounding this issue is that the Town government buildings are immediately east of and adjacent to the "Port Road" and immediately north of and adjacent to the Amtrak rail line. Additionally, Perryville's water plant is bound by a private Norfolk Southern railroad crossing that is frequently blocked by trains waiting to access the Amtrak main line. Therefore, the proposed improvements to the NEC and how those improvements will impact Norfolk Southern are of the utmost concern to the Town of Perryville.

Second, as a local Greenway, and partner with the Lower Susquehanna Heritage Greenway (LSHG), the Town of Perryville has endorsed the LSHG Management Plan, which includes pedestrian crossing over the Susquehanna River connecting Perryville to Havre de Grace as one of its primary goals. We request that through this reconstruction and expansion process that you help make this goal a reality.

Thank you for your consideration of these comments. Feel free to call me if you have any questions or concerns.

Sincerely,

*Denise Breder*  
Denise Breder, Town Administrator

CC: Mayor and Commissioners  
Mary Ann Skilling, Town Planning Director  
Anthony Di Giacomo, Cecil County Principal Planner  
Mary Ann Lisanti, Executive Director, LSHG



MD 20170321-0224



**Town Commissioners of Perryville**

515 Broad Street, P.O. Box 773  
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*Mayor*  
James L. Eberhardt

*Commissioners*  
Barbara A. Brown  
Michael A. Dawson  
Michelle Linkey  
Raymond A. Ryan III

*Town Administrator*  
Denise Breder

October 10, 2012

Rebecca Reyes-Alicea  
USDOT  
Federal Railroad Administration  
Office of Railroad Policy and Development  
Mail Stop 20  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Re: NEC FUTURE Scoping Meetings Comments

Dear Ms. Reyes-Alicea:

In response to your request for comments regarding the future plans for high speed rail in the Northeast Corridor (NEC), there are concerns about how the needed improvements may impact the Town of Perryville. The potential impacts to Perryville fall into the categories of Cultural resources, Water and geologic resources, and Communities and socioeconomic conditions.

**Cultural Resources**

First, Rodgers Tavern sits just 35 yards north of the existing railroad tracks on the shore of the Susquehanna River just after the bridge over the river meets land on the Cecil County side of the bridge. Rodgers Tavern is a culturally significant building, constructed in the early eighteenth century and a known to be visited by George Washington, Thomas Jefferson and James Madison. It was also the early home of Commodore John Rodgers, known as Founder of the American Navy. Listed in the National Register of Historic Places, Rodgers Tavern is currently under restoration for eventual use as a museum.

Another culturally significant and potentially impacted building is the Perryville Train Station. The station is immediately adjacent to and just north of the existing railroad tracks in Perryville. Built in 1905 and restored in 1991, the station is still used today by the MARC train system, Amtrak and it is also the home of the Perryville Railway

Museum started and operated by the Perryville Chapter of the National Railway Historical Society.

The Methodist Church built in 1894 and Presbyterian Church, originally built in the late 1880's and relocated when the railroad station was built to its present location, are other culturally significant sites.

Careful consideration should be given to the placement of the proposed new high speed rail bridge over the Susquehanna River in order to save these culturally significant resources for generations to come.

### Water and Geologic Resources

The Perryville Wastewater Treatment Plant, with an address of 72 Ikea Way, Perryville, MD 21903 (formerly 72 Firestone Road) is located approximately 70 yards south of the Amtrak railroad tracks in Perryville. The wastewater plant and the plant's discharge are located in the Mill Creek sub watershed. It is designed to treat 1.65 million gallons per day (MGD) of wastewater with a current flow of approximately 625,000 gallons. The plant underwent a full renovation, which was completed in 2010 and it is an Enhanced Nutrient Removal (ENR) facility returning clean water, from what was wastewater, to the environment that ultimately flows to the Chesapeake Bay. In addition to serving local businesses, and a population of approximately 4,350 residents, the plant also treats the wastewater from the adjacent Perry Point VA Maryland Health Care System with a contract to treat up to 300,000 gallons of wastewater per day for the VA facility. The Town of Perryville and the State of Maryland made a significant investment in this facility and it must be protected.

### Communities and socioeconomic conditions

Again, the placement of a high speed rail bridge over the Susquehanna River needs to be given careful consideration because of the potential impacts to the Town of Perryville. Broad Street in Perryville is located immediately north of and adjacent to the existing Amtrak railroad track in Perryville. In addition to the Cultural Resources mentioned earlier, there are some businesses, government buildings and many homes with addresses on Broad Street (or feeder streets to Broad Street) in Perryville. Given the proximity of this road and these buildings to the tracks, placement of a new high speed rail bridge and tracks, if placed immediately north of the existing bridge and tracks, would have a detrimental impact on a significant portion of downtown Perryville. Improper placement could cause people to be displaced from their homes, businesses being forced to close, impact to government buildings and to the tax base and employment in the Town. Further, Broad Street is presently the main and only entrance to the VA Maryland Health Care System at Perry Point. Though a secondary entrance to Perry Point is currently under construction, it too could be impacted by the NEC Future plans.



In addition to the potential impacts to Broad Street, also in Perryville, and within 75 yards south of the Amtrak railroad tracks is an IKEA Distribution Center. One of the largest employers in Perryville and Cecil County, the IKEA warehouse is a 1,700,000 square foot building (making it one of the largest buildings under one roof in Maryland and the largest in Cecil County). The IKEA warehouse plays a significant role in the local economy and any impact by NEC Future to this business would have a significant impact on the local employment and tax base of the Town of Perryville.

In closing, due to the reasons stated above, please give careful consideration to the placement of the high speed rail bridge to be constructed over the Susquehanna River and the railroad tracks that lead through the Town north toward Wilmington. The stated concerns are very real, and if done in a way to minimize the negative impacts to Perryville, a new high speed rail line could also allow for increased MARC train service here in Perryville and it could ultimately support the Town's recently adopted Transit Oriented Development Plan (TOD). I respectfully request that Perryville be invited to participate in future meetings since the NEC Future plans have such a huge impact on this community. Attached to this letter is a map showing the places mentioned in this letter and their location in relation to the existing Amtrak facilities, which includes the existing Amtrak MOW base that is just outside of the Perryville Corporate limits, served by Perryville water and wastewater facilities and very near to the IKEA Distribution Center and the Perryville Wastewater Treatment Plant. Additionally, I will be glad to arrange a tour of the Town for you to see first-hand the potential impacts to Perryville. I appreciate your consideration of these comments and look forward to hearing from you. I can be reached by phone at 410-642-6066 or by email at [dbreder@perryvillemd.org](mailto:dbreder@perryvillemd.org).

Sincerely,

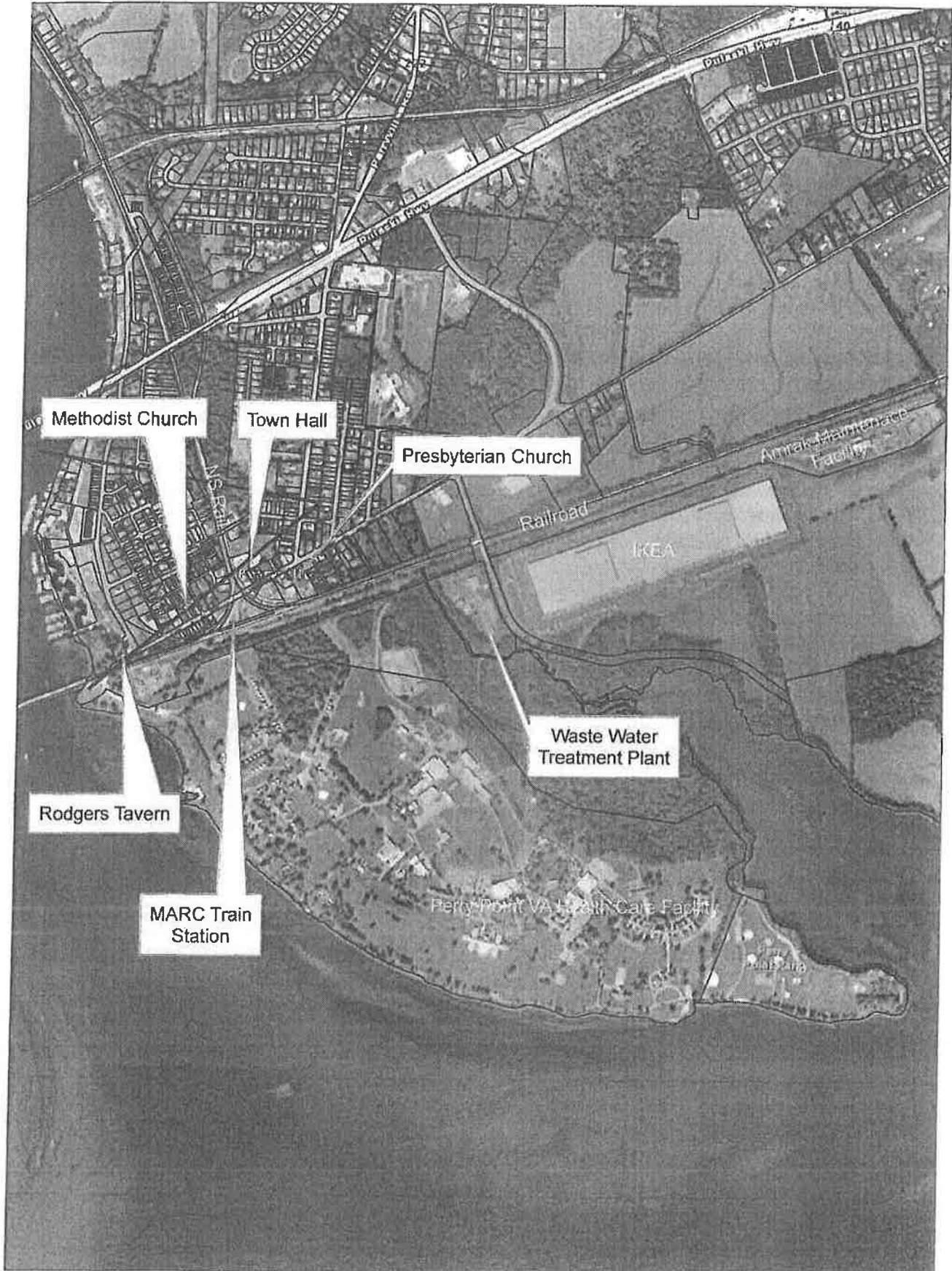


Denise Breder  
Town Administrator

Attachment

CC: Mayor and Commissioners of the Town of Perryville  
Delegate David Rudolph  
Mary Ann Skilling, Perryville Planning Director  
Alan Amos, Perryville Water and Wastewater Superintendent  
IKEA  
Maryland Department of Planning  
Maryland Historical Trust  
Maryland Department of the Environment  
Nicole Katsikides, Maryland Department of Transportation

TOWN OF PERRYVILLE





# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

April 4, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Bratcher and the Project Team:

I am writing this letter to provide comments on the Environmental Assessment (EA) and draft Programmatic Agreement (PA) for the Susquehanna River Rail Bridge Project during its 30-day public comment period ending April 6<sup>th</sup>, 2017. Thank you for the opportunity for allowing the City to be represented as a Concurring Party and I will provide appropriate points-of-contact when the PA finalized. You will see a separate letter by Mayor Martin accepting the offer for the City to be a Concurring Party.

I would like to thank you for two additional items: 1]. For including comments regarding additional language from my letter dated November 2, 2016 and Potential Memorandum of Agreement (MOA) Stipulations in the text of the PA, and 2]. For your letter dated March 13, 2017 where you stated that “[t]he design team is in the process of entertaining the use of a 220-foot space as the first span of the bridge on the Havre de Grace side of the project”. As you know from past correspondence, this is a huge issue for us in Havre de Grace and I greatly appreciate your consideration of this solution. I would ask that some references to a longer span over the critical intersection of Otsego Street and Union Avenue be added in the narrative of the EA itself, since neither the text nor the latest engineering in Appendix B from June 2016 reflects that a longer span is being considered. I will comment further on this under specific headings where I would like to see it minimally addressed.

## **Environmental Assessment Comments**

Please include the following three letters in the EA documentation for the record in Appendix H\_Public Involvement and Agency Correspondence.pdf under the Section 106 Correspondence section:

- 1]. My letter dated November 2, 2016 and the two-page attachment for Potential MOA Stipulations (most of the attachments are there but not the letter itself).
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Each of these letters should also be referenced within the document in Table 20-2 (on p. 20-10) as part of the Section 106 Correspondence Summary for the record.

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- Draft Section 4(f) Evaluation Chapter (Ch. 9), p. 9-5 and p. 9-11, HAVRE DE GRACE HISTORIC DISTRICT; please add a statement in both pages recognizing the option for a longer span (220-foot) for the overland portion of Havre de Grace where the two new bridges will go over MD 7/Otsego Street and Union Avenues. This is the main access into historic downtown Havre de Grace from SHA and local road connections. (Draft Section 4(f) Evaluation implies options for changing.)

#### **Programmatic Agreement Comments**

Specific comments for the PA are as follows:

- P. 2; the Havre de Grace Historic District is still incorrectly identified as HA -1125 in the PA. Please rectify this in the final PA document; the correct MIHP identifier is HA-1617. This occurs on page 2 in two locations. (I have included the Maryland National Register Properties webpage sheet.)
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- Please add specific text for the potential for an expanded overland span (220-foot) in Havre de Grace in Section V. TREATMENT MEASURES FOR ARCHITECTURAL RESOURCES under C. Design Review. There is the need for a statement identifying this issue in the PA, regardless of whether it can be explicitly stated in the EA. Please acknowledge this solution in the PA; we do not wish to lose this measure if the project is not funded for several out-years.
- Throughout the PA, the use of traditional bridge pier design is noted; please consider the aesthetic for future pier design, especially in relation to the futuristic rendering of the Preliminary Pier Design under the Selected Bridge Type Design from the March 23<sup>rd</sup>, 2017 public meeting.

#### **Statement about Preliminary Pier Design**

The Preliminary Pier Design as shown on the Selected Bridge Type Design slide was not part of the EA; it was first shown at the March 23<sup>rd</sup> public outreach session and subsequent online materials. This is a modern, futuristic rendering as opposed to a more traditional pier design as described in the PA. Prior available views show a more traditional keyhole arch pier structure, and the Project Team used renderings



of the length of the bridge with keyhole piers in its visual preference survey for the Girder Approach/Main Arch Span structure. It would be great have a more understated, timeless aesthetic due to the historic communities in this eastern seaboard setting. The ideal is to somehow blend old and new while still meeting your engineering design criteria.

Thank you for your continuing outreach on this project and I look forward to following the next phases of design.

Sincerely,

A handwritten signature in black ink, appearing to read "Dianne Klair". The signature is fluid and cursive, with a long horizontal stroke at the end.

Dianne Klair, Planner  
City of Havre de Grace

Cc: Mayor William Martin  
Members of the City Council  
Patrick Sypolt, Director, Department of Administration  
Ben Martorana, Director, Department of Planning  
Volney Ford, Chairman, Susquehanna River Rail Bridge Project Advisory Board  
Project Team Members

## Maryland's National Register Properties

[Back to Results List](#)



Photo credit: Peter E. Kurtze, 2003

### Havre de Grace Historic District

Inventory No.: **HA-1617**

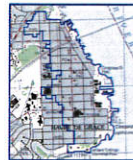
Date Listed: **3/25/1982**

Location: **Havre de Grace, Harford County**

Category: **District**

Period/Date of Construction: **Late 18th century -c. 1930**

[Open National Register Form](#)



[Show Boundary Map](#)

**Description:** The Havre de Grace Historic District is an urban district of approximately a thousand buildings which incorporates most of the present town. It includes the central business district and most of the residential neighborhoods radiating out of it. The buildings date primarily from the 19th and early 20th centuries, with about 90 percent contributing to the significance of the district. The district has the feeling of an early 20th century town tied together through lampposts, building materials, paving, scale, and landscaping. The houses are primarily of frame or brick construction and the public and commercial buildings of brick or stone. Most of the major architectural styles that characterized U.S. building history on the east coast from the 18th to the early 20th century are represented in the district. Few structures from the 18th century have survived but there are a significant number of houses and commercial buildings from the early and mid-19th century. Havre de Grace experienced a boom in the late 19th century, with many Victorian structures remaining to prove it. Many of the buildings in Havre de Grace are of historic and architectural importance individually. Many other older structures contribute as a group to the surviving fabric of the 19th century tidewater town. The major intrusion is a large hospital complex along Union Street.

**Significance:** Havre de Grace is a small town located in northeastern Maryland where the Susquehanna River flows into the Chesapeake Bay. Historically, this town, which was founded in the 18th century, has been a major commercial and transportation service center in this section of the state. An early 19th century Post Road to Philadelphia from Baltimore crossed the Susquehanna at this point; the Susquehanna and Tidewater Canal, constructed in the late 1830s, which was part of the canal system serving New York, Pennsylvania, New Jersey, Delaware, and Maryland terminated at Havre de Grace; and the town was serviced by both the Baltimore and Ohio and the Philadelphia, Wilmington, and Baltimore Railroads. The Havre de Grace Historic District consists of most of the town and is significant for the collection of 18th, 19th, and early 20th century buildings which 1) record the development and status of Havre de Grace as an important commercial and transportation center in northeastern Maryland; 2) include several excellent and well-preserved examples of the major stylistic influences that characterize American architecture up to the early 20th century; and 3) contribute through their juxtaposition and variety of design and materials to several streetscapes that retain the basic environmental qualities associated with life in small urban centers at the turn of the 20th century.



# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

April 4, 2017

Brandon Bratcher, Environmental Protection Specialist  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Susquehanna River Rail Bridge Replacement Project

Dear Mr. Bratcher:

Representing the Susquehanna River Rail Bridge Project Advisory Board, Jeff Andrews and I attended the most recent Public Outreach Session held in Perryville, Maryland on March 23, 2017. During the open discussion phase of this session we had the opportunity to receive a special briefing by members of the design team and Amtrak officials to bring us up to date on the bridge span issue relating to the Union Avenue/Otsego Street intersection area in Havre de Grace.

This briefing not only reinforced your contention that a 14-foot deep, 220-foot girder is feasible, as put forth in your letter of March 13, 2017 to Mayor Martin of Havre de Grace, but informed us that as many as three 220-foot spans are being considered by the project design team at this time. The obvious design constraints are abutment location, integration with the uniform 170-foot pier spacing that has been established across the river, street layout and clearances, and impact on the dwelling at the northwest corner of Otsego and Water Streets.

We have carefully studied the most recent iteration of plans and elevations provided to the City, known to us as the June 27, 2016 draft, in which is depicted on Drawing No. STR-004 an initial four spans of 170/160/160/170 feet respectively from the Havre de Grace abutment, extending a total length of 660 feet. We immediately saw that three 220/220/220-foot respective spans would very conveniently extend the same 660 feet, requiring no adjustment of the remaining 170-foot river spans and no relocation of the abutment position as shown.

Further study of street geometry has led us to conclude that a 220/220/220-foot pier placement from the abutment location shown would appear to be the most optimum possible, and therefore most acceptable to us if designed properly within those constraints. There are other benefits of this span/pier placement as well. We believe it may afford the best possible gateway view scape into the historic

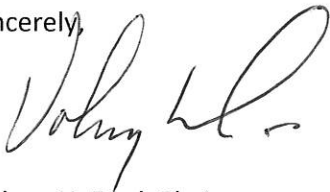
downtown district, and should have the most minimal impact on the aforementioned dwelling at the corner. The first pier would be positioned just behind the rear corner of this dwelling, giving it the most open frontal and southerly side view scape possible, with a very broad landscaped area along its side.

In a somewhat related matter, with an eye toward historic mitigation opportunities, it appears that pier placement proposed herein will very conveniently allow the first stone pier now in use to be left in place as an artifact and monument to the bridge being torn down. The historic plaque mounted on the existing abutment should be redisplayed on this pier. Cleaning and restoration work on this pier would be more than offset by the cost of its removal, and once restored, would be mostly protected from the elements by the new bridge overhead. It is also well-removed from the pier locations proposed herein, and does not interfere with a Water Street realignment.

You are no doubt aware of our proposal to redesign and rededicate the adjacent David Craig Park into a bridge history theme, displaying key artifacts from the existing bridge which we have already identified in Advisory Bulletin #15, along with interpretive photographs and historical information relating to all bridges and modifications that have ever existed at this vista. Saving the first pier of the existing rail bridge, as well as that of the long-gone original bridge would complement the theme of this park. That abandoned first pier in the river should likewise be carefully restored, using components from its sister piers to be removed from the river, if necessary.

In closing, I wish to thank you, Paul Del Signore of Amtrak, and the bridge project design team for making every effort to get the design of this intersection area right, in consideration of all interests and concerns that are involved. Again, we strongly urge the 220/220/220-foot span proposal as the most acceptable solution for Havre de Grace, based on all information made available to us to date.

Sincerely,



Volney H. Ford, Chair  
Susquehanna River Rail Bridge Project Advisory Board

cc: William T. Martin, Mayor  
Havre de Grace City Council  
Patrick Sypolt, Director of Administration  
Ben Martorana, Director, Planning Department  
Dianne Klair, City Planner  
SRRBP Advisory Board Members





# City of Havre de Grace

MD 20170321-0224

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

April 4, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

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8

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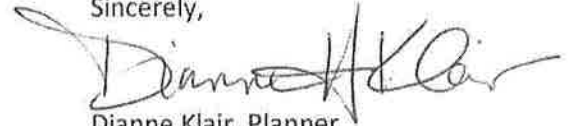
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Thank you for your continuing outreach on this project and I look forward to following the next phases of design.

Sincerely,

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Dianne Klair, Planner  
City of Havre de Grace

Cc: Mayor William Martin  
Members of the City Council  
Patrick Sypolt, Director, Department of Administration  
Ben Martorana, Director, Department of Planning  
Volney Ford, Chairman, Susquehanna River Rail Bridge Project Advisory Board  
Project Team Members

## Maryland's National Register Properties

[Back to Results List](#)

### Havre de Grace Historic District

Inventory No.: **HA-1617**

Date Listed: **3/25/1982**

Location: **Havre de Grace, Harford County**

Category: **District**

Period/Date of Construction: **Late 18th century -c. 1930**

[Open National Register Form](#)



[Show Boundary Map](#)



Photo credit: Peter E. Kurtze, 2003

**Description:** The Havre de Grace Historic District is an urban district of approximately a thousand buildings which incorporates most of the present town. It includes the central business district and most of the residential neighborhoods radiating out of it. The buildings date primarily from the 19th and early 20th centuries, with about 90 percent contributing to the significance of the district. The district has the feeling of an early 20th century town tied together through lampposts, building materials, paving, scale, and landscaping. The houses are primarily of frame or brick construction and the public and commercial buildings of brick or stone. Most of the major architectural styles that characterized U.S. building history on the east coast from the 18th to the early 20th century are represented in the district. Few structures from the 18th century have survived but there are a significant number of houses and commercial buildings from the early and mid-19th century. Havre de Grace experienced a boom in the late 19th century, with many Victorian structures remaining to prove it. Many of the buildings in Havre de Grace are of historic and architectural importance individually. Many other older structures contribute as a group to the surviving fabric of the 19th century tidewater town. The major intrusion is a large hospital complex along Union Street.

**Significance:** Havre de Grace is a small town located in northeastern Maryland where the Susquehanna River flows into the Chesapeake Bay. Historically, this town, which was founded in the 18th century, has been a major commercial and transportation service center in this section of the state. An early 19th century Post Road to Philadelphia from Baltimore crossed the Susquehanna at this point; the Susquehanna and Tidewater Canal, constructed in the late 1830s, which was part of the canal system serving New York, Pennsylvania, New Jersey, Delaware, and Maryland terminated at Havre de Grace; and the town was serviced by both the Baltimore and Ohio and the Philadelphia, Wilmington, and Baltimore Railroads. The Havre de Grace Historic District consists of most of the town and is significant for the collection of 18th, 19th, and early 20th century buildings which 1) record the development and status of Havre de Grace as an important commercial and transportation center in northeastern Maryland; 2) include several excellent and well-preserved examples of the major stylistic influences that characterize American architecture up to the early 20th century; and 3) contribute through their juxtaposition and variety of design and materials to several streetscapes that retain the basic environmental qualities associated with life in small urban centers at the turn of the 20th century.

//



# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410- 939-1800  
410- 575-7043

MD 20170321-0224

March 29, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Bratcher and the Project Team:

I am deeply appreciative of your letter dated March 13, 2017 where you stated that you will consider the use of a 220-foot span over the Otsego Street/Union Avenue intersection as an engineering solution for the entrance into our historic downtown commercial area. On behalf the City of Havre de Grace, I accept the offer for the City to be a Concurring Party on the Programmatic Agreement that gets finalized following the Environmental Assessment 30-day comment period for the Susquehanna River Rail Bridge Project ending April 6<sup>th</sup>, 2017.

Thank you for your continued public outreach and for working with us to accommodate our design concerns.

Sincerely,

William T. Martin  
Mayor, City of Havre de Grace

Cc: Council President Stephen Gamatoria  
Council Member David Glenn  
Council Member Michael Hitchings  
Council Member Monica Worrell  
Council Member David Martin  
Council Member Randolph Craig

MD 20170321-0224



# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

November 2, 2016

Ms. Marlys Osterhues, Division Chief  
Environmental & Corridor Planning, Office of Railroad Policy and Development  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Ms. Osterhues,

I appreciate your Division's diligence with regard to the Susquehanna River Rail Bridge Project, Perryville (Cecil County) and Havre de Grace (Harford County), Maryland, and I am grateful that your Federal Preservation Officer, Ms. Laura Shick, was present at the last Section 106 Consulting Parties meeting on October 11, 2016 in Havre de Grace. As a Consulting Party representing the City of Havre de Grace through the Department of Planning, I cannot say that I am comfortable with the timeline in which to submit stipulation language for a draft Memorandum of Agreement, or MOA (now Programmatic Agreement, or PA) by November 4, 2016. I do not think that there is enough information to understand the impacts to the City's gateway entrance to move forward with language for a PA or MOA as expected in a three week turnaround. I ask that the Federal Rail Administration and Maryland Historical Trust (as Signatories to a future MOA or PA) not codify the stipulations without the full impact to the City's main gateway (MD 7) into our historic downtown being understood.

**ADVERSE IMPACTS TO OTSEGO ST/UNION AVENUE NEED TO BE IDENTIFIED AND UNDERSTOOD**

As described in my response letter on July 13, 2016, my concerns are and continue to be the interplay of the pier distances of the future two bridges, the western abutment and new road geometry relative to the City's main entrance into its historic downtown. The City's downtown is part of a larger National Register Historic District (NRHD), which this rail project bisects. As designed, there will be three sets of two bridge piers spaced 160' on center over a distance of 480' from the bridge abutment to the shoreline. This occurs directly over the intersection of Otsego Street/Union Avenue (MD 7) and Water Street, which is a City-owned street, and our main gateway into downtown. Currently, we do not have engineering for the redesigned roads, only the Limit-of-Disturbance sheets that show the pier, abutment and retaining wall locations. I would ask if there is any way possible to re-evaluate the opportunity of an increased span in this overland section, please do so. Eliminating one set of piers by bringing the abutment eastward (approximately 40') and increasing the span distance over the road network to 200 - 220' would be ideal. Not only would it make for a better long-term solution to the entrance into downtown, but it would also allow for continued traffic flow during bridge construction and would give more distance between the first pier and the house located at 509 Otsego Street which, as it stands now, will have a massive pier located 20' directly in front of the structure.

The impacts to the gateway have not been resolved and I would respectfully request, as I did in my letter dated July 13, 2016, that there be another line item for an additional adverse effect for the interference with our NRHD and our main road entrance due to reduced pier span distance. In the course of the

conversation on October 11<sup>th</sup>, it was stated by both the engineering firm and Amtrak representatives that the bridge cannot be designed with a longer span. I would ask that there be a response in writing by the design team as to that determination, and whether it is specifically a cost or design development issue, or if there are absolutely no possible engineering options to a larger overland span. I believe that this needs to be explored further. I would also ask to have a more complete set of plans that show road geometry. We need to understand the impacts to the road network in relation to the proposed bridge design and pier locations. It would be very helpful to have computer-generated 3D renderings (or a 3D printed model) of the intersection in relation to the newly designed bridge and nearby structures so that the intersection impacts can be more readily understood. I cannot overstate the importance of understanding the adverse impacts to the entrance to the City's historic downtown.

#### **NEED FOR PUBLIC OUTREACH SESSION IN ADVANCE OF PROGRAMMATIC AGREEMENT**

At this point in time, the public or local representatives have not had the opportunity to see the project engineering – only the Consulting Parties have. I would ask that there be a public outreach session prior to an MOA or PA so that the public is offered the opportunity to know the final alignment choice [9A] and see final preliminary engineering. The last public outreach session was held six months ago in April at which time the public was shown just two concept renderings of the selected bridge type design, the Girder Approach/Arch Main Span (please see attachment 1; *April 2016, Board 20*). No final alignment, engineering or limits of disturbance are indicated on the online slides that exist for previous meetings. Impacts to adjoining properties – whether they have been determined to be historic or not – were not presented in the meeting and are only described in the Effects Assessment, which is available online on the project's website. The public has to interpret through narrative and descriptions in a table (p. 5-21, Table 3, Distance to Contributing Structures) what impacts the project will have on adjoining structures. It is my understanding from the October 11<sup>th</sup> Consulting Parties meeting that the next public outreach is expected to occur after January, 2017 with language for an MOA or PA to have already been wrapped up.

Just to back up a little bit, we have had an excellent dialogue with the project team and I appreciate all the forthright communication that we have had to date. The project team has been very accommodating to requested meetings with our locally-appointed advisory board, a group that has taken the lead in communication on behalf of the City (initially appointed through City Council October 6, 2014 and recently reappointed October 3, 2016). This group is separate from the National Historic Preservation Act Section 106 Process for developing a MOA or PA, and is in no way a substitute for the general public.

One question that I would also ask: What is the role of the Consulting Parties relative to the public disclosure of project details? As a Consulting Party staff designee for the City's Planning Department, my opinions have gotten heard through invitational Consulting Party meetings but the information that I have received is not part of the public record to date on the Susquehanna River Rail Bridge Project website. The information provided on the project website is generalized as far as the final bridge alignment and design and, in my opinion, does not go far enough for showing preliminary engineering to the public or to local governing bodies. In the meantime, it is expected that formalized agreements are to be signed which commit the Signatories (of which Consulting Parties may or may not be included) to the terms of the project construction, through the MOA or PA. This is a problem, and I ask that Signatories to a future agreement please understand the potential adverse impact created at the Union Ave/Otsego Street intersection.

#### **OVERPASS RAIL BRIDGES AND TUNNELS**

I want to thank the Amtrak representative for committing to installing lights in the overpass tunnels, specifically Centennial and Freedom Lanes. These tunnels will almost be doubled in length after these

right-of-way improvements are completed through Havre de Grace – safety, security and maintenance are issues. In addition, the project team has also committed to looking into water and mineral deposit seepage in the tunnels and road overpass bridges to develop solutions to address this, whether through sealing the stone or installing a barrier between the soil and stone. The intent is to have the tunnels and road bridge overpasses look cohesive after the new form (concrete) liner extensions are constructed and also to have the older, historic sections able to be maintained. A thorough photo-documentation of this problem is in an attached letter by Mr. Volney Ford (attachment 2; *Alterations to Undergrade Bridges Along the Amtrak Right-of-way in Havre de Grace*). Immediately following this letter, I have included a response from the City of Havre de Grace regarding potential stipulations and you will see more specific language regarding these issues.

#### **RECOGNIZING THE NEED FOR THIS BRIDGE REPLACEMENT PROJECT**

From the beginning, the City and the local advisory board representatives have been extremely supportive of this project. We see expanded rail access on the Northeast Corridor (NEC) as a positive opportunity for greatly increased use and future transit-oriented development (TOD) throughout the entire corridor. Increased rail is a game-changer for revitalization in older communities such as Havre de Grace – and is a paradigm shift in the way we, as a nation, relate to transit specifically in the NEC. We are all for expanded rail and we have embraced the opportunity to be involved with the Susquehanna River Rail Bridge replacement. Ideally over the long-run, we would like to see a MARC commuter station in Havre de Grace that supports smart, corridor growth and expands ridership, with regional interconnections both north to Wilmington and Philadelphia (SEPTA) as well as south to Baltimore and Washington DC through MARC.

It is not my intent to make the development of an MOA or PA difficult to navigate – it is my goal to make this project work for the City of Havre de Grace and citizens after it is built. I would like to ensure that any adverse impacts to the City's downtown gateway are eliminated, reduced or addressed through this preliminary design process. This is an old corridor and I am sure this is not the only location in which an accommodation will need to be made for community preservation for new rail infrastructure design. A large part of our City's economic development is based on heritage tourism grounded in our historic district and our waterfront. The Otsego St/Union Avenue (MD 7) gateway into our historic downtown is paramount in this equation, on which this project will have significant impacts. We wholeheartedly support rail and support TOD, we just cannot kill the essence of the downtown entrance in the process.

Sincerely,



Dianne Klair, Planner  
City of Havre de Grace

**ATTACHMENTS:** Selected Bridge Type Design, Board 20 from MDOT from [www.susrailbridge.com](http://www.susrailbridge.com)  
Letters by Mr. Volney Ford  
Correspondence, Mr. Carey Alan Snyder and Ms. Mary Lynn Snyder  
Dates for Meetings with Design Team (2014 to 2016)  
Article for Re-appointment of the SRRBP Advisory Board (October 7, 2016) and Editorial





November 2, 2016

The following is the response from the City of Havre de Grace regarding potential stipulations to be included in future Memorandum of Agreement (now Programmatic Agreement) for the Susquehanna River Rail Bridge Project, Perryville (Cecil County) and Havre de Grace (Harford County), Maryland. A sheet entitled "Potential MOA Stipulations" was provided on October 11, 2016 at the invitational Consulting Party Meeting held at the Havre de Grace Activity Center. This language is provided with the understanding that there is still the need to satisfy the issue of the adverse impacts to the gateway intersection of Otsego St/Union Ave (MD 7) and Water Street. Responses by the City of Havre de Grace to individual measures is denoted in red.

## Potential MOA Stipulations

The following measures have been proposed:

- Prepare HAER documentation for bridges and tower. Yes, please.
- Develop interpretive material for HdG and Perryville and an educational document (film?)  
Film was proposed specifically for the documentation of the actual operation of the swing bridge, so that there is a historic record of the technology used for 1906 truss bridge construction.
- Salvage key bridge elements (for interpretation). The City of Havre de Grace agrees to house key elements or artifacts from the bridge for future use in outdoor interpretative exhibit of transportation history in nearby waterfront parks. City will house artifacts from bridge for future park display area as per Advisory # 15, Bridge Historical Preservation and Display, of the local SRRBP Advisory Board. Perryville may also wish to house elements from the bridge or interlocking tower within their railroad museum.
- Use traditional design features in two new bridges to ensure that the bridge and piers are compatible with former bridge and adjacent bridges. We would like to continue to be involved with this.
- For undergrade bridges, use form liner that emulates look and color of stone; provide consulting parties with an example and rendering. Include lighting in the underpasses. This issue of using a form liner was discussed at October 11, 2016 Consulting Party meeting and presumably meets *Secretary of the Interiors Standards for the Treatment of Historic Properties*. The City gratefully accepts the offer of the Amtrak representative to have lighting be installed in the two extended tunnels (specifically Freedom and Centennial Lanes) for increased safety. The City will maintain the installed light fixtures and pay for electric service; we ask that Amtrak installs low energy, LED fixtures with low replacement cost for bulbs. Also discussed in that meeting was the possibility of eliminating the issue of water and mineral seepage from the old stone tunnels and undergrade bridges by either sealing the stone or sleeving the tunnels (providing a barrier between the soil and stone) during construction. As it stands now, they are unsightly and will be in sharp contrast to new concrete extensions. Amtrak agreed to look into solutions for this issue.

- Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping, if possible.
- Design new retaining walls in accordance with the *Secretary of the Interiors Standards for the Treatment of Historic Properties*
- Develop and implement a Construction Protection Plan (CPP) for historic district structures and Rodgers Tavern
- Move Interlocking Tower to avoid demolition
- Conduct Phase IB archaeological investigation, including for submerged resources
- Develop a procedure for handling discovery of an unanticipated resource or effect. Please include the local jurisdictions and consulting parties in any discovery of an unanticipated resource or effect.
- Continue design consultation with MHT and consulting parties. This continuing consultation is key beyond this preliminary engineering design phase.

**The City of Havre de Grace would also like to add stipulation language that:**

- Obligates the replacement of the existing signature sidewalk connections from Union Avenue and Otsego Streets to Water Street, which is detailed with inlaid brick edges, numerous streetlight fixtures (with banner arms) and a stone monuments sign. This was a State Highway Administration gateway enhancement project that was built twenty years ago in the City's historic downtown and we would like to see the streetscape be reconstructed.
- If the bridge construction staging area occurs on the publicly-owned land along Water Street, Union Avenue or St. Johns Street, the site needs to be improved prior to turning it back over, to include removal of hard pack stone and the re-planting of lawn areas, the planting of trees and shoreline buffer areas, and installation (or re-installation) of park improvements, like signature walkway extensions, viewing platforms (as in the case of David Craig Park) and display areas.
- Recognizes the long-term goal for increased, safe pedestrian and bikeway access across the Susquehanna River. This is a separate but related issue that needs to be stated for the record.

Mayor  
James L. Eberhardt  
Town Administrator  
Denise Breder



*Perryville*  
Grounded in the past. Focused on the future.

Commissioners  
Robert Ashby  
Alan Fox  
Michelle Linkey  
Raymond A Ryan III

November 4, 2016

Brandon L. Bratcher, Environmental Protection Specialist  
Office of Railroad Policy and Development  
U.S. Department of Transportation  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Susquehanna River Rail Bridge Project – Section 106 MOA Stipulations

Dear Mr. Bratcher:

In follow up to the October 11, 2016 Section 106 meeting, you had requested suggested stipulations to the MOA be submitted by November 4, 2016. As a consulting party on behalf of the Town of Perryville I generally concur with the Potential MOA Stipulations as spelled out in the attached document distributed at the October 11 meeting. I offer the following clarification to potential stipulations and / or additional stipulations:

**Clarification to proposed stipulations**

**Develop interpretive material for HdG and Perryville and an educational document (film?)**

The Town of Perryville requests interpretive material for use and display at the Perryville Railroad Museum and / or Rodgers Tavern Museum upon it's re-opening. Perryville is particularly interested in having a film of the swing bridge in operation for educational and historic preservation purposes.

**Salvage key bridge elements (for interpretation)**

Salvaging key bridge elements for an interpretative exhibit(s) is important to the Town of Perryville for use in a museum and at one of its waterfront parks. The Perryville Railroad Museum representative specifically requested to have the train locator sign from the Interlocking Tower for display at the museum, should it be removed from the tower. I support that request on behalf of the Railroad Museum. Additionally, the Town of Perryville would like to have the date stone for display.

**Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping if possible.**

Without retracting from or limiting this potential MOA stipulation, should it be determined that the treatment for the retaining wall be stone, please use stone that mimics the look of Rodgers Tavern. Further, present plans indicate that the distance between the Tavern and the tracks will be reduced by approximately 44', so I would like to thank you for agreeing to pull back the abutment thus creating a better, more natural view from the western end of the front porch of Rodgers Tavern.

18

### Additional Stipulations

#### **Develop and implement a Construction Protection Plan (CPP) for Lower Ferry Pier**

I concur with the need for a Construction Protection Plan (CPP) for Rodgers Tavern and I appreciate that you have already included the CPP for the Tavern in the listing of Potential MOA stipulations. I would like to add, although not an historic resource, that the Town of Perryville also requests, as stated in the April 14, 2016 comment letter, copy attached, that a CPP be prepared for Lower Ferry Pier. Lower Ferry Pier is directly adjacent to Rodgers Tavern and could potentially be damaged during construction if not protected.

#### **Open Discussion of Future Expansion of Rail Service in Perryville**

At the October 11 meeting, it was stated that by shifting the interlocking tower at the Perryville Train Station a pad will be created allowing for future expansion of service at the station. This future expansion of service aligns with the Town's Transportation Priorities, and I am excited to hear that you are making long-range plans to expand service in Perryville, hopefully to include related parking requirements. Perryville has a Transit Oriented Development (TOD) plan in place, approved by the Mayor and Commissioners in 2012, and the Town is diligently working on implementation of that plan to include construction in progress of the Municipal Center Phase I and Rodgers Tavern and Waterfront aspects of that plan.

### Other Comments

#### **Pedestrian and bicycle access across the Susquehanna River**

Safe pedestrian and bicycle access across the Susquehanna River is a long-term goal of the Lower Susquehanna Heritage Greenway (LSHG), of which Perryville is a member. Though, not a rail project, I appreciate that you recognize this as an important, and somewhat connected, goal and request continued discussion with the LSHG on this topic.

#### **Direct Outreach to Property Owners**

I request that you make direct outreach to those property owners whose properties adjoin the rail line along Broad Street / Maryland Route 7 in Perryville. While it is likely that these property owners received notification of the public outreach sessions, whether by postcard, newspaper or other means, since it is likely that they will be impacted during construction they should be given direct notice of the plans. This will give the property owners the opportunity to question how they may be impacted by the future construction and to make their own comments.

#### **Memorandum of Agreement - timing**

It is my understanding that you plan to have the MOA completed and executed in the December 2016 / January 2017 time-frame. It was unclear to me at the October 11 meeting if Town of Perryville or me, as a consulting party on behalf of Perryville, be required to sign off on the MOA. However, if I or the Town were required to be signers to that MOA, we will need more time to thoroughly review the MOA and have it reviewed by legal counsel prior to our execution of the agreement.

I appreciate and acknowledge that the design and construction of the Susquehanna River Rail Bridge is a monumental undertaking. Therefore, I thank you for taking the time to consider these additional stipulations, comments (and prior comments) and incorporate them into the plans for the future bridge. Given that this bridge will be in place for the next century or longer, the comments are made to secure the best possible outcome for future generations of Perryville residents.

Sincerely,

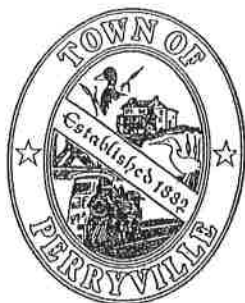


Denise Breder  
Town Administrator

Attachments

CC: Mayor and Commissioners, Town of Perryville  
Marlys Osterhues, Federal Railroad Administration  
Laura Shick, Federal Railroad Administration  
Paul DeSignore, Amtrak  
Jacqueline Thorne, Maryland Department of Transportation  
Dan Reagle, Maryland Transit Administration  
Mary Ann Lisanti, Lower Susquehanna Heritage Greenway  
Jeffrey Konrad, HNTB  
Cathy McCardell, Town of Perryville  
Mary Ann Skilling, Town of Perryville  
Anthony DiGiacomo, Cecil County Planning and Zoning  
Dianne Klair, City of Havre de Grace  
Pat Stetina, Perryville Railroad Museum

MD 20170321-0224



**Town Commissioners of Perryville**

515 Broad Street, P.O. Box 773  
Perryville, Maryland 21903-0773  
(410) 642-6066  
(410) 642-6391 (Fax)  
Email: townhall@perryvillemd.org

*Mayor*  
James L. Eberhardt

*Commissioners*  
Barbara A. Brown  
Alan Fox  
Michelle Linkey  
Raymond A. Ryan III

*Town Administrator*  
Denise Breder

April 14, 2016

Ms. Jacqueline Thorne  
Project Manager  
The Secretary's Office  
Office of Freight and Multimodalism  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Re: Susquehanna River Rail Bridge Project

Dear Ms. Thorne:

It is my understanding that the Susquehanna River Rail Bridge Committee has narrowed down the design options for the Amtrak bridge(s) over the Susquehanna River to two options, 9A and 9B. Both of the options are west of the existing bridge, bringing the bridge closer to historic Rodgers Tavern and Lower Ferry Pier, and both options have the potential to change traffic patterns in Perryville, primarily the Broad Street access to the Perry Point Veterans Administration Hospital. Please provide Perryville with details and renderings of the proposed landing of the bridge on the Perryville side.

Protection of Rodgers Tavern and Lower Ferry Pier, particularly during the construction phase, is very important to Perryville. It is also important that a Broad Street entrance to Perry Point be retained. Further, if possible, it would be our preference that the design allow for a more natural view from Rodgers Tavern while retaining the entrance to Perry Point.

If you have any questions, please contact me at 410-642-6066. Otherwise, I look forward to receiving the information on the proposed landing as requested.

Sincerely,

  
Denise Breder, Town Administrator

CC: Mayor and Commissioners of Perryville  
Paul DelSignore, Amtrak  
Michelle Fishburne, FRA  
Volney Ford, Chairman, SRRBP Advisory Board  
Amrita Hill, Amtrak  
Cathy McCardell, Perryville Assistant Town Administrator  
Dan Reagle, MTA Environmental Planning  
Mary Ann Skilling, Town Planning Director

**Review Comments on the Draft EA – Susquehanna River Rail Bridge Project**  
**Submitted by the Maryland Department of Planning**

The project would improve rail transportation mobility in the State by replacing the existing Susquehanna River Rail Bridge between the Town of Perryville and the City of Havre de Grace. Improving passenger and freight transportation addresses State's multimodal transportation need and supports Maryland's transportation, economic and environmental goals. The Project is consistent with the Maryland Economic Growth, Resource Protection, and Planning Policy. In March 2016, the project received the exception approval under the requirement of the Priority Funding Area Law from the State's Smart Growth Coordinating Committee; therefore, the project also complies with the Priority Funding Law.

The following are the specific comments on the Environmental Assessment and Draft 4(f) Evaluation Report.

It will be helpful to provide the summary information on the Pedestrian and Bicycle Hazard and Security Assessments Study.

We suggest the following editing changes to the sections related to State smart growth and the PFA law.

**Page 4-2:**

**SMART GROWTH INITIATIVE**

Maryland's Smart Growth Initiative has four overarching goals: (1) supporting development in areas where infrastructure already exists, (2) protecting valuable natural resources, (3) avoiding the high costs associated with building new infrastructure, and (4) providing a high quality of life. The 2009 Smart, Green, and Growing Legislation established 12 planning visions for sustainable growth in the State of Maryland. These goals and visions serve as guiding principles for local comprehensive plans and promote developments in locally designated and state-supported growth areas to discourage urban sprawl and adverse impacts on rural and environmentally sensitive areas. The 1997 Priority Funding Areas Law directs state funding for growth-related infrastructure to Priority Funding Areas, providing a geographic focus for state investment in growth. The project study area is almost entirely within Priority Funding Areas (see **Figure 4-2**).

**Page 4-13:**

**PUBLIC POLICY**

The Build Alternatives would be consistent with local, regional, and statewide planning. The Susquehanna River Rail Bridge is generally consistent with Maryland's Smart Growth Initiative, as the Proposed Project would improve rail transportation mobility that addresses the state's multimodal transportation needs as well as supports state's transportation, economic and environmental goals. As discussed above, the vast majority of the study area is within Priority Funding Areas (PFA). However, any proposed project with greater than five percent located outside of the PFA boundary requires a project exception under the PFA law. The Project Team met with the Smart Growth

and Neighborhood Conservation Coordinating Committee on March 9, 2016 to request an exception approval for compliance with the PFA law. Based on this meeting, the Committee voted to approve this exception to the PFA requirements due to it being a growth-related project involving a commercial or industrial activity, which, due to its operational or physical characteristic, must be located away from development (per §5-7B-06(a)(iii)3.).

**Page 20-13**

#### **OTHER AGENCY COORDINATION**

The Project Team presented the project to the Smart Growth Coordinating Committee to request an exception approval under the Priority Funding Area (PFA) law in March 2016. The Smart Growth Coordinating Committee is responsible for reviewing and commenting on the compliance of growth-related projects with the PFA law. The purpose of this meeting was to review the project introduction and background, discuss the alternatives retained for detailed study and environmental considerations, and receive an exception to allow the state to fund a project that is partially outside of the Priority Funding Area.



# SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

[www.susrailbridge.com](http://www.susrailbridge.com)

## COMMENT FORM

Note: Comments on the Environmental Assessment will be accepted until April 6, 2017

Name:       Dave Gula        
Address:       WILMAPCO 850 Library Ave, Suite 100, Newark DE 19711        
Email:       dgula@witmapco.org        
Telephone:       302-737-6205      

Comments:       We appreciate the extensive public outreach program you have  
      undertaken with this project. We hope to see the same level of  
      public outreach when the construction program is announced.  
      Please contact us for assistance with public outreach if necessary.  
      We are looking forward to this presentation at our TAC meeting on  
      April 20.

*Attach additional pages if necessary*

**PLEASE PUT YOUR COMPLETED FORM IN ONE OF THE COMMENT BOXES AT THIS MEETING.  
YOU CAN ALSO MAIL IT TO:**

Susquehanna River Rail Bridge Project  
P.O. Box 68  
Elkton, MD 21922

Comments can also be submitted via e-mail: [info@susrailbridge.com](mailto:info@susrailbridge.com)

3/23/2017

# SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

[www.susrailbridge.com](http://www.susrailbridge.com)

## COMMENT FORM

Note: Comments on the Environmental Assessment will be accepted until April 6, 2017

Name: JOE KOCHENDERFER  
Address: 819 TYDINGS HARVARD DE GRACE  
Email: JOE@HAPPYKEMUR.COM  
Telephone: \_\_\_\_\_

- ① Comments: WATER LINE ON HARFORD BD OF ED PROPERTY  
SHOULD BE REPLACED BY FRA/MDOT
- ② AT OTSEGO/UNION AVE INTERSECTION DISTANCE  
BETWEEN ABUTMENT AND PIER SHOULD BE  
INCREASED

*Attach additional pages if necessary*

**PLEASE PUT YOUR COMPLETED FORM IN ONE OF THE COMMENT BOXES AT THIS MEETING.  
YOU CAN ALSO MAIL IT TO:**

Susquehanna River Rail Bridge Project  
P.O. Box 68  
Elkton, MD 21922  
Comments can also be submitted via e-mail: [info@susrailbridge.com](mailto:info@susrailbridge.com)

3/23/2017

# SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

[www.susrailbridge.com](http://www.susrailbridge.com)

## COMMENT FORM

Note: Comments on the Environmental Assessment will be accepted until April 6, 2017

Name: MARC DALLAIRE  
Address: PERRY POINT VAMC  
Email: MARC.DALLAIRE@VA.GOV  
Telephone: (410) 642-2411, EXT 5215

Comments: INSTEAD OF CAST IN PLACE "BRECK" FINISH ON ABUTMENTS,  
CONSIDER STONE FINISH OR STONE BLOCK TO COMPLEMENT HISTORIC SENSE  
OF ROGERS TAVERN, I AM SURE RESIDENTS OF HDG- WOULD  
APPRECIATE STONE ABUTMENTS AS WELL,

*Attach additional pages if necessary*

**PLEASE PUT YOUR COMPLETED FORM IN ONE OF THE COMMENT BOXES AT THIS MEETING.  
YOU CAN ALSO MAIL IT TO:**

Susquehanna River Rail Bridge Project

P.O. Box 68

Elkton, MD 21922

Comments can also be submitted via e-mail: [info@susrailbridge.com](mailto:info@susrailbridge.com)

3/23/2017



Jelena Matic <jmatic@akrf.com>

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## [51154] Susquehanna Bridge Project Follow-up

1 message

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**Alan Snyder** <alan@cas-advisors.com>

Wed, Mar 29, 2017 at 8:16 AM

To: Kevin McDermott <kevin.mcdermott@amtrak.com>

Cc: Jeffrey Konrad <jkonrad@hntb.com>, Family <bchrealty@aol.com>, brandon.bratcher@dot.gov, Dianne Klair <diannek@havredegracemd.com>, info@susrailbridge.com

Kevin,

It was good to meet you last Thursday at the Susquehanna River Rail Bridge Project meeting in Perryville, MD. As I expressed in the meeting, I am very concerned about the impact that the bridge project will have on 600, 604 and 605 Water Street in Havre de Grace, MD. I am especially interested in the distance of the bridge from the property line of 600 Water Street, the placement of the bridge piers and the new route for Otsego Street.

It is important that the concerns of the local property owners, especially those that will be directly impacted, be taken into consideration before the design is finalized. I am formally requesting that I participate in the design discussions that are occurring with the town of Havre de Grace.

For the record, I have also attached a letter than I sent to the Federal Railroad Administration on July 18, 2016. All of the concerns expressed in the letter remain valid and have not been addressed. I would like for them to be incorporated into your thoughts and plans as you move the project forward so that they can be fully addressed.

Please let me know the logistics for the next design meeting with the Town of Havre de Grace.

Thank you,

Alan Snyder

Alan Snyder  
CAS Advisors

(m) [571-237-7099](tel:571-237-7099)

---

 **Amtrak Bridge Concerns - FRA Letter 7-18-16.pdf**  
2161K

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## **Bike and walk access on the bridge**

1 message

---

**Rick Kappler** <rickk@sunsetforest.com>

Wed, Mar 22, 2017 at 4:16 PM

To: Susquehanna River Rail Bridge Project <info@susrailbridge.com>

Please build bike and pedestrian access on the new bridge or don't build a new bridge at all.

## **RE: RESCHEDULED! The Public Outreach Information Session will now occur on Thursday, March 23.**

**Rick Kappler** <rickk@sunsetforest.com>

Mar 14

to Susquehanna

Please build the pedestrian and bicycle access on this bridge or don't build the new bridge at all. Period.

Pedestrian and bike access

**Rick Kappler** <rickk@sunsetforest.com>

Mar 3

to info

Dear Maryland,

Will the new bridge have pedestrian and bike access? An 80 mile detour into Pennsylvania to safely get to the other side from Perry Point is not acceptable. Pedestrian and bike access is about emergency access.

Rick

Pedestrian access on the new Susquehanna bridge  
Kappler, Richard' via Susquehanna River Bridge <51154@akrf.com>

Mar 1

to info, info

Will the new railroad bridge have pedestrian and bicycle access? If not, how do people safely walk, ride a bike, or take a wheelchair from Havre de Grace to the train station?

Rick

## **New bridge for trains and trails**

Rick Kappler <rickk@sunsetforest.com>

12/23/16

to info

Will the new bridge have pedestrian and bicycle access? If not, what is the purpose of making a new bridge? There is an 80 mile detour to Pennsylvania in order to safely cross the river.

Think about it.

## **New pedestrian and bike access**

Rick Kappler <rickk@sunsetforest.com>

11/22/16

to info

Dear Amtrak and others,

What kind of pedestrian and bicycle access will the new bridge have?

Currently, there is an 80 mile detour to Columbia, Pennsylvania in order to cross the river. Will the new bridge have paths, benches, and lookout spots on both sides of the bridge? It takes a very long time to wait for a taxi in Perry Point and it is not pleasant to ride a bike with many cars on the highway bridge.

# Susquehanna River Rail Bridge Project

## Appendix F

### Additional Correspondence and Outreach



**May 2017**



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**James T. Smith, Jr.**  
Secretary

October 9, 2013

The Honorable David R. Craig  
Harford County Executive  
220 South Main Street  
Bel Air MD 21014

Dear Mr. Craig:

In follow up to our August 19, 2013 meeting regarding the Amtrak Susquehanna Bridge Preliminary Engineering and Environmental Documentation Project, I am pleased to provide the following information in response to questions that you posed. You inquired as to the number of times the draw span of the railroad bridge has been opened in recent years. As of August 15, 2013, the bridge has been opened four times in 2013. A summary of bridge openings for each calendar year since 2007 follows:

<u>Calendar Year</u>	<u>Number of Bridge Openings</u>
2007	6
2008	7
2009	3
2010	5
2011	11
2012	5
2013 (Through August 15)	4
<b>TOTAL</b>	<b>41</b>

You also inquired as to the number of trains currently crossing the Susquehanna River Bridge. At this time, about seventy-nine (79) passenger and freight trains cross the bridge each day. A breakdown of the total by service follows:

<u>Operator</u>	<u>Long Distance</u>			<u>Revenue Commuter</u>	<u>Deadhead (Non-Revenue)</u>	<u>Freight</u>	<u>Total</u>
	<u>Passenger</u>	<u>Acela</u>	<u>Regional</u>				
Amtrak	6	20	22	0	0	0	48
MARC	0	0	0	13	4	0	17
Norfolk Southern	0	0	0	0	0	14	14
<b>Total</b>	<b>6</b>	<b>20</b>	<b>22</b>	<b>13</b>	<b>4</b>	<b>14</b>	<b>79</b>

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076



The Honorable David R. Craig  
Page Two

We have received from the City of Havre de Grace, the mapping of sites within the city that could potentially be impacted by the construction of a new railroad bridge on Amtrak's Northeast Corridor across the Susquehanna River between Harford and Cecil Counties. Your concerns about potential impacts to existing parks and facilities in Havre de Grace, as well as the siting of the proposed new high school, have been noted by the Project team. It is not possible to identify the final alignment and potential impacts at this early stage of the Project, but the Project scope includes extensive environmental coordination as required by the National Environmental Policy Act (NEPA). The NEPA environmental documentation process will include identification of potential impacts through close coordination with the public and local governments, and identification of means to avoid or mitigate impacts so that the project will meet federal requirements for funding.

Work on the Susquehanna Bridge Project began in July 2013, and we anticipate completion of Preliminary Engineering and Environmental Documentation by June 30, 2017. Close coordination with Harford County and the City of Havre de Grace will be required to successfully complete this phase of the Project and enable moving forward to Final Design and eventual construction. We look forward to further discussions with County and City officials and staff on the development of NEPA environmental documentation based upon this coordination.

Thank you for your interest in the Susquehanna Bridge Preliminary Engineering and Environmental Documentation Project. If you have any questions or concerns regarding the project, please do not hesitate to contact me by telephone at 410-684-7063 or by email at [hromano@mdot.state.md.us](mailto:hromano@mdot.state.md.us).

Sincerely,



Harry J. Romano II  
Rail Program and Policy Manager  
Office of Freight and Multimodalism

cc: The Honorable Wayne Dougherty, Mayor, City of Havre de Grace



# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
www.havredegracemd.com

(410) 939-1800  
(410) 575-7043

June 20, 2014

Jacqueline Thorne, Project Coordinator  
Office of Freight and Multimodalism  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

## **RE: NEPA Review for the Susquehanna River Rail Bridge Project**

Dear Ms. Thorne:

This is in response to the Maryland Department of Transportation (MDOT) letter of inquiry dated May 16, 2014 for the Susquehanna River Bridge Project between the City of Havre de Grace in Harford County and the Town of Perryville in Cecil County for alternatives for an improved rail crossing. The following is a list of relevant environmental, cultural and community resources within the project study area for the City of Havre de Grace. Specific focus in the letter of inquiry included parks, recreation and trail-systems however I am trying to include all relevant resources as described in the NEPA review description, which includes environmental, cultural, and community resources as well. As defined by MDOT, the study area is approximately 1000' on either side of the existing Amtrak right-of-way and any immediately adjacent resources.

### **Parks and Recreational Resources** (as identified from the waterfront and proceeding west)

- North Park Loop Trail, consisting of a 1.5 mile trail-system along Susquehanna River
- McLhinney Park, playground area
- Susquehanna Museum at the Lockhouse (National Register site) with canal basin, terminus of lock system, and grounds
- Water Street parkland acquisition; public acquisition of 4.29 total acreage, currently with .88 acres purchased by Harford County Government in 2014 and potential for 3.41 additional acres (four properties total)
- Jean Roberts Park, kayak and boat launch
- David Craig Park, Susquehanna River overlook
- Harford County Board of Education multi-use athletic field complex, including Harris Stadium (i.e. Havre de Grace High School stadium complex, completed 2013)
- Havre de Grace Activity Center (Harford County Department of Parks and Recreation primary indoor recreational facility serving the region, to include services provided by Harford County Office on Aging, a gymnasium and other indoor recreational facilities, and the Havre de Grace branch of the Boys and Girls Club of Harford County )
- Stancill Field Havre de Grace Little League complex

**Trails** (MDOT included a comprehensive list of trails with maps as an attachment to their letter. The following are minor corrections to their provided information.)

- Please include an aerial photo with 1000' study area for Havre de Grace similar to Perryville map, Figure 1. Figure 2 and 3 are identical maps of trails within the study area.
- Table 1 identifies the LSHG as private, but it should be listed as public.
- Please include Havre de Grace Old Town/New Town Trail on map of trails within the study area. This trail coincides with East Coast Greenway from Juniata Street to MD 155.
- Please indicate a river crossing connection between Harford and Cecil Counties on the trails within the study area map. ***A Susquehanna River pedestrian crossing is critical for the LSHG and East Coast Greenway physical connections.***
- Please include the City's waterfront walkway from North Park to the Promenade located at the south end of the City, which is bisected by the Amtrak right-of-way at David Craig and Jean Roberts Parks. This walkway is indicated by a brick-lined signature sidewalk along the waterfront and is intended to be continuous as new development (or redevelopment) projects and public park improvements occur. (See attached Heritage Corridor Plan which has been implemented for the past twenty years, Havre de Grace Comprehensive Plan.)

### **Community Resources**

- Havre de Grace City Hall and Police Department Municipal Complex
- Havre de Grace Middle School
- Havre de Grace High School
- Havre de Grace Water Treatment Plant/Harford County Water Treatment Plant, with water intakes for municipal and county drinking water supplies just off-shore from plant location
- US Post Office
- Susquehanna Hose Company, Division 1; firehouse located on Juniata Street immediately to the north of the Amtrak right-of-way

### **Cultural Resources**

- Havre de Grace National Register Historic District; HA-1617. The 344 acre district includes 129 individually documented sites, several individually listed National Register sites (such as the Concord Point Lighthouse and the Southern Terminal, Susquehanna and Tidewater Canal, otherwise known as the Lockhouse) and hundreds of contributing resources.
- American Legion building, formerly Lafayette Hotel (inventoried as Abraham Jarrett Thomas House, HA-790) is located immediately to the south of the Amtrak right-of-way; identified as National Register on site plaque.
- Over forty individually documented (Maryland Inventory of Historic Properties) structures within the 1000' study area; extensive contributing structures within study area
- Study area includes significant portions of the Havre de Grace Main Street District and the City's designated Arts & Entertainment District

### **Environmental**

- Susquehanna River, Chesapeake Bay coastal areas and identified Critical Areas
- Substantial floodplain, tidal and non-tidal

**New Opportunities for the “Human Environment” through the NEPA Review Process** (not just impacts)

- Additional local rail considerations, i.e. MARC service expansion, regional connections to SEPTA and northern rail transit (Newark, DE station improvements), expansion of/improvements to current Aberdeen station, opportunity for MARC station in Havre de Grace
- Susquehanna River pedestrian crossing for LSHG and ECG; full interconnectivity between regional assets along major waterway and within an identified Maryland Heritage Area

**Land & Water Conservation Fund:** The only location for funding through the Land & Water Conservation Fund (LWCF) that may apply is for the Federal acquisition of Garrett Island, which is located just to the north of the Amtrak bridge, as part of the Blackwater National Wildlife Refuge. Garrett Island is included as part of the LSHG, ECG, and Captain John Smith Chesapeake National Historic Trail (National Park Service), all located within the scope of this study area.

**Other deed-protected lands or conservation areas:** Exelon properties along Susquehanna River; this is land on which the North Park Loop Trail is located.

**Other developments planned or proposed within or adjacent to the study area:**

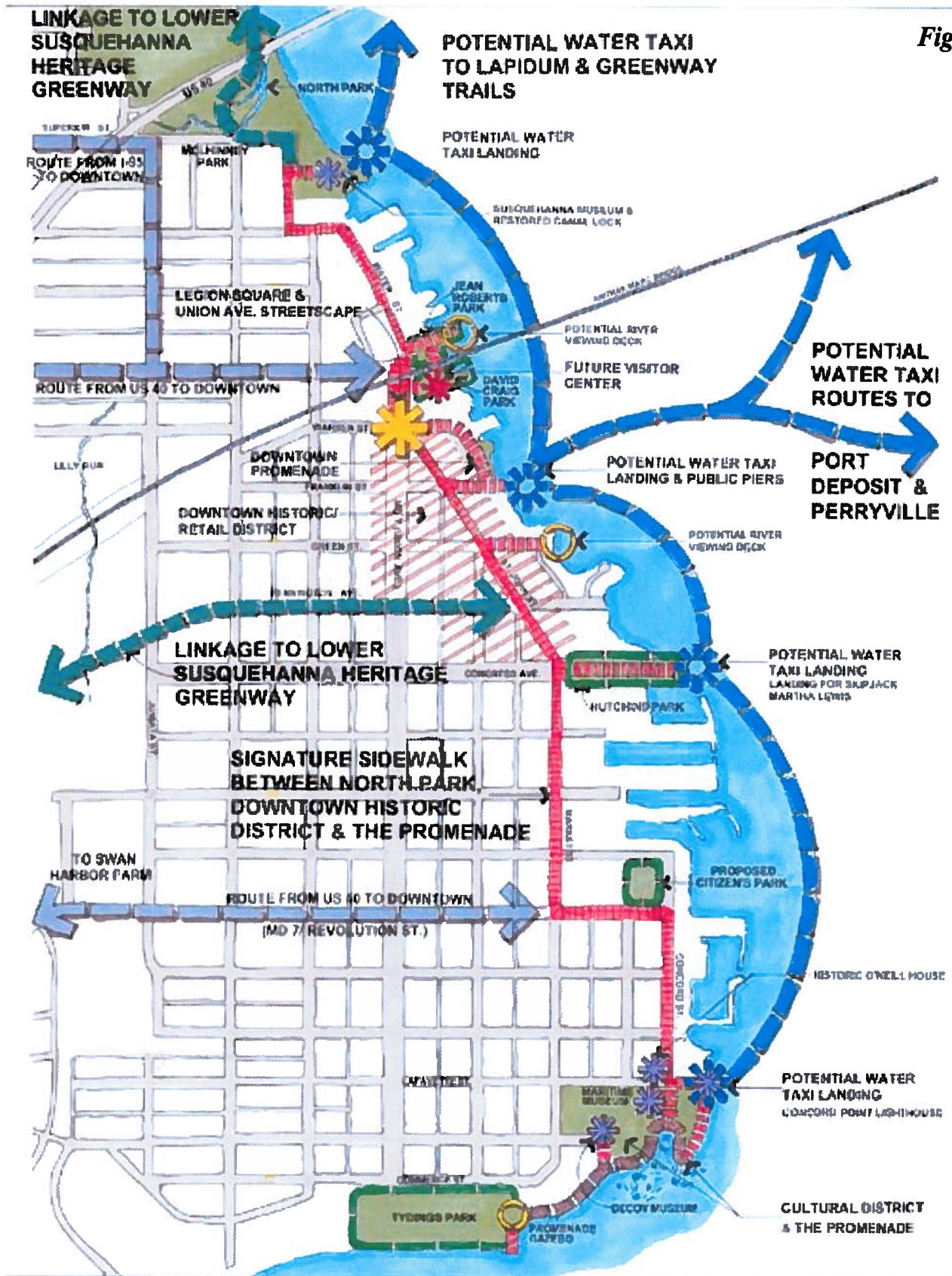
- Proposed new Havre de Grace Middle School/ High School project on the Board of Education owned land, immediately south of the Amtrak right-of-way
- Water Street park improvements, pending acquisition of three remaining parcels
- Residential infill projects, i.e. Otsego Street townhouses, currently under construction, Ivy Hill townhouse development

Thank you for the opportunity to comment on this very important project which is currently within NEPA review. If you have any questions about the provided information or would like to meet in relation to the City's identified environmental, cultural or community resources, please feel free to call me to set up a time. I will make my staff available to clarify any information or answer your questions as related to this high-impact project.

Respectfully,  
  
Neal Mills, Director  
Department of Planning  
City of Havre de Grace

Cc: Wayne Dougherty, Mayor  
Jay Bautz, Deputy Director  
Dianne Klair, Planner  
John Van Gilder, Special Projects

Figure 3.4



# HERITAGE CORRIDOR PLAN

City of Havre de Grace Comprehensive Plan

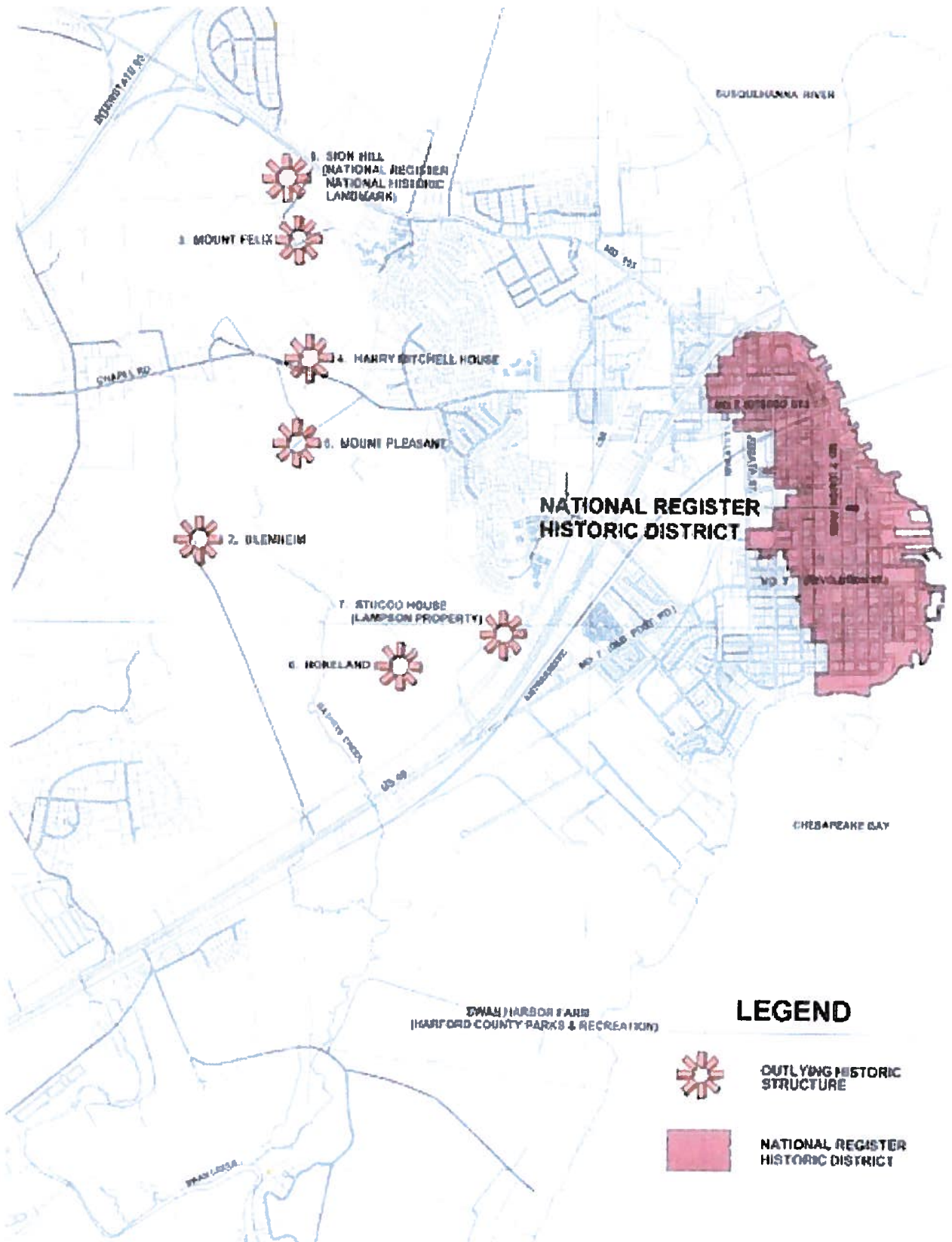








Figure 9.1



## HISTORIC RESOURCES







Google earth

miles  
km







# Havre de Grace National Register Historic District

500 0 500 1000 1500 Feet



Map also refers to Local Historic District for amendments to Ordinance No. 815



## Town Commissioners of Perryville

515 Broad Street, P.O. Box 773  
Perryville, Maryland 21903-0773  
(410) 642-6066  
(410) 642-6391 (Fax)  
Email: [townhall@perryvillemd.org](mailto:townhall@perryvillemd.org)

*Mayor*  
James L. Eberhardt

*Commissioners*  
Barbara A. Brown  
Alan Fox  
Michelle Linkey  
Raymond A. Ryan III

*Town Administrator*  
Denise Breder

**MDOT**

**JUL 01 2014**

**Freight Logistics**

June 30, 2014

Jacqueline Thorne-Project Coordinator  
Office of Freight and Multimodalism  
The Secretary's Office  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Dear Ms. Thorne:

Thank you to you and your team for attending the June 17, 2014 Perryville Mayor and Commissioner work session to present an update on the status of the Susquehanna River Rail Bridge Project. Understanding the constraints that are faced in determining the best location for the bridge, we very much appreciate that you have taken Perryville's comments and concerns seriously and are doing what you can to design and ultimately construct a project that has minimal negative impact on the Town of Perryville.

During the presentation it was mentioned that you need to know the various planned developments and development proposals that fall within the study area. Therefore, attached to this letter are a concept design for the Perryville Municipal Complex and a Final Landscape Plan showing the various planned improvements to Lower Ferry Park. Both of these projects are projects initiated by the Town; additionally, there is information being provided regarding grant funded projects and projects initiated by property owners that are also in the study area.

The concept for the Municipal Complex includes the construction of a new police department, town hall, mini-park, Little League field and related parking and pedestrian access improvements. The police department, Phase I, is currently being designed, while the civil site work design is in process for Phases II and III of the project. The complex is being designed to best utilize the existing town property, which is behind the current Town Hall located at 515 Broad Street, Perryville, and across Broad Street from the MARC train station.

The Lower Ferry Park design is also attached to this letter. Lower Ferry Park is located at the intersection of Broad Street and Roundhouse Drive, Perryville, and is across Roundhouse Drive from Historic Rodgers Tavern. The plans for the park include the

construction of a comfort station, a band shell, playground equipment, walking paths, landscaping, bio-retention areas, and some supportive parking.

In addition to the above mentioned town initiated projects, Perryville has made Revitalization and Façade Grants available to property owners within town limits. Some of the property owners that have received grants are within the study area (Front Street, Broad Street, Elm Street and Aiken Avenue), and the projects typically include improvements and replacements of windows, steps, siding and roofing. There is one property owner that is undertaking major improvements. The property, which houses businesses with residential units above, is located at 631 Broad Street. Within the last two years the upper roof was replaced and new lighting was installed. Attached is a concept drawing showing some other improvements planned for the building. While grant money is covering some of the costs, the property owner has also invested capital in the project to get this worthwhile work completed.

Finally, the owner of the property located at 950 Principio Furnace Road (at the intersection of Principio Furnace Road and IKEA Way) has submitted plans to construct a warehouse.

Please contact Ralph Ryan, Town Engineer, at 410-642-6068 if you have questions about the Municipal Complex plans. Please contact Mary Ann Skilling, Planning Director, at 410-642-6066 if you have questions about Lower Ferry Park, the Revitalization and Façade Grants and the proposed warehouse construction. However, all final written comments should be directed to my attention at the above address or via email at [dbreder@perryvillemd.org](mailto:dbreder@perryvillemd.org).

Again, I thank you for your consideration of Perryville's comments as they related to the Susquehanna River Rail Bridge Project.

Sincerely,

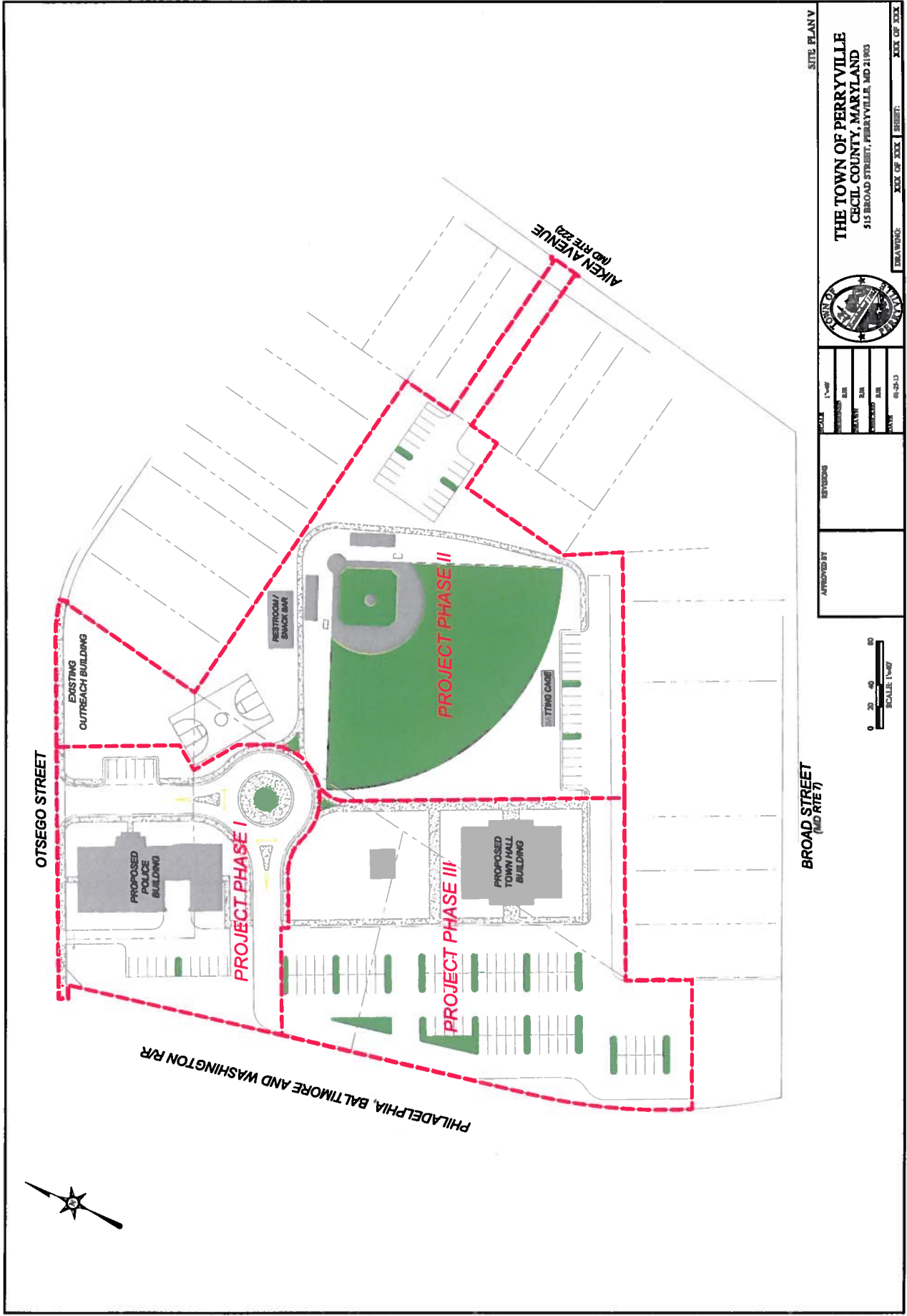
  
Denise Breder  
Town Administrator

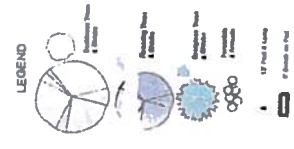
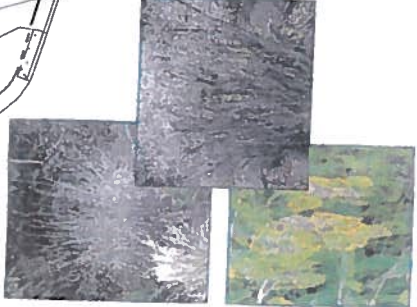
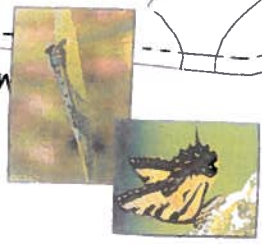
#### Attachments

CC: Mayor and Commissioners, Town of Perryville  
Delegate David Rudolph  
Tari Moore, County Executive, Cecil County  
Robert Hodge, President and the Cecil County Council  
Mary Ann Skilling, Perryville Planning Director  
Ralph Ryan, Perryville Town Engineer  
Harry Romano II, MDOT Rail Program and Policy Manager



Municipal Complex Concept





# FINAL LANDSCAPE PLAN

ROUNDHOUSE DRIVE

BROAD STREET

FRONT STREET

WITH LANE

AREA REQUIRES CONSTRUCTION ELEMENT

Grass Filter Area #1 (2,500 S.F.)

Grass Filter Area #2 (1,500 S.F.)

PROPOSED RAMPED PATH

ADDITIONAL ZONE OF THE PATH FOR SLOPE

OPEN GRASS AREA FOR SEATING AND RECREATION

SHADY ZONE FOR PARKING

PROPOSED TREES FOR PARKING AREA

NATIVE GRASSES AND SEDIMENTS FOR RETENTION TANK

ADDITIONAL ZONE OF THE PATH FOR SLOPE

PROPOSED RAMPED PATH

ADDITIONAL ZONE OF THE PATH FOR SLOPE

OPEN GRASS AREA FOR SEATING AND RECREATION

SHADY ZONE FOR PARKING

PROPOSED TREES FOR PARKING AREA

NATIVE GRASSES AND SEDIMENTS FOR RETENTION TANK

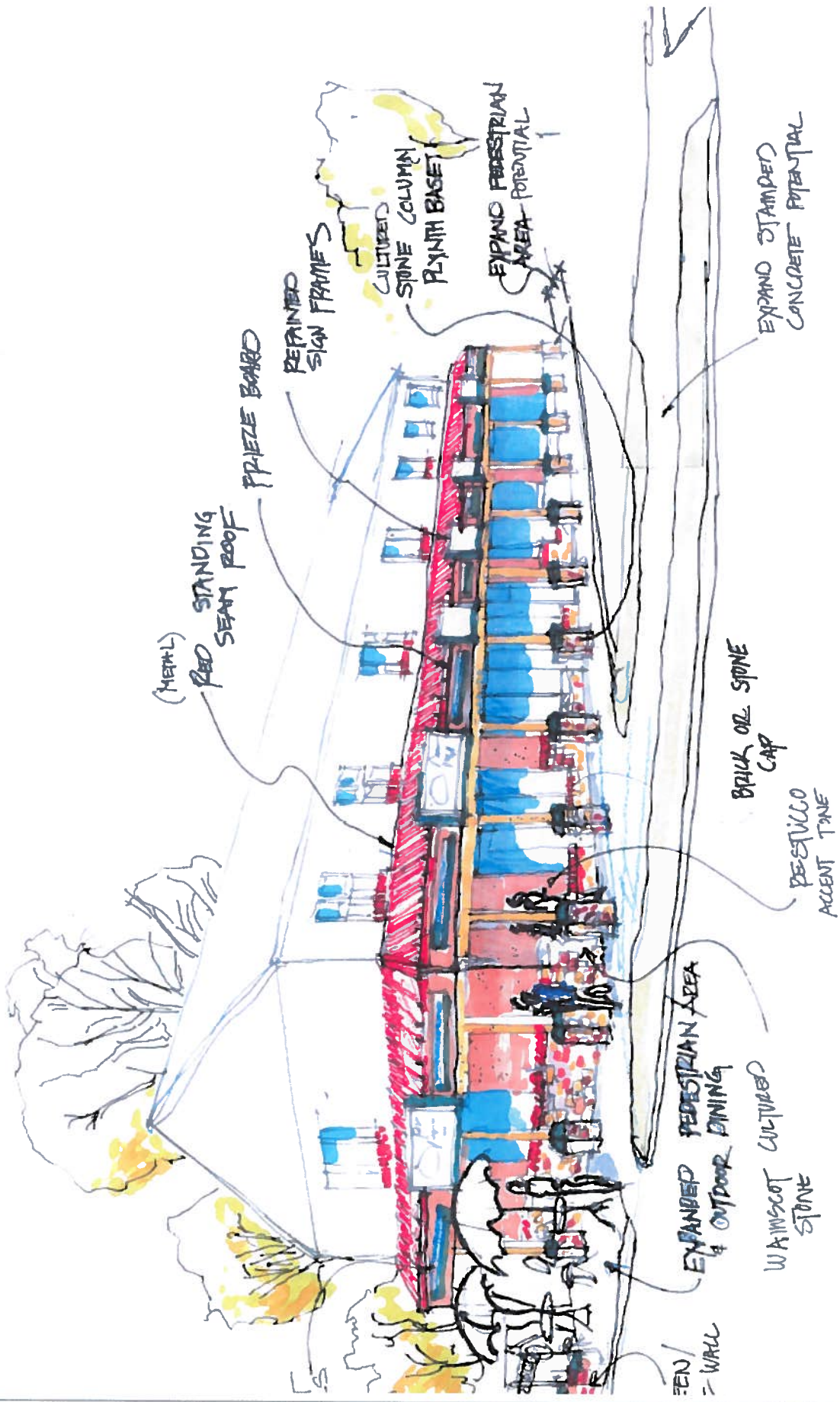
DATE: 10/11/11  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO.: 110111  
 SHEET NO.: 1 of 1

PATRICIA LEMMERMAN, ASLA  
 REGISTERED LANDSCAPE ARCHITECT  
 PO Box 64, North East, MD 21901 410-297-0719

LANDSCAPE CONCEPT SKETCH  
 Lower Ferry Park  
 Town of Perryville

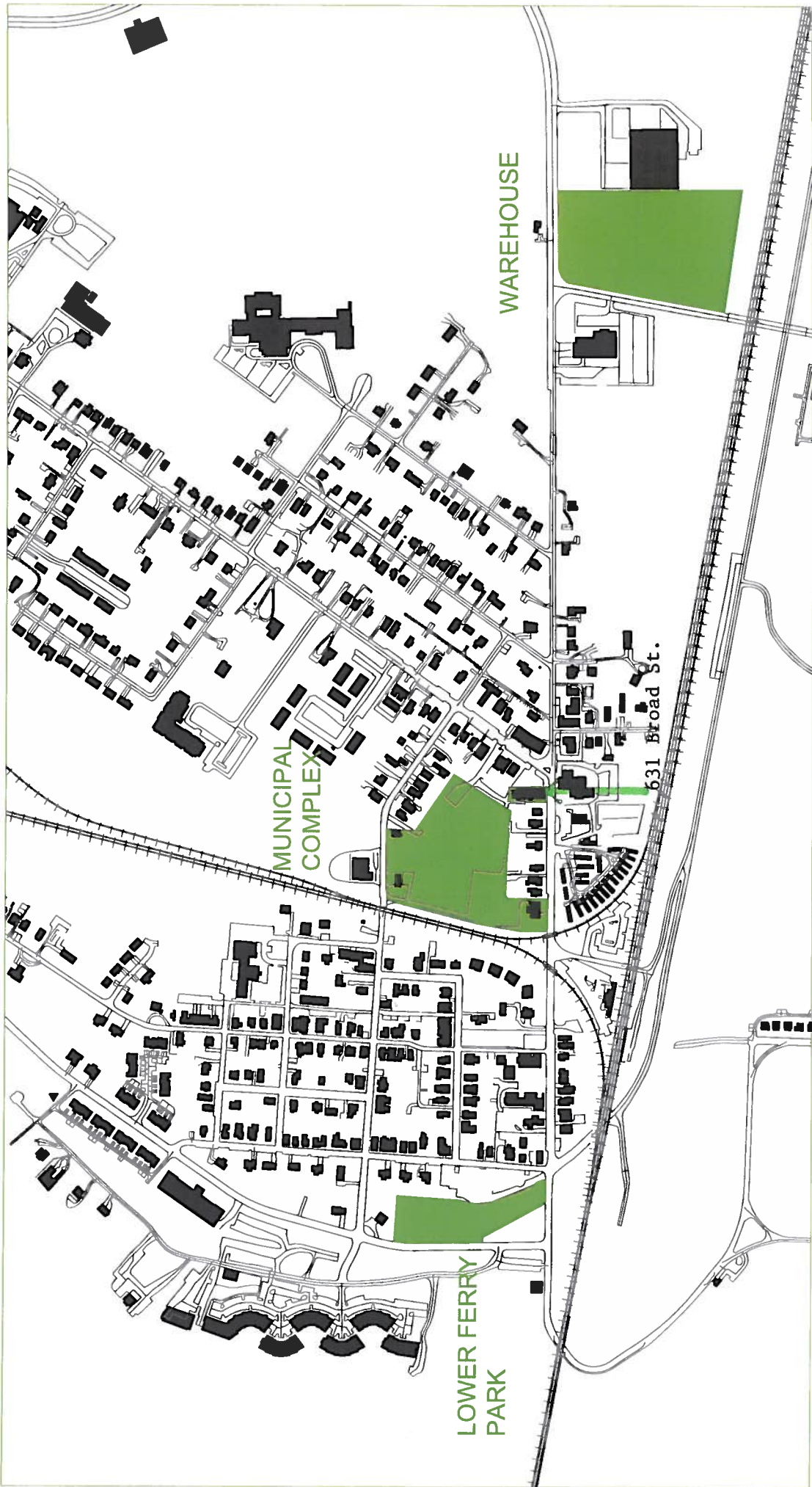
Not For Construction

Lower Ferry Park



MS  
 1.13.2019





WAREHOUSE

MUNICIPAL  
COMPLEX

LOWER FERRY  
PARK

631 Broad St.

President Robert J. Hodge, District 5

Vice President Dr. Alan McCarthy, District 1

Councilwoman Joyce Bowsbey, District 2

Councilman Michael W. Dunn, District 3

Councilwoman Diana Broomell, District 4



James Massey  
Council Manager

County Council Office  
410.996.5201

County Information  
410.996.5200  
410.658.4041

## COUNTY COUNCIL OF CECIL COUNTY

Cecil County Administration Building  
200 Chesapeake Boulevard, Suite 2110, Elkton, MD 21921

July 1, 2014

Andrew Dentamaro, Federal Legislative Officer  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

RE: Susquehanna River Rail Project: Bike and pedestrian component

Dear Mr. Dentamaro:

We write regarding the preliminary engineering study for the replacement of the 108 year old Susquehanna River Rail Bridge. The replacement of the rail bridge is a priority for Cecil County in providing safe, efficient transportation across the river.

We are pleased that Amtrak, the Federal Railroad Administration and Maryland Department of Transportation are working to accomplish the NEPA study and the 30% preliminary engineering for the bridge. At a recent Open House there was much public engagement and one of the components that was very favorable to the public was the inclusion of a pedestrian and bicycle component with the rail bridge NEPA study and 30% engineering study.

The Cecil County Council requests that Amtrak, the Federal Railroad Administration, and Maryland Department of Transportation include the pedestrian and bicycle component in the NEPA study and the 30% design documents that are to be completed in this phase of the project.

Furthermore the Cecil County Council supports the pedestrian and bicycle component of the Amtrak bridge. This is a very significant opportunity for tourism, creating trail towns and spurring on the development of world class destinations via non-motorized transportation.

Thank you for your consideration of our request.

Sincerely,

COUNTY COUNCIL OF CECIL COUNTY

\_\_\_\_\_  
Alan J. McCarthy  
Vice President

\_\_\_\_\_  
Joyce Bowsbey  
Council, District 2

\_\_\_\_\_  
Michael W. Dunn  
Council, District 3

\_\_\_\_\_  
Diana Broomell  
Council, District 4

\_\_\_\_\_  
Robert J. Hodge  
Council President



## Town Commissioners of Perryville

515 Broad Street, P.O. Box 773  
Perryville, Maryland 21903-0773  
(410) 642-6066  
(410) 642-6391 (Fax)  
Email: townhall@perryvillemd.org

*Mayor*  
James L. Eberhardt

*Commissioners*  
Barbara A. Brown  
Alan Fox  
Michelle Linkey  
Raymond A. Ryan III

*Town Administrator*  
Denise Breder

April 14, 2016

Ms. Jacqueline Thorne  
Project Manager  
The Secretary's Office  
Office of Freight and Multimodalism  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Re: Susquehanna River Rail Bridge Project


Dear Ms. Thorne:

It is my understanding that the Susquehanna River Rail Bridge Committee has narrowed down the design options for the Amtrak bridge(s) over the Susquehanna River to two options, 9A and 9B. Both of the options are west of the existing bridge, bringing the bridge closer to historic Rodgers Tavern and Lower Ferry Pier, and both options have the potential to change traffic patterns in Perryville, primarily the Broad Street access to the Perry Point Veterans Administration Hospital. Please provide Perryville with details and renderings of the proposed landing of the bridge on the Perryville side.

Protection of Rodgers Tavern and Lower Ferry Pier, particularly during the construction phase, is very important to Perryville. It is also important that a Broad Street entrance to Perry Point be retained. Further, if possible, it would be our preference that the design allow for a more natural view from Rodgers Tavern while retaining the entrance to Perry Point.

If you have any questions, please contact me at 410-642-6066. Otherwise, I look forward to receiving the information on the proposed landing as requested.

Sincerely,

  
Denise Breder, Town Administrator

CC: Mayor and Commissioners of Perryville  
Paul DeSignore, Amtrak  
Michelle Fishburne, FRA  
Volney Ford, Chairman, SRRBP Advisory Board  
Amrita Hill, Amtrak  
Cathy McCardell, Perryville Assistant Town Administrator  
Dan Reagle, MTA Environmental Planning  
Mary Ann Skilling, Town Planning Director

Mary Lynn Snyder  
Carey Alan Snyder  
300 Bourbon Street  
Havre de Grace, MD 21078

David Valenstein  
Division Chief, Environmental and Systems Planning  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Concerns regarding Private Property impairment from the new railroad bridges in Havre de Grace, MD

July 18, 2016

Dear Mr. Valenstein,

We are writing in regards to the proposed new railroad bridges over the Susquehanna River in Havre de Grace, MD. We would like to work with all parties involved to address our sincere concerns about the construction and resulting bridges to ensure a successful outcome for everyone. It is our desire to be a constructive part of the process and to vigorously represent our interests as local property owners.

As the owners of property that will be impacted by both the construction and final position of the railroad bridges we believe that it is critical to begin a dialog early in the process to prevent any impairment of the properties during or after the construction of the railroad bridges. We have extensively reviewed all publicly available project information, especially information related to property impacts. Just because a property is not in the direct path of the new bridges does not mean that there are no adverse impacts to adjacent properties. The adverse impacts to adjacent properties must be considered since they will materially impair the value of those properties and damage the owners and tenants of those properties.

The impacted properties are 600, 604 and 606 Water Street in Havre de Grace, MD. All three of these properties are income producing rental units that are highly desirable due to their view of the beautiful Susquehanna River and access to the Jean Roberts Park.

#### 600 Water Street

600 Water Street is 90' from the current train bridge. The new bridge will be located 48' further West (*Effects Assessment for Historic Architectural Resources*, June 2016 – pg 5-21 Table 3) towards the property making the distance a mere 20' from the property line and 42' from the building. The new bridge will also be higher in elevation. The resulting impact is that the new train bridge will dwarf the building, block all sunlight and obstruct the current view of the Susquehanna River.

#### 604 and 606 Water Street

600 Water Street is 138' from the current train bridge. The new bridge will be located 48' further West (*Effects Assessment for Historic Architectural Resources*, June 2016 – pg 5-21 Table 3) towards the property making the distance 82' from the property line and 90' from the building. The new bridge will also be higher in elevation. The resulting impact is that the new train bridge will dwarf the building, block sunlight during large portions of the day and obstruct the current view of the Susquehanna River.



The property impairment concerns are:

- Restricted access to the property during construction of the bridges
- Construction disruption (noise, vibration, debris. Etc.) during construction of the bridges
- Structural damage to the property from vibration and falling debris during construction of the bridges
- Loss or impaired access to the Jean Roberts Park due to construction and/or the new train bridges
- Loss or impairment of parking on the property due to construction and/or the new train bridges
- Loss or impaired view of the Susquehanna River and Jean Roberts Park due to construction and/or the new train bridges
- Loss or impaired property access or parking due to the reconfiguration of Otsego and/or Water Streets due to the new train bridges
- Loss or impairment of property access, parking or view due to the configuration and placement of the new bridge piers due to the new train bridges
- Areas under the bridges are not landscaped, adequately maintained or are blocked from public access due to the new train bridges
- Loss or impaired access to direct sunlight due to the new train bridges
- Noise, vibration, dust and track debris when the new bridges are operational
- Increased frequency of trains when the new bridges are operational

If any of the items listed above occur, they will clearly damage both the rental tenants and the property owners. The negative impact will be on both the value of the property for resale and the ability of the property to produce rental income.

We are requesting the following occur before, during and after the construction of the new train bridges:

- 1) Conduct a study that examines the potential adverse impacts to property owners that are immediately adjacent to the new train bridges.
  - a. The study should consider both the construction and operational phases of the bridges
  - b. The study should be conducted by a mutually agreed upon independent third party
  - c. The study should be funded as part of the overall bridge construction project
- 2) Conduct private meetings with each impacted property owner (that desires a meeting) to review in specific detail how the impairment concerns listed above will be addressed.
  - a. If the concerns cannot be adequately addressed, establish a mutually agreed upon process to ensure that the property owner is fairly compensated
- 3) Conduct open meetings with the impacted property owners to discuss and address concerns.
  - a. Once every 3 months Pre and Post Construction
  - b. Monthly during Construction

Our hope is that by opening a mutually beneficial dialog early in the process we can avoid any unfortunate misunderstandings or negative impacts that would result in legal action and delay the bridge project. We can be contacted via email at [alan@cas-advisors.com](mailto:alan@cas-advisors.com) or via phone at 571-237-7099.

Sincerely,

  
Mary Lynn Snyder

  
Carey Alan Snyder

CC:

Angela Willis – Maryland Transit Administration

Jacqueline Thorne – Maryland Department of Transportation

Bradley Killian – Harford County Planning and Zoning

Volney Ford – City of Havre de Grace

Susquehanna River Rail Bridge Project

Lower Susquehanna  
Heritage Greenway, Inc.  
4948 Conowingo Road  
Darlington, Maryland 21034  
410-457-2482  
lshginfo@comcast.net  
www.hitourtrails.com



July 18, 2016

Mr. Michael M. Johnsen, Acting Division Chief  
Environmental & Corridor Planning, Office of Railroad Policy and Development  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: Consulting Party Comments: Susquehanna Rail Bridge  
Effects Assessment for Historic Architectural Resources**

Dear Mr. Johnsen:

We are grateful for the opportunity to review and provide comments for the Susquehanna Rail Bridge project. We believe this to be the most significant capital project to impact our community, heritage area and byway for the past 110 years. Further, it is our position that this project will significantly impact the communities of Havre de Grace, Perryville and surrounding areas for the next 100+ years or so; therefore, we all need to get it right.

The Lower Susquehanna Heritage Greenway Inc. (LSHG) is a non-profit organization who administers a state certified heritage area and state scenic byway. The above project is within the boundaries of both, therefore the following comments reflect our opinion as to consistency or not with both the heritage area and byway plans. The activities of the LSHG and all other state certified heritage areas is supervised by the Maryland Heritage Areas Authority (MHAA), an independent unit of state government that oversees the implementation of local management plans within a system of certified heritage areas. Heritage area certification requires the legislative adoption and maintenance of the area management plan and its incorporation into local master plans.

In accordance with the Maryland Heritage Areas' statute (Financial Institutions Article, Title 13, Subtitle 11, Annotated Code of Maryland), state government agencies are required to cooperate and coordinate within certified heritage areas to assure compatibility of their actions with the management plan for the

heritage area. I have enclosed the program guidance for state units (Attachment 1), and hereby request a compatibility review and consultation on the following topics:

1. Architectural design of the bridge; Over-pass rail bridges and retaining wall design;
2. Impact mitigation on the Havre de Grace historic district/ Perryville historic resources; specifically, the Abraham Jarrett Thomas House (HA-790) which was left out of the study;
3. The proposed road network and gateway into two national trail systems, a proposed national scenic byway through the historic towns of Havre de Grace and Perryville;
4. Elimination of the 1866 bridge piers; and
5. Reestablishment of a bicycle / pedestrian river crossing that existed from 1866-1943 between Perryville and Havre de Grace on the abandon piers.

### **General Comments:**

We have reviewed and support the comments provided by the City of Havre de Grace and the Town of Perryville specifically with regard to their request for participation in the architectural design related to the materials used for the bridge piers, overpass and retaining walls. We join them in expressing our desire to collaborate and ultimately achieve compatibility with minimal negative community impact.

The loss of the stone undergrade bridges will have a major impact on the “character” that the railroad imparts to the community. Their unique character, which is an iconic American feature, is part of the “draw” for railroad enthusiasts. Additional renderings of what will replace these undergrade bridges should be provided. It is unclear if you propose to emulate the existing stone in pattern and color.

Based on the proposed bridge height, this report states that the Martha Lewis will no longer be able to travel north to Port Deposit and Susquehanna State Park. Is bridge clearance the only limitation now and in the future? How does this movement restriction impact the use and operation of our “floating museum”. What comments have you received from the Martha Lewis? What mitigation efforts will you offer the vessel?

Additional renderings of proposed changes should be included in the report so there is some record of what is expected to occur. The consulting parties will likely offer additional comments once visual representations are provided.



**Page by page comments:**

**Page/Section                      Summary / Comment or Request**

1-5; paragraph 3                      **Information used to prepare this report will also be used in the development of an Environmental Assessment (EA).**

The LSHG wishes to review baseline information and have the opportunity to consult and comment on the EA.

1-6, paragraph 1                      **Project team considered input provided through public outreach efforts, coordination with local officials, Section 106 consulting party meetings, interagency review meetings, and other stakeholder meetings.**

Outreach, information and input should also be sought from state and federal elected officials given the size, scope and financial support needed for this project.

Page 1-8, paragraph 4                      **Approach Structures: This will require extending the culvert at Lilly/ Lewis Run crossing.**

Lilly run is the source of city-wide flooding problems during certain weather conditions. The City of Havre de Grace commissioned the Lilly Run Improvement Plan (May 9, 2007) and filed a Join Permit Application to MDE in March of 2010. It appears that the culvert referenced in the project may have an impact on the plan as it is near the Oak interlocking MP63.5. Additionally, The Harford County Board of Education has selected the adjacent parcel for the construction of a new Havre de Grace High School. Remediation efforts for Lilly Run are part of the over-all high school construction plans. Design is complete and construction is pending the availability local funding to match State of Maryland funds. See the diagram on the next page. Consultation with the City of Havre de Grace and Board of Education capital planning division is necessary. I'm happy to direct you to the appropriate personnel.

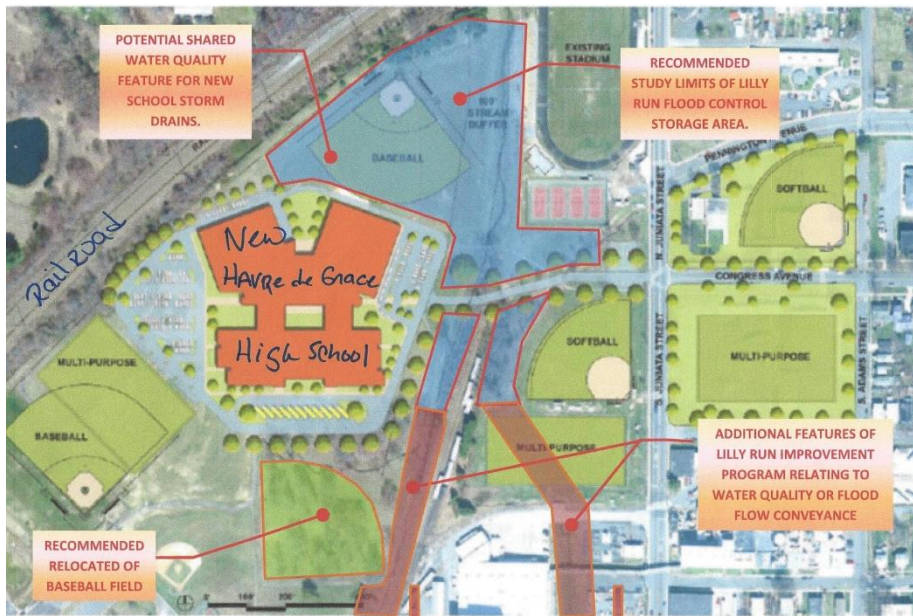


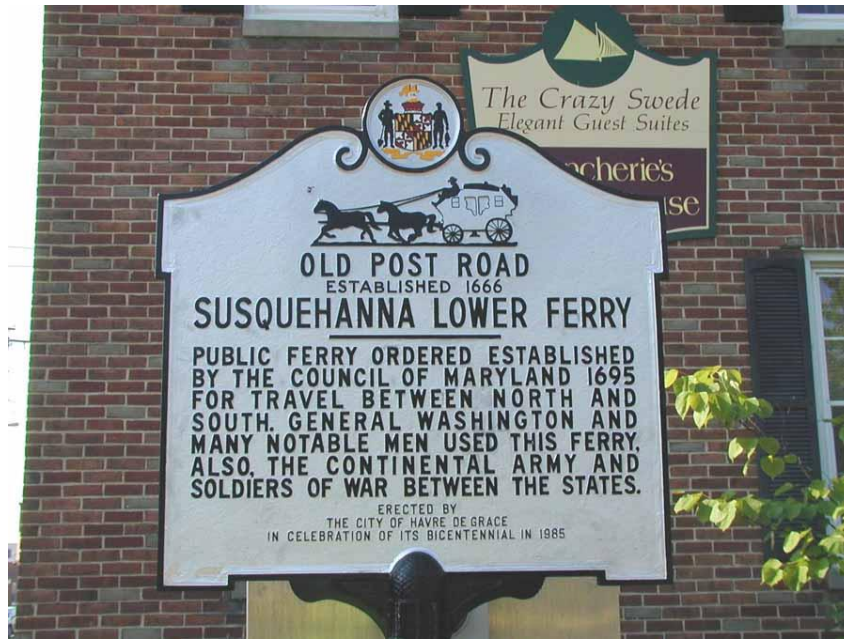
EXHIBIT 2: Revised 2013 concept for Lilly Run Improvement Program Flood Control area

Page 2-1, paragraph 3 **MHT approved the list of consulting parties**

After review of this document, we recommend that the following organizations be permitted to provide technical input: Havre de Grace Historic District Commission, Havre de Grace Main Street Inc., Harford and Cecil County Archeological Society, Captain John Smith National Historic Trail office, and the Chesapeake Conservancy.

Page 2-1, paragraph 6 **Project should have a strong historic transportation theme.**

We strongly agree and recommend interpretation of American Indian trails; the Kings highway; ferry boat routes, canal routes, rail and vehicle crossings that all occurred within the project area. The King's highway was a roughly 1,300-mile (2,100 km) road laid out from 1650 to 1735 in the American colonies. It was built on the order of Charles II of England who directed his colonial governors to link Charleston, South Carolina and Boston, Massachusetts. Today in this area, it follows portions of MD Rt. 7 (Old Post Road) and crosses the Susquehanna at Susquehanna Lower Ferry (modern day Havre de Grace at the American Legion and Perryville Rodgers Tavern).



Page 2-2, last paragraph      **Phase IA Archeological Assessment has been completed.**

The LSHG requests the opportunity to review and provide comments on this document as it has not been made available to the consulting parties. Given the sensitivity of this information, we request the opportunity to consult with the Maryland Commission of Indian Affairs.

Page 3-1, paragraph 2      **Initial European Contact (1600-1650)**

It is well documented, and archeological evidence shows, that the project area had human presence during the Paleo-Indian periods (13,000-7,500 B.C.) with habitation during the late Archaic and Early Woodland Periods. Specifically, Garrett Island is a documented American Indian settlement. It is a serious over-site to begin a description of the area's history in European context, thus excluding thousands of years of human activity. The minor references that have been made are not area, but region specific. It is our recommendation that further investigation be conducted in this area and at such time we request the opportunity to consult with appropriate parties and review any additional information as it relates to this project.

Page 3-3, paragraph 2      **John Rogers Ferry**

The Harford County site of the ferry (opposite Rodgers Tavern in Perryville) is at the present day American Legion.

Page 3-3, paragraph 4      **Garrett Island trading post – additional important information**

Garrett Island is the only rock island in the tidal waters of the Chesapeake and in 1622 was awarded to Edward Palmer as part of a land grant by King James I of England. In 1637, it was established by William Claiborne as a trading post and the 1643 Proprietary Government of Maryland (now the Maryland General Assembly) ordered its fortification and on it built Fort Conquest. Garrett Island was the first settlement in Cecil County and once home to John C. Paca, grandson of William B. Paca signer of the Declaration of Independence and Governor of Maryland. We request this additional significant information be included in this report.

Page 3-4 paragraphs 1-2      **Agricultural – Industrial Transition Period (1815-1870)**

The National Underground Railroad Network to Freedom: The underground railroad played a role in our local history. The Perryville Railroad Ferry and Station Site has been evaluated by the National Park Service and has been deemed the site as making a significant contribution to the Underground Railroad. Details are discussed in the attached article (Attachment 2) on Amtrak's website, A History of America's Railroad, <http://history.amtrak.com/blogs/blog/exploring-underground-railroad-heritage-sites>

Page 3-4 paragraph 3      **Industrialization and Modern Period: Railroad**

Reference to the 1866 Susquehanna Bridge is given little significance; however, it was used for pedestrian and vehicular travel between Perryville and Havre de Grace linking the northeastern corridor of the United States from 1866 - 1943. This double-decker bridge pre-dates the US Route 40 Hatem and I-95 Tydings Bridges.



In 1943, as the United State entered into WWII, scrap metal was scarce, therefore the double-decker bridge was sacrificed for re-use to make 60 tanks for our national defense.

The stone piers ID # HA-836 (Maryland Historic Site Survey), designated in the Lower Susquehanna Heritage Greenway Management Plan as architectural resources, are an important reminder of the perils of war and community sacrifice. (Attachment 3)





The stone piers should be maintained and repurposed for a pedestrian crossing in accordance with the Lower Susquehanna Heritage Greenway Management Plan. This project is described in-depth throughout the LSHG plan, therefore we are requesting consultation on this issue in accordance with the guidance document provided.



Page 3-4 paragraph 4 **Industrialization and Modern Period: Railroad**

Reference to the Wiley Company should also include that 32 tunnel sections for the I-95 tunnel under Baltimore Harbor, each of which was 320 feet long by 82 feet wide by 40 feet deep was made on site in Port Deposit.

Page 4-3 and 4-4; **Properties considered not eligible for NR**

I have attached a list of historic properties in Perryville and Havre de Grace from the LSHG Management Plan. Each property listed meets the State of Maryland standards for historic property income tax credit. This list should be reviewed and compared with those identified in this assessment. (Attachment 4)

Please explain why the 43 structures in Perryville that were evaluated were deemed not eligible for designation. In subsequent appendices it is noted that the reason for not including part of Perryville in the National Register was that the structures lacked sufficient material integrity. It would be helpful if this was noted in the main text and an explanation of sufficient material integrity was provided.



Property item # 70 – Havre de Grace train station ruins. This site is specifically listed in the LSHG Management Plan master capital project list for re-development on or near the original platform. The goal is to compliment the Perryville station on the north side with a Havre de Grace station on the south side. Details can be provided upon request.



#### Page 4-5 Identification of cultural resources eligible for NR

It is notable that two architectural resources listed as significant for protection in the LSHG Management Plan are not listed in this assessment:

1. The Abraham Jarrett Thomas House (HA-790) at 501 St. John Street, Havre de Grace was not evaluated. A copy of the Maryland Historic trust site survey is attached (Attachment 5)
2. Old railroad bridge pilings (HA-836). A copy of the Maryland Historic trust site survey is attached (Attachment 3).

The LSHG requests consultation and further review of these sites for action and mitigation of adverse effects. A list of the National Register of Historic Places properties within the heritage area is attached for review. (Attachment 6)

Page 4-7      **Havre de Grace Architectural Resource Map (Figure 5)**

This map should be updated to reflect individual properties instead of lumped into a “district”. It should be similar to the Perryville map (Figure 6).

Page 49, paragraph 4      **Havre de Grace Historic District**

It appears that the integrity of the district in totality is heavily weighted against the significance of individual sites, therefore different standards are applied to Havre de Grace and Perryville. The characterization of the district as having “suffered from a loss of architectural integrity, along with some modern intrusions” seems to influence the valuation of your assessment. The LSHG requests that more work be done on individual sites provided from our management plan.

Page 4-11      **Havre de Grace Historic District Photo Key (Figure 8)**

This map illustrates the varied styles of architecture found in the historic district; however, it is not representative of the properties listed in my Attachments 4 and 6. Updates should be made or a separate map included.

Page 4-12      **Photo 8**

This photo is labeled the American Legion and former Lafayette Hotel which is correct; however, it is also the Abraham Jarrett Thomas House (HA-790) at 501 St. John Street. This property is historically significant and has not been properly identified or reviewed. As noted earlier, a copy of the Maryland Historic trust site survey is attached (Attachment 5).

Page 4-13      **Photo 10**

It is unclear why this photo is listed to show a house that has been moved. It has been verified that the house is still there.

Page 4-15      **Photo 14**

This is the first permanent Roman Catholic Church in Havre de Grace. Previously a small framed mission church, it was built in what is now Mt. Erin Cemetery overlooking the City of Havre de Grace. The mission church operated from 1840-1847. The church pictured in photo 14 was erected of Port Deposit granite in 1847 and operated until 1908 when St. Patrick’s moved to its current location on corner of Congress Avenue and Stokes Street. This property should be evaluated given the age, history, architectural design and proximity to the rail project although it is briefly referenced on pages 4-25 and 4-26 and in Figure 22.

The connecting parcel known as was the rectory for St. Patrick's Catholic Church. This property is located at 425N. Stokes Street (HA-1175) was built in 1862. A copy of the Maryland Historic trust site survey is attached. (Attachment 7). This property should be evaluated given the age, history, architectural design and proximity to the rail project.

Page 4-26 and 4-27, **references to Freedom and Centennial Lanes**

Havre de Grace was a primary destination on the eastern route of the [Underground Railroad](#) in Maryland. Slaves were able to ferry across the Susquehanna from Havre de Grace to Perryville in route to safe sites above the Mason Dixon line in the free states of Pennsylvania and New York. Freedom and Centennial Lanes and undergrade bridges (proposed to be replaced) honor the paths that slaves took to freedom and the people of Havre de Grace that offered aid and comfort. It is our recommendation that further investigation be conducted in this area to determine the relationship to the Underground Railroad. If additional information is uncovered, the LSHG requests the opportunity to review and consult with the appropriate parties on how this might impact the project.

In October of 2014, Amtrak announced the acceptance of the Perryville Railroad Ferry and Station Site into the National Underground Railroad Network to Freedom. See Attachment 2.

Page 4-31 **Principio Furnace**

Joseph Whitaker built a Mansion House on property in 1836. It is used as an interpretative site for the history and culture of the Iron Works. The Mansion should be evaluated for architectural significance to the area and additional information should be included in this assessment.

Page 4-33 **Existing Railroad bridge, adjacent granite pilings and 9 undergrade bridges.**

It is noted in this report that the railroad bridge, granite pilings and 9 undergrade bridges have been evaluated and determined not to be eligible for National Register. The bridge HA-1712 (Attachment 8) and pilings HA-836 (Attachment 3) are eligible for state designation. All are listed as important resources within the LSHG Management Plan therefore we are requesting consultation on this issue in accordance with the guidance document provided.

Furthermore, the dismissal of the idea to re-use the granite pilings for a pedestrian crossing or scenic overlook is in direct conflict with the LSHG Management Plan and various river-crossing initiatives. Additionally, it denies these communities the ability to regain the lost connection between Havre de Grace and Perryville that was used for 77 years.



In 2002, the Maryland Department of Transportation conducted the Susquehanna River Pedestrian Bridge Crossing Feasibility Study. A copy of the report is available upon request. Among the long-term recommendations was a pedestrian bridge between Havre de Grace and Perryville. Recently MDTA implemented one of the study's non-bridge alternatives by permitting bicyclists on the Rt 40 Hatem Bridge.

It is our belief that the existing abandoned piers could be re-purposed and / or segments salvaged and incorporated into a new pedestrian bridge. The pedestrian bridge could be constructed at the appropriate height to permit navigation or have a cantilever or drawbridge design. Alternatively, the second span of the "new railroad bridge" can be designed to accommodate a pedestrian path like on the Amtrak Bridge in Portland, Oregon, Harper's Ferry, Virginia and Cologne, Germany. See next page.





Photo credit: Amtrak passenger train shares bridge with trail over Willamette River, Portland, Oregon; photo by Stuart Macdonald, August, 2008







Harper's Ferry, Virginia



Cologne, Germany

We have determined that community mitigation is necessary, should all of these resources be demolished as planned. In addition to actions listed, we asking for a re-evaluation of the materials used for the bridge piers, overpass and retaining walls. Form line concrete may be inconsistent with the historic character of the community.

We would like to work with you to develop a sufficient interpretative, recreation and educational plan for the project area. We believe there are substantive themes such as transportation paths and trails that can address American Indian, ferry, canal, rail, vehicular and pedestrian movement.

Page 5-4 and Pages 5-11 – 17      **The Undergrade Bridges**

Existing and proposed renderings should be developed and shared with the consulting parties for input.

Page 5-6 and 5-7      **Photo 46 and 49**

We recommend the design style of arched piers with girder approach with main arch span to be architecturally consistent with the Rt 40 bridge and existing structures.

Page 5-19      **Lilly Run Undergrade Bridge**

See previous comments concerning Lilly Run Improvement Plan and construction of a new Havre de Grace High School.

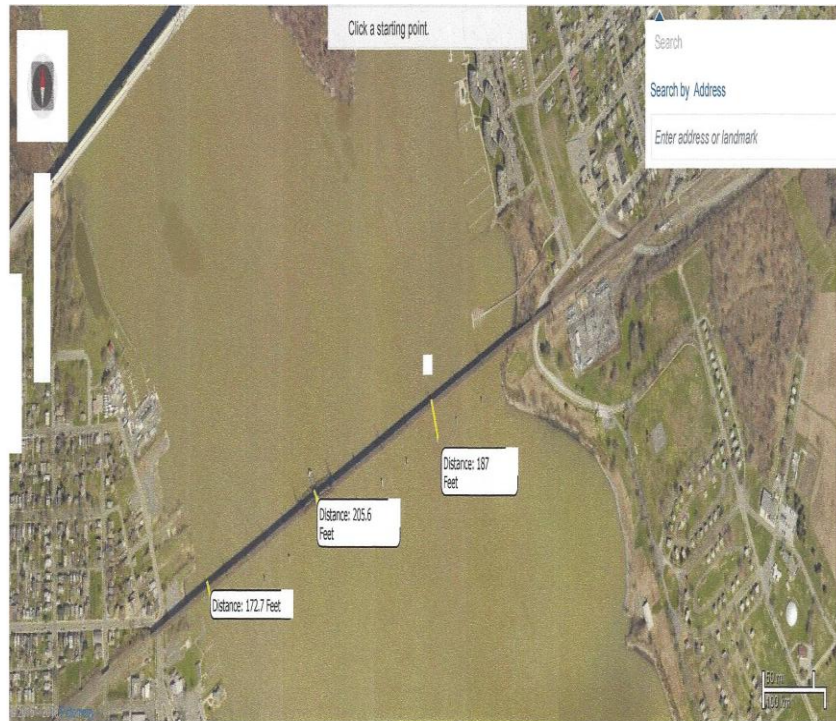
Page 5-21      **Alternative 9A or 9B**

After review of the design plans provided with this report and the potential property impact graphic for both alternatives, it is critical that the consulting parties be provided with more details to properly evaluate the impact. The chart on page 5-21 illustrates the distance from each building to the track for both alternatives; however, I would like to see a chart that shows the distance from all eight properties /clusters to the tracks for both alternatives. There is discussion in this section of moving the tracks closer to historic structures, but there is no explanation of why this relocation was deemed to have no impact on the structures. Depictions or examples from other areas showing what is proposed would be helpful in understanding potential impact

The visual and noise effects of moving the tracks 44 feet closer to Rogers Tavern is a concern. The graphic depicting the retaining wall is helpful in understanding the visual impact. A stone facing wall would likely match the historic character of the area.



In contrast, we have utilized pictometry to determine that the abandoned pilings are between 172.7 feet and 205.6 feet from the closest new rail line. This is more than sufficient distance for a pedestrian crossing. It will be interesting to contrast the proximity to effected private properties.



Page 5-25

Additional information on how the use of stone does not meet current engineering design standards should be provided. Given that it is used internationally as a reliable building source, was the determination base upon cost, policy or agency preference?

Page 5-27

Additional study is needed on the potential loss of these sites. Are any of these properties listed on the Harford County or State of Maryland registry of historic

properties? The LSHG is requesting additional information and evaluation of each site so that a determination can be made. What community mitigation is proposed? Should these properties be removed from the Havre de Grace Historic District?

Page 5-30

The LSHG supports the Town of Perryville's request to participate in the architectural design and materials used in the retaining wall. The materials selected should be consistent with and compliment the architectural design of Rodger's Tavern. At this time, we have concerns over the use of concrete form liner that emulates stone. Natural stone may be a better alternative due to the scale and proximity to Rodgers Tavern.

Page 6-1      **Summary Recommendations**

Can you provide this chart electronically so that we can respond to each adverse effect with a summary of our above comments and recommendations? We will expedite the return to that completed document.

Page 6-3      **Mitigation measures**

We concur with the measures listed; however, the LSHG wishes to work with the consulting parties to develop a sufficient interpretative, recreation and educational plan for the project area. We propose that the plan will address input submitted from all consulting parties. We believe a community mitigation plan is necessary and should be developed by the community consulting parties priority to construction permit approval.

Finally, Underneath the existing rail bridge on the Havre de Grace side is a stone sign that reads "Havre de Grace". The stone used in this sign was re-purposed during the addition to Havre de Grace City Hall in 2002. Originally those stones were part of a set of exterior columns and were mined locally. It is my hope that when the sign is demolished the stone will be salvaged and re-used for a similar purpose.



Thank you for the opportunity to provide our comments. We look forward to working with you as a consulting party and as we fulfill our statutory heritage area obligation.

Please feel free to contact me at 410-808-6118 or at [maryann@upperbaytrails.com](mailto:maryann@upperbaytrails.com) if you would like more information or explanation of these comments.

Sincerely,

Mary Ann Lisanti  
Executive Director

## Maryland Heritage Areas Authority Program Guidance

### Coordination between State Units and Certified Heritage Area Management Entities

#### Introduction

The Maryland Heritage Areas Authority and the Maryland system of recognized and certified heritage areas were established in 1996 by Chapter 601 (House bill 1), 1996 Laws of Maryland (Financial Institutions Article, Title 13, Subtitle 11, Annotated Code of Maryland - the heritage areas statute). This legislation is designed to promote historic preservation and areas of natural beauty in order to stimulate economic development through tourism. Heritage areas are discrete geographic areas or regions with a distinctive sense of place embodied in their historic buildings, neighborhoods, traditions, and natural features. They may be rural or urban places, where private ownership is anticipated to predominate but where development can be creatively guided to attract tourism.

The Maryland Heritage Areas Authority (MHAA), an independent unit of State government created by the heritage areas statute, oversees implementation of this heritage preservation and tourism initiative. The Authority is housed in the Maryland Department of Housing and Community Development (DHCD) and is provided administrative staff by DHCD's Division of Historical and Cultural Programs.

The statute establishes a process for heritage areas to become recognized and certified by meeting certain criteria, including the development of a heritage area management plan. Heritage area management plans must set forth the strategies, projects, programs, actions, and partnerships that will be necessary for an area to achieve its goals. The purpose of the management plan is threefold:

- to provide a strategic action blueprint for coordinating the many collaborative efforts required to develop a successful heritage area;
- to enable the key stakeholders to reach consensus on the roles each will play in implementation of the management plan; and
- to determine the optimum investment of public resources necessary to trigger the significant private investment commitments of dollars, energy, and programmatic support that will make the heritage area sustainable over time.

If the Maryland Heritage Areas Authority approves the management plan, the heritage area is designated as a **Certified Heritage Area (CHA)** and becomes, in shorthand, a "heritage enterprise zone." Certified Heritage Area benefits include eligibility for grants and loan assistance for acquisition, development, public interpretation, and programming, as well as tax incentives for the rehabilitation of non-designated historic buildings and non-historic buildings in active tourism use. In addition, State government agencies are



required to cooperate and coordinate within CHAs to assure compatibility of their actions with the management plan for the heritage area.

This Program Guidance offers suggested strategies for CHA management entities and State Units to fulfill their respective responsibilities under the statute. The MHAA encourages CHA management entities and State Units to develop effective working relationships and partnerships that foster open communication, cooperation, and coordination. Through coordinated planning efforts, State Units and CHA management entities can help ensure that the actions of State Units are developed and implemented in an appropriate manner that not only meets the needs and goals of specific State Unit activities, but also are consistent with the strategies and interests of the relevant CHA.

### **Background**

The heritage areas statute establishes specific responsibilities for State Units and defined roles for the CHA management entities and MHAA when State Units conduct or support activities affecting a CHA. Specifically, Financial Institution Article § 13-1112 (b) states that:

(b) Units of State Government that conduct or support activities affecting a CHA shall:

- 1) Consult, cooperate, and, to the maximum extent feasible, coordinate their activities with the unit or entity responsible for the management of each certified heritage area;
- 2) To the maximum extent practicable, carry out the activities of the unit in a manner that is consistent with the approved management plan for the certified heritage area; and
- 3) When conducting a review of State funded, licensed, or permitted activities under Article 83B, §§ 5-617 and 5-618 of the Code, assure that the activities will not have an adverse effect on the historic and cultural resources of the certified heritage area, unless there is no prudent and feasible alternative.

In this way, the statute gives CHA management entities formal opportunities to consult, cooperate, and coordinate with State Units to facilitate and ensure the consistency of state sponsored or supported activities with the approved management plan for a given CHA. In addition, the statute provides additional opportunities for CHA management entities to participate as consulting parties in the state historic preservation review process established under the Maryland Historical Trust Act of 1985, Article 83B, §§ 5-617 through 5-618, Annotated Code of Maryland (Article 83B), when State Units are conducting or sponsoring activities within CHAs.

The processes outlined in the heritage areas statute encourage, but do not mandate, preservation of a heritage area's historical, cultural, and natural resources and consistency with approved heritage area management plans. Sometimes there is no way for a needed project to proceed without some effect on a heritage area management plan or heritage area resources. Such effects may be either beneficial or adversarial. The review does, however, ensure that a heritage area's goals and strategies are factored into State Unit's planning and decision making processes.

This Program Guidance recommends mechanisms for CHA management entities and State Units to fulfill their respective responsibilities under the three items specified in the heritage areas statute, and to coordinate those responsibilities with the Article 83B consultation process, when applicable. This document is intended to serve as general guidance. The Authority encourages CHA management entities and State Units to develop more detailed procedures for cooperation, coordination, and consultation relevant to their particular areas of interest and program goals and objectives. State Units may choose to include such procedures as part of the State agency program statements required by the heritage areas statute (Financial Institution Article § 13-1112 (a)). State Units required to prepare program statements detailing actions in the areas of planning, development, use, assistance, and regulation that support and assist the establishment and management of certified heritage areas include the Departments of Housing and Community Development, Business and Economic Development, Natural Resources, Transportation, and General Services and the Commission on Higher Education.

### **Roles and Responsibilities**

The heritage areas statute identifies responsibilities for State Units and roles for the CHA management entities for consultation, coordination, and cooperation. Consultation does not mandate a specific outcome. Rather, it is the process of seeking consensus about coordinating activities, ensuring consistency of State Unit activities with the approved management plan, and minimizing project effects on historic properties within CHAs. The consultation process is a negotiation conducted between the State Units and CHA management entities, and other appropriate parties.

State Units: State Units are responsible for initiating the consultation process with Maryland heritage area management entities. The extent of consultation for a specific program or project will vary depending upon the State Unit's planning process, the nature of the action, and its potential to impact heritage resources of the CHA. In developing procedures for consultation, State Units should take advantage of existing mechanisms for sharing information, such as the Maryland Department of Planning's State Clearinghouse. Through the consultation process, State Units will acknowledge responsibility for effects resulting from their activities within heritage areas and accountability for their decisions.

Certified Heritage Areas: The CHA management entity must determine how actively it wishes to participate in consultation with State Units for given programs and projects.



As a consulting party in this process, CHA management entities are entitled to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the State Unit and other consulting parties. The heritage areas statute confers consulting party status on the CHA management entity only. Heritage area stakeholders and partners may participate in the consultation process if invited jointly by the CHA management entity and the State Unit.

As a consulting party, the CHA management entity has a role to share information, comments, and recommendations with the State Unit regarding the effects of a proposed activity on heritage resources of the CHA and the consistency of the proposed action with the approved CHA management plan. The State Unit should take into account the comments and recommendations of the CHA management entity in its decision making process. Based on the comments provided by the CHA management entity, the State Unit is expected to carry out its activities to the maximum extent practicable in a manner that is consistent with the heritage area management plan.

Please note that the CHA management entity is not required to participate in the consultation process. However, failure by the CHA management entity to consult with the State Unit once the State Unit has attempted to initiate consultation in good faith may limit future opportunities for the CHA management entity to influence project outcomes.

### **Applicability - Determining State Unit and Certified Heritage Area Involvement**

To determine whether a given State Unit must consult with the CHA management entity, the State Unit and CHA management entity must first determine:

- 1) Whether the activity constitutes an action or program conducted or supported by a State Unit; and
- 2) Whether the State Unit activity (action or program) is located within a CHA or may affect a CHA.

State Unit Action: If CHAs are concerned about a proposed State activity and whether the MHAA may be asked to resolve any specific dispute, the CHA management entity must first determine whether a State Unit is involved. Will a State agency fund or carry out the project? Is a State permit or license needed? The Authority is authorized to resolve disputes regarding activities within heritage areas if a State Unit action is involved, so confirming State involvement is a necessary first step.

If it is unclear whether the State is involved in a project, the CHA management entity should contact the project sponsor to obtain additional information and to inquire about State involvement. The CHA management entity then may write to the agency to request a project description, ask about the status of project planning, ask how the agency plans to comply with the consultation, cooperation, coordination, and other requirements under the heritage areas statute, and voice concerns. CHA management entities should keep the



Maryland Heritage Areas Authority advised of their interest and contacts with the State Unit.

Certified Heritage Area: In order for State Units to meet their consultation requirements under the statute, they must determine the CHA's boundaries within Maryland and review the approved management plan for the areas. The Maryland Historical Trust's website [www.marylandhistoricaltrust.net](http://www.marylandhistoricaltrust.net) lists under its Heritage Tourism section the current CHAs, contact information, and links to CHA websites. State Units should contact those CHAs to obtain copies of the approved management plans and establish contacts with the CHA management entity. Heritage area boundary GIS layers are available from the Maryland Historical Trust upon request; contact Jennifer Cosham at 410-514-7649.

### **Specific Coordination Requirements**

Cooperation and Coordination: Two requirements of the heritage areas statute require that:

(b) Units of State Government that conduct or support activities affecting a certified heritage area shall:

- (1) Consult, cooperate, and, to the maximum extent feasible, coordinate their activities with the unit or entity responsible for the management of each certified heritage area;
- (2) To the maximum extent practicable, carry out the activities of the unit in a manner that is consistent with the approved management plan for the certified heritage area.

### **Financial Institutions Article, § 13-1112(b) (1) and (2)**

When a proposed activity entails any State Unit involvement (including financial assistance, permits, licenses, or other activities that may affect a certified heritage area), the heritage areas statute requires consultation between the agency (or its designee) and the heritage area management entity to evaluate whether the activity is consistent with the approved management plan for the CHA and to develop measures to avoid, reduce, or mitigate any adverse effects the activity is expected to have on the goals and strategies outlined in the management plan.

The State Unit conducting the activities must assure that those activities are consistent with the heritage area goals or strategies provided that it is practicable to do so. In this case, "practicable" is defined as capable of being done with currently available or reasonably obtainable means, resources, methods, technologies, and practices. Given a range of options, a State Unit must select an alternative that is consistent with a CHA's management plan unless no alternative is practicable.

When the State Unit concludes that an action may affect a CHA management plan, the State Unit should contact the CHA management entity and provide written notification and description of the proposed action. The State Unit should also offer its assessment of how the action may affect the CHA's goals and strategies and the extent to which the action is consistent with the CHA's approved management plan, and request input from the CHA management entity. The CHA management entity should provide the State Unit with its comments regarding the effect State Unit action may have on heritage area goals and strategies.

When the State Unit and the heritage area management entity determine that an action may be inconsistent with the heritage area management plan, both parties will consult to develop measures to resolve the inconsistency. Consultation may include other invited parties (such as local governments, owners of affected properties, or affected groups) who have a legitimate interest in the implementation of the heritage area management plan. Through the consultation process, the parties should seek to resolve issues of concern and ensure consistency of the action with the approved management plan.

The resolution of inconsistencies of the proposed action with the approved management plan may result in the negotiation and execution of a Memorandum of Agreement (MOA) that specifies the measures the State Unit will ensure are carried out in order to resolve issues of concern and ensure consistency of the action with the approved management plan. Each MOA is developed on a project specific basis.

Project Review Under Article 83B: A third requirement of the heritage areas statute requires that:

(b) Units of State Government that conduct or support activities affecting a certified heritage area shall:

- 3) When conducting a review of activities under Article 83B, §§ 5-617 and 5-618 of the Code, assure that the activities will not have an adverse effect on the historic and cultural resources of the certified heritage area, unless there is no prudent and feasible alternative.

Financial Institutions Article, § 13-1112(b)(3)

When a proposed project entails any State Unit involvement (including financial assistance, permits, or licenses), it is subject to review under Article 83B, §§ 5-617 through 5-619. This historic preservation law requires the involved State Unit to consider the effects of the proposed project on significant historic properties, including architectural and archeological resources. Part of the review process involves consultation between the agency (or its designee) and the Maryland Historical Trust (Trust) to identify and evaluate historic properties that may be affected by the project and to develop measures to avoid, reduce, or mitigate any adverse effects on significant historic properties. When the project may affect historic properties located within a



CHA, the review process should also involve the relevant CHA management entity as an invited party in the consultation efforts.

The Trust annually reviews approximately 1500 actions of State Units for their effects on historic properties. These projects comprise a wide range of activities including actions undertaken by State Units (such as transportation and park improvements or other state facilities) and actions that are funded, permitted, or licensed by State Units (such as housing rehabilitation, community development activities, sewer and water improvements, school facilities, and more). While the Trust typically finds that the vast majority of projects have no effect or at least no adverse effect on historic properties, adverse effects are sometimes unavoidable given project needs, priorities, and constraints. Through the State project review process, the Trust works with State Units and other involved parties to seek solutions that balance project needs and historic preservation objectives in the best interests of the State and affected historical and cultural resources.

The State Unit conducting the activities must assure that those activities will not adversely affect resources located within a CHA that are eligible for listing in the Maryland Register of Historic Properties<sup>1</sup> unless there is no prudent and feasible alternative to carrying out the activity as proposed. In this case, “feasible” refers to the constructability of a project – whether or not it can be built using currently known construction methods, technologies, and practices. The term “prudent” refers to how reasonable the alternative is – in essence, whether or not it makes sense in terms of cost, public safety, community disruption, and other factors. Given a range of options, a State Unit must select an alternative that avoids impacts on a CHA’s historical and cultural resources unless there is no alternative that is prudent and feasible. This review only applies to historic and cultural resources in the CHA but does not apply to natural resources and other resources within the CHA.

When the State Unit and the Trust determine that an action may adversely affect Maryland Register-eligible resources, both parties will consult to develop measures that will avoid, reduce, or mitigate the adverse effect. Consultation may include other invited parties (such as local governments, owners of affected properties, or affected groups) who have a legitimate interest in the project or affected resources. The State Unit should invite the heritage area management entity to be a consulting party in the resolution process. However, it is up to the CHA management entity to decide whether it chooses to participate.

Typically, the resolution of adverse effects results in the negotiation and execution of a Memorandum of Agreement (MOA) that specifies the measures the State Unit will ensure are carried out in order to avoid, reduce, or mitigate the project’s adverse effects on Maryland Register-eligible resources. Mitigation measures may include actions such

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<sup>1</sup> Properties are eligible for listing in the Maryland Register of Historic Properties if they are listed in or eligible for listing in the National Register of Historic Properties.

as recordation and documentation of important resources, rehabilitation and preservation of resources in accordance with professional standards, public education and interpretation, recovery of data from archeological sites, or other steps. Each MOA is developed on a project specific basis. The State Unit should invite the CHA management entity to participate in the consultation process when the project may adversely affect historic properties in the CHA, and may invite the entity to be a signatory party to the MOA if the entity has defined roles and responsibilities under the agreement.

When the State Unit concludes that an action may adversely affect Maryland Register-eligible resources within a CHA, the State Unit should contact the CHA management entity and provide written notification and description of the proposed action. The State Unit should also offer its assessment of how the action may affect the CHA's Maryland Register-eligible resources. The CHA management entity should provide the State Unit with its comments regarding Maryland Register-eligible resources that may be relevant to the project. Through the consultation process, the parties should seek to resolve issues of concern. The CHA management entity may be invited to be a signatory or concurring party to any Memorandum of Agreement developed to resolve the adverse effects of an action on Maryland Register-eligible resources in the CHA.

### **Resolving Disputes and Appeal Mechanism**

The Maryland Heritage Areas Authority is required to resolve any disputes that are submitted to the Authority by the affected CHA management entity in connection with the consultation process under the heritage areas statute. Disputes arising as a result of the Trust's review of State activities should be resolved through the consultation and resolution process specified in Article 83B. The management entity of the CHA may not request Authority involvement in such disputes until either consultation under Article 83B is satisfactorily resolved and a Memorandum of Agreement is executed, or consultation is terminated.

Examples of disputes that may arise and be brought by the CHA management entity to the Authority for resolution include:

- failure of a State Unit to comply with the procedures required under Article 83B, including failure of a State Unit to consult with a CHA management entity, and failure of a State Unit to consult, cooperate, and coordinate their activities with a CHA management entity;
- lack of agreement between a State Unit and a CHA management entity that the proposed State Unit activity will have adverse effects on a heritage area management plan;
- lack of agreement between a State Unit and a CHA management entity that there are practicable means to carry out a State Unit activity in a manner consistent with a heritage area management plan;



- lack of agreement between a State Unit and a CHA management entity that there are prudent and feasible alternatives to the proposed State Unit activity.

The heritage areas statute empowers the Authority to review and resolve such disputes and outlines in the broadest terms how the Authority shall exercise this power. The Authority by regulation has adopted procedures to manage the dispute resolution process (COMAR Title 14, Subtitle 29, Chapter 5). These procedures permit, but do not require, the Authority to delegate conduct of the initial hearing to an Administrative Law Judge (ALJ) at the Office of Administrative Hearings (OAH), who then submits to the Authority proposed findings of fact, proposed conclusions of law, and a proposed decision. Based on these submittals, the Authority then decides whether to accept, reject, or accept with modification those findings, conclusions, and decision.

The heritage areas statute also identifies a limited appeals process through the Office of Administrative Hearings should the CHA management entity or the State Unit involved in the dispute be dissatisfied with the Authority's resolution. Third parties have no formal standing in either the initial hearing or appeals process. The Authority's dispute resolution procedures authorize OAH to decide appeals of the Authority's decision.

Alternatively, in specific cases and at the Authority's discretion, the Authority may consult directly with State Units involved in a dispute with a heritage area management entity to clarify the responsibilities of State Units under the heritage areas statute. The Authority may also consult directly with a State Unit when the Authority has questions or concerns about a State Unit action that appears to be inconsistent with heritage area management plans. This consultation may include a meeting with the Authority to allow the Authority to hear from interested local parties as well as State Unit representatives.

### **Conclusion**

This Program Guidance recommends a framework for cooperation, coordination, and consultation between State Units and CHA management entities to meet their respective roles and responsibilities under the heritage areas statute. The consultation process should be based on flexibility, good faith effort, and the open exchange of information and ideas. For project-specific coordination, State Units should incorporate relevant heritage area responsibilities into the historic preservation review process under Article 83B. State Units and CHA management entities should work to develop more specific procedures for consultation that meet their respective program needs and interests. Through coordinated planning efforts, State Units and CHA management entities can help ensure that actions and programs are developed and implemented in an appropriate manner that not only meets the needs and goals of the State Unit activity but also are consistent with the strategies and interests of the affected CHA.

# Exploring Underground Railroad Heritage Sites — Amtrak: History of America's Railroad

February 2, 2015

Black History Month provides additional opportunities to highlight contributions by African-Americans to our national history and culture. Throughout the month, Amtrak is celebrating with various events and exhibitions at locations across the country.

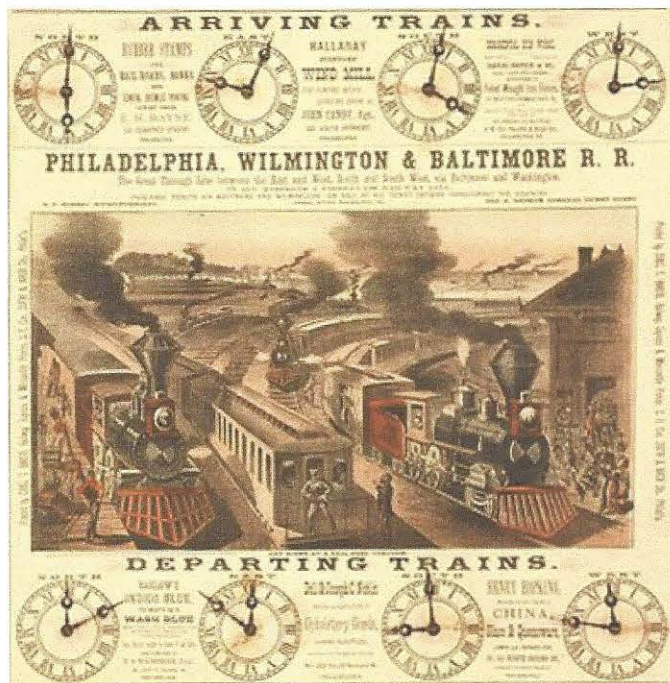
Amtrak is proud that in October 2014 a site on railroad property near [Perryville, Md.](#), was accepted into the [National Underground Railroad Network to Freedom](#), a program of the National Park Service (NPS). Perryville is located on the busy Northeast Corridor (NEC) between the stops at [Aberdeen, Md.](#), and [Newark, Del.](#)



The Underground Railroad was a network for those with or without assistance who used resources at hand to escape slavery and find a means to head north to the free states or Canada during the antebellum years. The NPS established the Network to Freedom to **connect more than 500 local historic sites, museums, archives and interpretive programs related to the Underground Railroad.**

The [Perryville Railroad Ferry and Station site](#) is located close to where the eastern end of the Susquehanna River Rail Bridge joins the embankment carrying the tracks. Since colonial times, Perryville and Havre de Grace, its sister town located on the opposite bank, have constituted an important crossing point at the **meeting of the Susquehanna River and Chesapeake Bay**. In the late 17<sup>th</sup> century, what is now Perryville was known as [Lower Ferry](#) in recognition of its important role in the local transportation network.





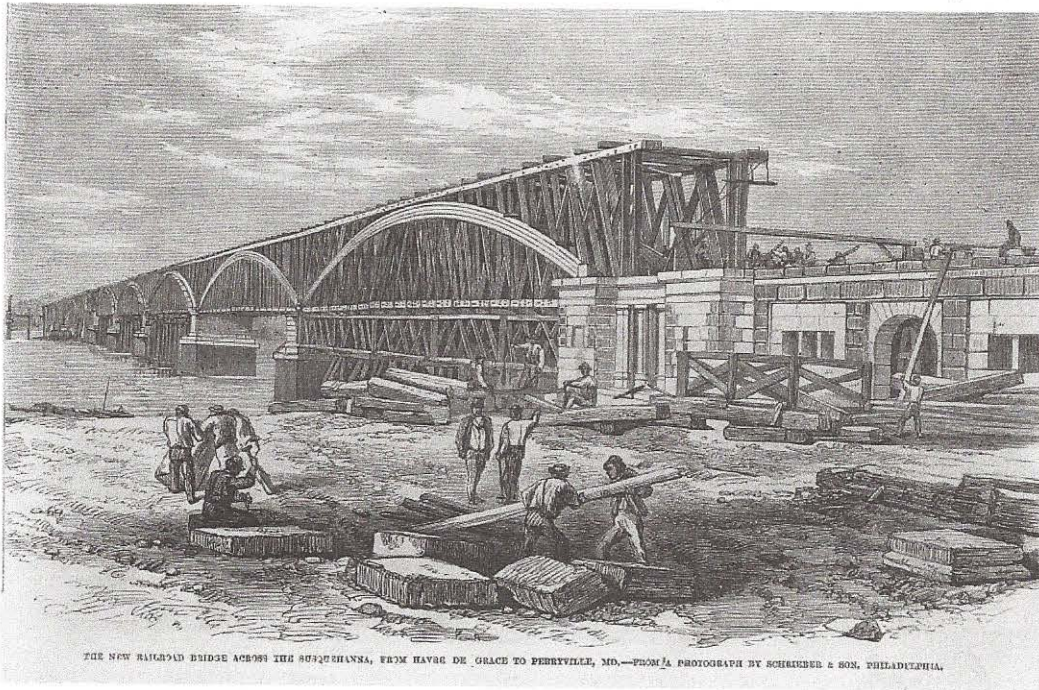
*PW&B Railroad advertisement, 1879. Illustration by Charles T. Baker, courtesy of the Library of Congress.*

By 1838, the [Philadelphia, Wilmington & Baltimore Railroad Company](#) (PW&B) had constructed a rail line connecting its namesake cities. The one gap was at Perryville, where steam-powered ferries were used to move rail cars across the wide river. The wooden pier on the Perryville side was located just south of the current rail bridge. Increased traffic towards the end of the Civil War mandated the construction of a [bridge to link the two sections of the railroad](#), and the new structure opened in 1866. The PW&B Perryville depot, a small wood structure, was located close to the eastern end of the bridge. In 1880, the railroad replaced the bridge's wooden trusses with stronger iron spans.<sup>1</sup>

Following a tussle with the rival Baltimore and Ohio Railroad, the **Pennsylvania Railroad (PRR) gained control of the PW&B in 1881**; with the purchase, the PRR boasted complete control of a route between Jersey City (opposite Manhattan) and the nation's capital. At the dawn of the 20<sup>th</sup> century, the PRR constructed a **new Susquehanna River Rail Bridge**. Completed in 1906, the multi-span, moveable rail bridge measures approximately 4,200 feet long. The stone piers of the first bridge are still visible in the water and on land.

The bridge is now owned by Amtrak and is used by intercity, commuter and freight trains. The Federal Railroad Administration, Maryland Department of Transportation and Amtrak are **currently undertaking a study** to examine future refurbishment or replacement of the span to improve capacity, trip time and safety for all rail operators.

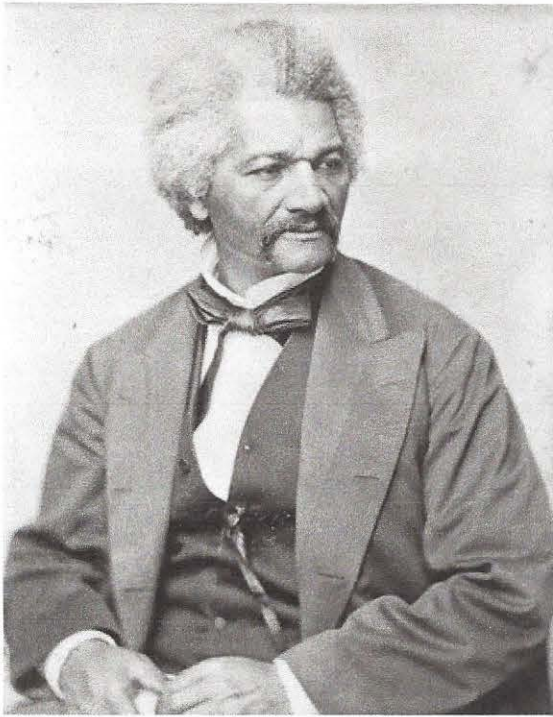




*Building the first rail bridge over the Susquehanna River. Image from Frank Leslie's Illustrated Newspaper (Dec. 22, 1866), courtesy of the Library of Congress.*

The Perryville site has been added to the Network to Freedom because numerous enslaved persons have been documented as using the railroad and ferry to journey northward to free states and Canada. One of those freedom seekers was famed abolitionist, thinker and writer [Frederick Douglass](#), who later in life recounted the details of his 1838 escape from slavery in Maryland via the newly built railroad and ferry.

Borrowing identification papers from a free African-American friend who was also a sailor, Douglass dressed the part and boarded a train in Baltimore just as it was leaving. He recalled: "It was...an act of supreme trust on the part of a freeman of color thus to put in jeopardy his own liberty [by lending his papers] that another might be free...Had I gone into the station and offered to purchase a ticket, I should have been instantly and carefully examined, and undoubtedly arrested."<sup>2</sup>



*Frederick Douglass, c. 1850-1860. Image courtesy of the Library of Congress.*

As the train neared Havre de Grace, the conductor came through to check tickets and the papers of free African-Americans. Douglass described it as “one of the most anxious [moments] I ever experienced.”<sup>3</sup> After he had crossed the river and boarded the train for Philadelphia, he recognized a ship captain for whom he had recently worked in Baltimore sitting on the southbound train. Luckily, in the bustle of the moment, Douglass was not discovered.

In addition to the Perryville site, a 70 mile segment of the [Keystone Corridor](#) between Philadelphia and Lancaster, Pa., is also included in the Network to Freedom. Much of this historic rail corridor was originally owned by the Philadelphia and Columbia Railroad, which began operations in 1834 and connected Columbia, Pa., located on the Susquehanna River, with Philadelphia. The railroad was the easternmost segment of the state-owned Main Line of Public Works, a series of rail lines and canals that offered a transportation route across the commonwealth's southern tier.

Beginning around 1835, African-American lumber merchants used boxcars fitted with secret false-end compartments to hide escaping slaves, many of whom arrived in Columbia on their way to Philadelphia, where they were cared for by the city's pro-abolitionist Vigilant Committee and assisted in their journeys northward. By hiding on the journey to Philadelphia, fugitive slaves avoided slave catchers who searched for runaways in the hopes of claiming financial rewards from owners.





Across its national network, Amtrak serves dozens of communities with strong ties to Underground Railroad heritage, including homes that served as places of protection for those seeking freedom and archival repositories whose documents tell their stories. Below we explore a handful of communities with sites and landscapes related to the Underground Railroad. Please keep in mind that many of these are on private property and may only be viewed from a distance or with permission of the owner.

#### *Rouses Point depot*

Located on the shore of Lake Champlain, Rouses Point is the last stop in the United States before the *Adirondack* crosses the border into Canada; therefore, the town serves as a U.S. Customs and Border Protection inspection checkpoint. Amtrak passengers use a platform next to the 1889 Delaware and Hudson Company depot, which now serves as a [history and welcome center](#). Rotating exhibits, lectures and performances trace the history and culture of the state's Northern Tier region.

Due to its border location, Rouses Point was a vital stop on the Underground Railroad for formerly enslaved persons **seeking freedom in Canada**. It specifically served the “**Champlain Line,**” **an escape corridor between Albany, Troy, N.Y. and Quebec Province**. Rouses Point included [busy rail and dock facilities](#) serving trains and steamboats from across New England and the upper Mid-Atlantic. According to the Network to Freedom, “Maryland runaway Charlotte Gilchrist entered Canada [via Rouses Point] on a train from the Champlain Valley in 1854...In the winter of 1861, Mrs. Lavinia Bell escaped from Texas to Rouses Point where a Canadian Underground Railroad agent paid her fare to Montreal.”

#### *Portland depot*

Maine's largest city gained Amtrak service in December 2001, connecting it with Boston and intermediate communities in southeast Maine, New Hampshire and Massachusetts. The start of service followed on more than a decade of advocacy by grassroots transportation groups.

Approximately three miles east of the station, the [1828 Abyssinian Meeting House](#) stands near Eastern Cemetery and offers views out to Portland Harbor. The Network to Freedom states that the meeting house was the “historical, religious, educational and cultural center of Portland's 19th century African American population.” Members of the congregation were involved with the Underground Railroad and the abolitionist movement. Like

Rouses Point, Portland was a hub for fugitive slaves heading to Canada. Congregation members actively hid and transported runaways. The building no longer serves a religious purpose.

### [Northampton, Massachusetts](#) (Served by the [Vermont](#))



#### *Northampton Union Station*

As 2014 came to a close, Amtrak began stopping at Northampton and [Greenfield, Mass.](#), towns located along the Connecticut River in western Massachusetts. Service was made possible by the rehabilitation of a rail line along the waterway, which allowed the *Vermont* (Washington-St. Albans, Vt.) to be rerouted westward. At a future date, the train will also stop at Holyoke.

Prior to the Civil War, Northampton became a center for the abolitionist movement, with some homes serving as stops on the Underground Railroad. Following the Mill River northwest of the city center and the campus of Smith College, one encounters the village of Florence. In 1841, a utopian community called the [Northampton Association of Education and Industry \(NAEI\)](#) was established in Florence with the purpose of promoting self-improvement, racial equality, freedom of worship and other societal ideals.

Members included [Sojourner Truth](#), who was born into slavery in New York but escaped to freedom. Truth, along with African-American abolitionist David Ruggles, is estimated to have helped more than 600 enslaved persons reach freedom. William Lloyd Garrison and Frederick Douglass were among the cooperative's frequent visitors. To support itself, the association owned and operated a silk mill. After five years together, the community dissolved itself in 1846, but its members remained active promoters of their various causes.

One part of the NAEI property was the [Ross Homestead](#), home to member Austin Ross after 1845. The Network to Freedom notes that Austin Ross and NAEI member Samuel L. Hill have been identified as local agents of the Underground Railroad, and the Ross Homestead operated as a safe house for escaping slaves.

Northampton is also home to the [David Ruggles Center for Early Florence History and Underground Railroad Studies](#). Researchers can take advantage of reproductions of 19<sup>th</sup> century newspaper articles, booklets, narratives and maps relating to the regional abolitionist movement. The Ruggles Center has developed a [walking tour of important Underground Railroad sites in Florence](#).



## [Cincinnati, Ohio](#) (Served by the [Cardinal](#))



### *Cincinnati Union Terminal*

Much like Rouses Point and Portland were important international border crossings, Cincinnati played a significant role in the Underground Railroad due to its location on the Ohio River, whose waters separated Kentucky and Ohio—slave state and free state, respectively.

Approximately four miles northeast of magnificent Cincinnati Union Terminal is the near East side neighborhood of Walnut Hills. [Harriet Beecher Stowe](#), author of *Uncle Tom's Cabin*, spent part of her young adulthood in the area, which from its high vantage point offered sweeping views of the Ohio River Valley. The Beecher family occupied the [Italianate style house](#) from the 1830s to the 1850s while Harriet's minister father, Lyman Beecher, served as president of [Lane Theological Seminary](#). The school was the scene of various debates over slavery in the years leading up to the Civil War.

According to the Network to Freedom, "In Cincinnati, Harriet Beecher...was influenced by activist students at Lane Seminary and local abolitionist leaders William Lloyd Garrison and Salmon P. Chase who litigated many fugitive slave cases. At one point, she helped her husband transport a fugitive slave along the [Underground Railroad] north out of town."

In 1850, Harriet moved with her husband, Calvin Ellis Stowe, to [Brunswick, Maine](#), where he had gained a teaching position at Bowdoin College. While living there, she wrote most of [Uncle Tom's Cabin](#), an anti-slavery tome that made her simultaneously one of the most praised and reviled women in an increasingly divided nation.

Today, the Cincinnati home serves as an [historical and cultural site](#) focused on the life of Harriet Beecher Stowe. Exhibits explore the Beecher and Stowe families and the abolitionist movement in which they played important roles.

### *Topeka depot*

Kansas found itself at the center of the slavery debate in the mid-1850s when fighting broke out between pro- and anti-slavery groups who hoped to determine whether the territory would [enter the Union as a slave or](#)

**free state**. At a constitutional convention held at Wyandotte, Kan., in July 1859, the representatives finally adopted a constitution banning slavery. Two years later, following the start of the Civil War, the constitution was approved and Kansas became a state.

The **John and Mary Ritchie House** and the site of the **John Armstrong House** are located in downtown Topeka; the Armstrong house stood just a few blocks west of the 1950 Atchison, Topeka & Santa Fe Railway depot now used by Amtrak. The Ritchies and John Armstrong sheltered escaping slaves, protecting them from slave catchers and their owners. According to the Network to Freedom, **John Ritchie** also served as an abolitionist delegate to the Wyandotte Constitutional Convention.

**Check out the National Underground Railroad Network to Freedom website for additional information about other Underground Railroad heritage sites in towns and cities across the country.**

<sup>1</sup> Alan Fox, *Images of America: Perryville*, (Charleston, S.C.: Arcadia Publishing, 2011). Historical information about the first rail bridge over the Susquehanna was primarily drawn from this volume.

<sup>2</sup> Frederick Douglass, "**My Escape from Slavery.**" *The Century Illustrated Magazine* (Nov. 1881), 125-131.

<sup>3</sup> Ibid.



# Attachment 3

1303-10457?

HA-836  
OLD RAILROAD BRIDGE PILINGS  
Havre de Grace, Md.

c. 1866

These granite pilings are all that remain today of the first bridge across the Susquehanna at Havre de Grace; first a Railroad bridge, it later became an automobile bridge.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**  
 HISTORIC Pilings of the First Railroad Bridge across the  
 Susquehanna River  
 AND/OR COMMON

**2 LOCATION**  
 STREET & NUMBER Otsego St. at the Susquehanna River  
 CITY, TOWN Havre de Grace VICINITY OF CONGRESSIONAL DISTRICT 6  
 STATE Md. COUNTY Harford

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

**4 OWNER OF PROPERTY**  
 NAME Maryland State Highway Dept. Telephone #:  
 STREET & NUMBER State Office Building  
 CITY, TOWN Annapolis VICINITY OF STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**  
 COURTHOUSE, REGISTRY OF DEEDS, ETC. Harford County Liber #: Folio #:  
 STREET & NUMBER Main St.  
 CITY, TOWN Bel Air STATE Md.

**6 REPRESENTATION IN EXISTING SURVEYS**  
 TITLE  
 DATE  
 DEPOSITORY FOR SURVEY RECORDS  
 CITY, TOWN STATE

FEDERAL  STATE  COUNTY  LOCAL

**7 DESCRIPTION**

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

All that remains of the first bridge across the Susquehanna River at Havre de Grace are the granite pilings (1866) The pilings, perhaps of Port Deposit granite, are about 20' above water level and about six feet wide. The wide sided are on the east and west with the narrow sides to the current. The pilings are constructed in two sections; a lighter colored more decorative clustered block surmounts a massive darker base. The piers extend all the way across the river.

CONTINUE ON SEPARATE SHEET IF NECESSARY

NA-836

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) local history
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1866

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

These granite pilings are all that remain of the first bridge across the Susquehanna River at Havre de Grace. The evolution of the bridge over the years is interesting. In 1852 the Philadelphia, Wilmington and Baltimore Railroad began to investigate the possibility of bridging the river, since the crossing aided by a hand operated ferry or a steamboat was quite lengthy. In the winter of 1859 railroad tracks had been laid across the frozen Susquehanna. By 1866, a bridge with wooden spans was opened; the piers having been found able to withstand the pressure of water and ice. In 1873-75, the wooden spans were replaced with iron and a pedestrian walkway was added underneath the bridge. In 1909 the new bridge built by the Pennsylvania R.R. (who had absorbed the Philadelphia, Willmington and Baltimore R.R.) was opened just north of the old bridge. When the new bridge was completed, the state required that the old bridge be reduced to the level of the riverbed for safe navigation. Since this was a costly project, the R.R. instead sold the bridge to some (less than 10) Harford County businessmen for \$100.00 a peice. The automobile toll bridge which resulted charged \$1.00 per vehicle,; wagons still used the ferry. Passage on the brigde, regulated by a relay stick, was one way. After a slow start the bridge became, as the atomobile caught on, a huge financial sucess. In 1926, the State Highway Commision bought the bridge and converted it into a double decker vehicular bridge, thought to be one of the first in the country. In 1939 the Rt. 40 was built upstream to accomadate the in - creasing N.Y. to Washington traffic and the double decker bridge was closed; in 1943 it was dismantled and sold as scrap iron.

CONTINUE ON SEPARATE SHEET IF NECESSARY.



**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

M.H.T. inventory notes of interview conducted by Jean Ewing with Mr. and Mrs. G. Taylor Lyon at their house May 14, 71

The Harford Directory 1953 p. 150-151

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Marion Morton-Historic Sites Surveyor

ORGANIZATION Maryland Historical Trust

DATE May, 77

STREET & NUMBER 21 State Circle

TELEPHONE

CITY OR TOWN Annapolis

STATE Md.

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

## Railroads

WHEN PETER COOPER, the former carriage builder and New York merchant, made the first trial run of an American railway train from Baltimore to Ellicott's Mills (Ellicott City) on August 28, 1830, inhabitants of Harford cheered the great event. This accomplishment demonstrated the superiority of steam over motive power of the horse-drawn vehicle.

Little did they know that the slow, two-hour journey of the Tom Thumb would be the beginning of a new era in transportation and that Harford County would be one of the first to profit by that bold and daring venture. In less than twenty years after the invention of the steam locomotive by George Stephenson, of England, in 1815, a railroad was on its way across the southern part of the county.

### Pennsylvania Railroad

Plans were begun for the new railroad to extend from Baltimore to Philadelphia, but the first step was a line from Baltimore to the Susquehanna River. The road known as the Baltimore and Port Deposit Railroad was started from Baltimore in 1834 and by 1836 it was completed as far as Havre de Grace. By 1838 a line called the Philadelphia, Wilmington, and Baltimore Railroad had been completed to the north and the Baltimore and Port Deposit Railroad was taken into the corporation.

Many small streams along the route caused construction engineers little trouble, as by that date they could build short wooden bridges to carry the light trains. The Susquehanna, however, presented not only an engineering problem, but a financial one. Trains were therefore ferried across the river from 1838 to 1866. This proved to be difficult and slow, as the crossing sometimes required one-to-two hours.

By 1852 the freight and passenger traffic had increased to such an extent that engineers began plans for a bridge. It was not until 1866 that it was completed and ready for use. The first bridge was erected of wood but was gradually replaced with steel during the period from 1873 to 1878. This bridge stood the test of time from 1866 to 1939. Its unique history has been related in Chapter 9.

Many interesting stories are told of the difficulties encountered during the time the railroad had to use a ferry. Often in winter the ferry boats were frozen in at the dock and trains were delayed for hours, and sometimes for days. In 1852 the long, cold winter froze the Susquehanna River

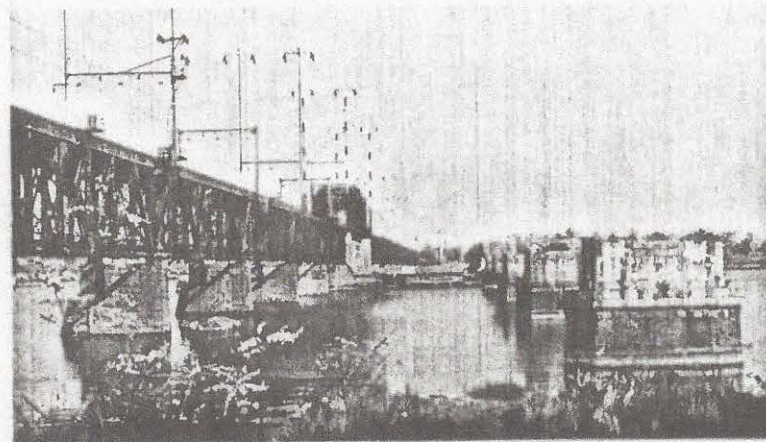


Photo by Dr. David C. Hodge

PIERS OF FIRST RAILROAD BRIDGE AT HAVRE DE GRACE  
Built 1866. Used as road bridge 1908-1939.

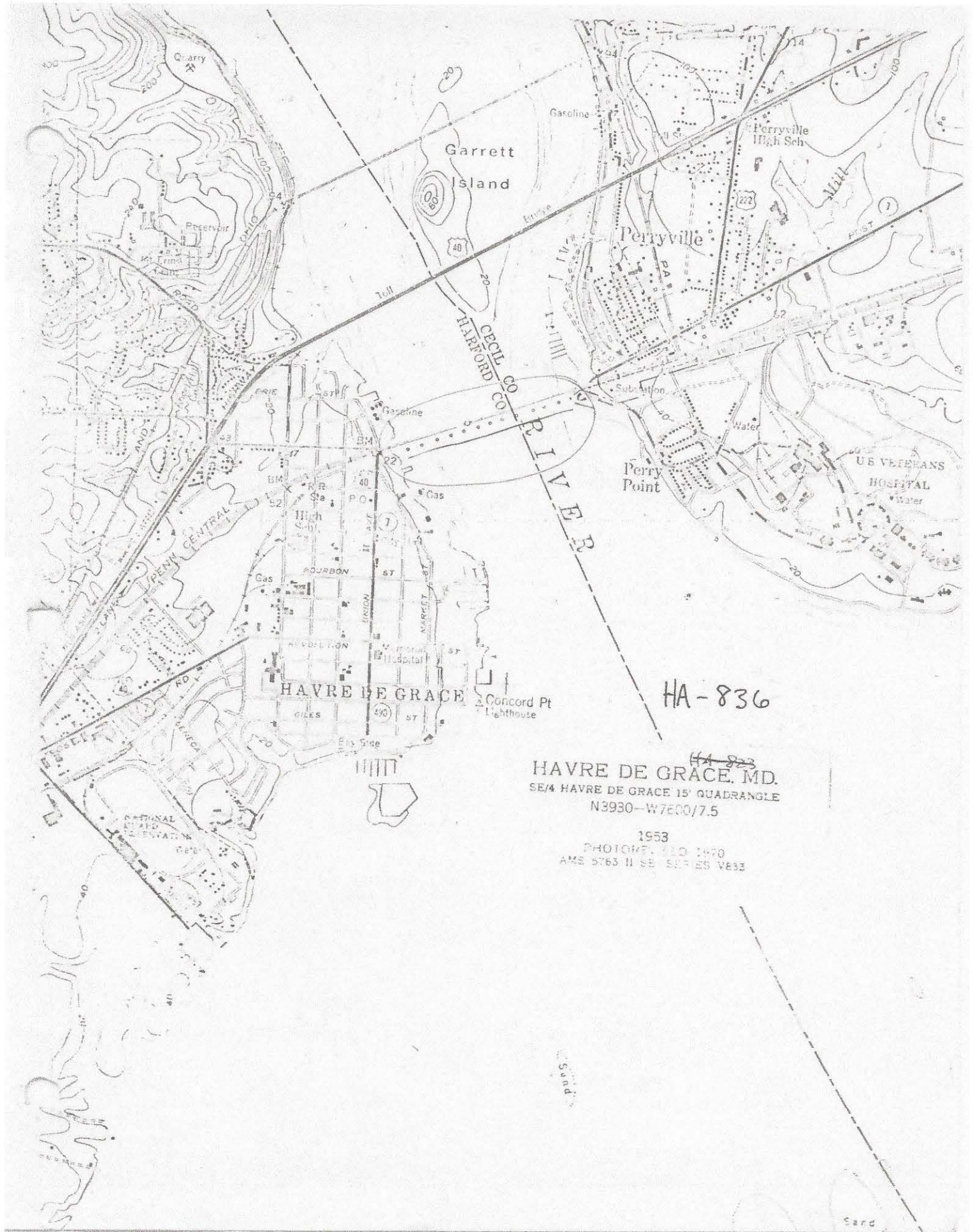
to a depth of 2 to 3 feet, preventing all ferry service and leaving trains halted at the river's edge. Railroad officials overcame this perplexing situation by laying tracks across the ice, with trestles for inclines at either bank. Freight cars glided down the inclined rails to the ice and were pulled by teams of horses to the opposite shore. The horses pulled cars across the river by means of ropes in much the same way as a canal boat was pulled along the tow path. The cars were pulled up again by the train engines waiting on the opposite shore. During the several weeks from January 15 to February 29, approximately 1,300 cars with a total weight of 10,000 tons were hauled across the river. It is significant that none of the eight-wheeled cars that crossed this ice bridge was lost and there was no injury to person or property.

The P. W. & B. was absorbed into the Pennsylvania system in 1902. In 1908 the present bridge was completed and the original structure was converted to a highway bridge and remained in use until 1939. The Pennsylvania line from Philadelphia to Baltimore was electrified about 1930, receiving most of its power from the Philadelphia Electric Company, some of which came from Conowingo. It was one of the first railroads to convert entirely to electric power.

### Baltimore and Ohio Railroad

While the Baltimore and Ohio Railroad was the pioneer in Maryland with its first railroad from Baltimore to Ellicott City, it did not extend its





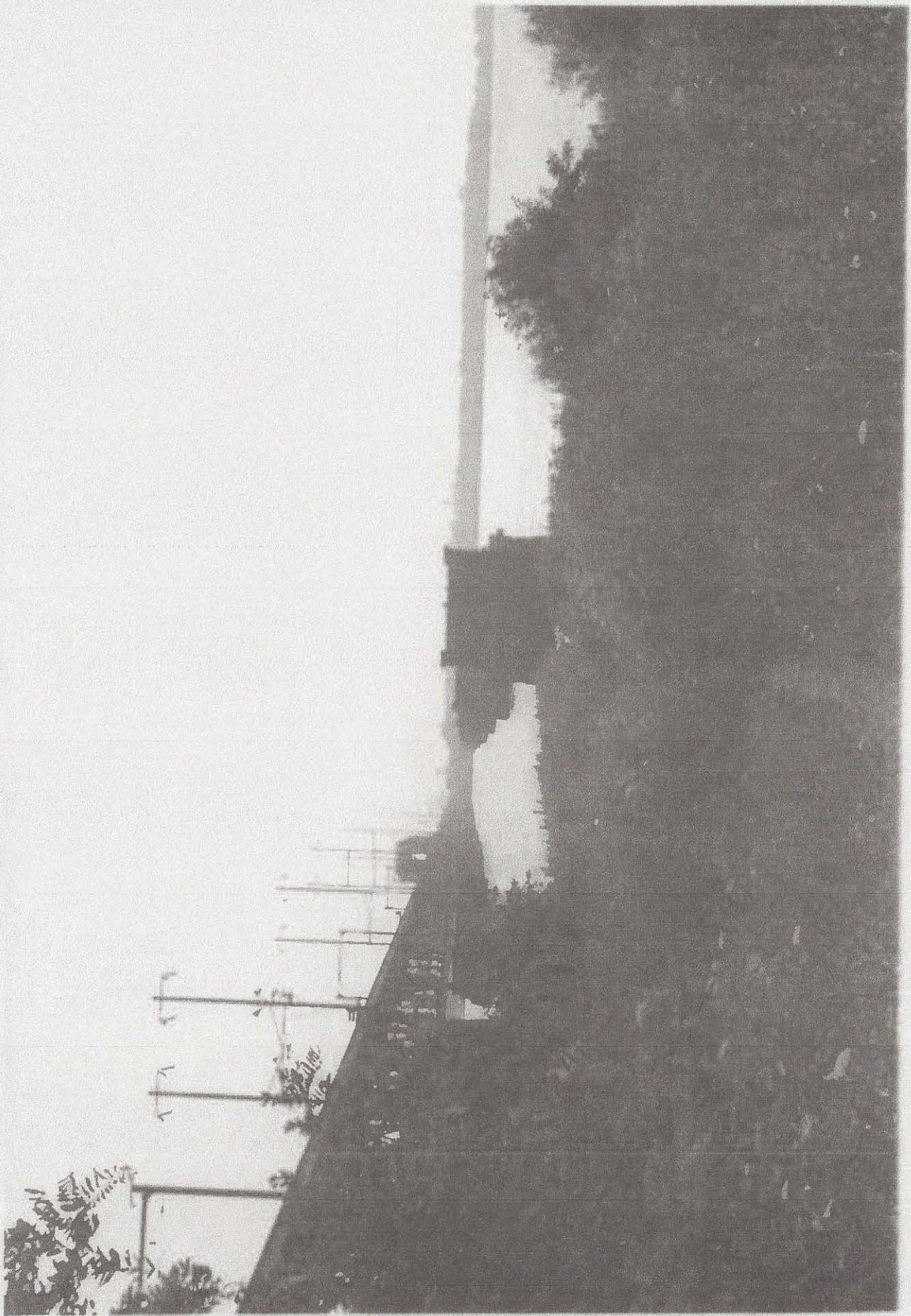
~~HA-833~~  
**HAVRE DE GRACE, MD.**  
 SE/4 HAVRE DE GRACE 15' QUADRANGLE  
 N3930-W7E00/7.5

1953  
 PHOTOPL. 120 1670  
 AMS 5765 II SE SER ES V833

Sup.

Sard





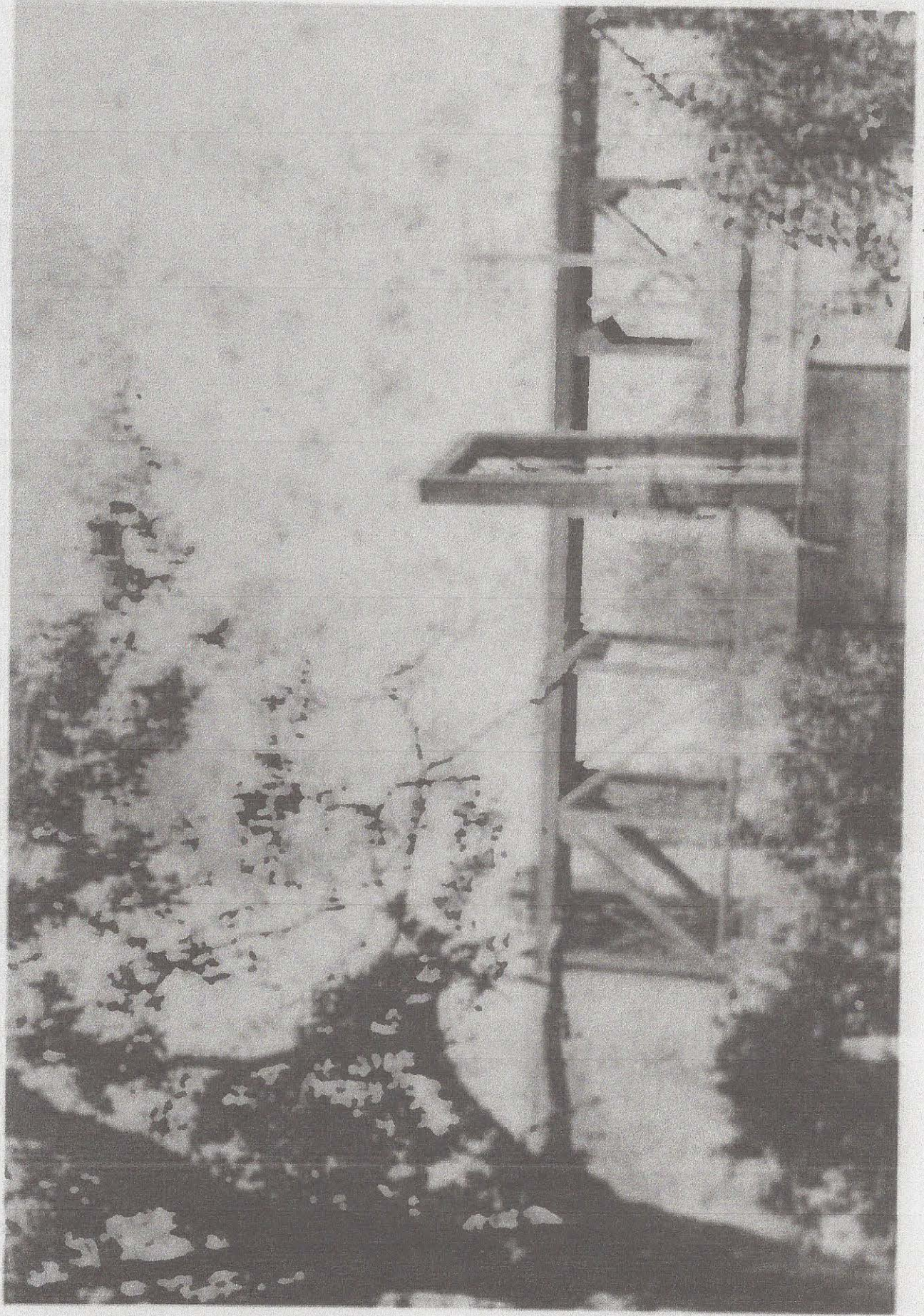


HA-836

BRIDGE PILINGs  
Otsego St.  
Havre de Grace

MARION MORTON  
6/77





A3. HA790



HA-790 Abraham Jarrett Thomas House  
501 St. John Street  
Havre de Grace, MD

Well and (background) old RR  
crossing over Susquehanna.  
c. 1894-5 or early 1900's

Gift from: Mrs. Elise B. Deller  
1708 Chatham Road  
Camp Hill, PA 17011

October 27, 1984



Candidate Historic Properties that may be certified as eligible for the Maryland State Income Tax Credit - Havre de Grace TIZ

Havre de Grace - Candidate Historic Properties						
MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-798				
		HA-815				
		HA-832				
		HA-536				
		HA-1712	HA-1712	AMTRAK RR Bridge over Susquehanna River	Union Ave.(MD7)&OtsegoSt.	Havre de Grace
		HA-1631	HA-1631	Booth Log House (John Handy House)	Churchville Road (MD 22)	Churchville
		HA-1631	HA-1631	Booth Log House (John Handy House)	Churchville Road (MD 22)	Churchville
		HA-113				
		HA-112				
		HA-544				
		HA-251				
		HA-826				
		HA-1108	HA-1108	Cianelli House	Erie Street	Havre de Grace
		HA-1185	HA-1185	Hawkins House	Ontario Street	Havre de Grace
		HA-1184	HA-1184	Gibson Double House	Ontario Street	Havre de Grace
		HA-832				
		HA-1099	HA-1099	James Hopper House	Ontario Street	Havre de Grace
		HA-1182	HA-1182	Abbott's Ice House (Upper Chesapeake Bay Yacht Club)	Water Street	Havre de Grace
		HA-1185	HA-1185	Hawkins House	Ontario Street	Havre de Grace
		HA-1096	HA-1096	Kitzmilller Apartments	Otsego Street	Havre de Grace
		HA-835				
		HA-1175	HA-1175	Old St. Patrick's Rectory	North Stokes Street	Havre de Grace
		HA-790				
		HA-1104	HA-1104	Cameron-Currier Livery Stables	N.Stokes&Franklin Streets	Havre de Grace
		HA-1109	HA-1109	Presbyterian Church of Havre de Grace	Franklin Street	Havre de Grace



**Havre de Grace - Candidate Historic Properties**

MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-1166	HA-1166	Ruttledge House	North Union Avenue	Havre de Grace
		HA-1158	HA-1158	Mentzer Apartments	Franklin Street	Havre de Grace
		HA-797				
		HA-791				
		HA-1174	HA-1174	Joseph T. Hatem House & Store	North Stokes Street	Havre de Grace
		HA-1173	HA-1173	Jones House	North Stokes Street	Havre de Grace
		HA-1156	HA-1156	St. James A.M.E. Church	Green Street	Havre de Grace
		HA-1157	HA-1157	Hecht Hotel	Green Street	Havre de Grace
		HA-1154	HA-1154	Charshee House	Green Street	Havre de Grace
		HA-1097	HA-1097	Emory Chapel (Havre de Grace Methodist Church)	Stokes Street	Havre de Grace
		HA-789				
		HA-788				
		HA-792				
		HA-1181	HA-1181	Havre de Grace Banking and Trust Co.	St. John Street	Havre de Grace
		HA-1113	HA-1113	Old First National Bank Building	St. John Street	Havre de Grace
		HA-794				
		HA-795				
		HA-1123	HA-1123	Newmeyer Building	North Washington Street	Havre de Grace
		HA-547				
		HA-1128	HA-1128	H. Harrison Hopkins House	North Union Avenue	Havre de Grace
		HA-1167	HA-1167	James Fahey House	North Union Avenue	Havre de Grace
		HA-1180	HA-1180	Masonic Temple Building	North Washington Street	Havre de Grace
		HA-814				
		HA-820				
		HA-1102	HA-1102	Thompson House	North Stokes Street	Havre de Grace
		HA-1094	HA-1094	Pennington House	Pennington Avenue	Havre de Grace
		HA-1168	HA-1168	Weber House	North Union Avenue	Havre de Grace
		HA-816				
		HA-801				
		HA-1121	HA-1121	Aledas Dress Shop & The Seville Shop	North Washington Street	Havre de Grace
		HA-1179	HA-1179	Ada Asher Building	North Washington Street	Havre de Grace
		HA-1114	HA-1114	Bata Shoe Building	North Washington Street	Havre de Grace
		HA-796				
		HA-1164	HA-1164	Quirk House	Congress Avenue	Havre de Grace
		HA-1169	HA-1169	Correri House	South Union Avenue	Havre de Grace
		HA-1170	HA-1170	Sutor Apartments	South Union Avenue	Havre de Grace
		HA-1171	HA-1171	McCombs House	South Union Avenue	Havre de Grace
		HA-553				
		HA-1112	HA-1112	Vosbury House	South Union Avenue	Havre de Grace
		HA-1111	HA-1111	Carver House	South Union Avenue	Havre de Grace



**Havre de Grace - Candidate Historic Properties**

MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-1125	HA-1125	Havre de Grace United Methodist Church	S.Union & Congress Avenue	Havre de Grace
		HA-1095	HA-1095	Lawder-Willis House	Congress Avenue	Havre de Grace
		HA-542				
		HA-1129	HA-1129	Carver-Maslin House	South Washington Street	Havre de Grace
		HA-541				
		HA-540				
		HA-539				
		HA-807				
		HA-808				
		HA-818				
		HA-1130	HA-1130	Asher House	South Washington Street	Havre de Grace
		HA-1150	HA-1150	Williams House	Bourbon Street	Havre de Grace
		HA-817				
		HA-1131	HA-1131	Foard Double House	South Washington Street	Havre de Grace
		HA-1132	HA-1132	Robert Pennington House	South Washington Street	Havre de Grace
		HA-1144	HA-1144	Hewitt House	Fountain Street	Havre de Grace
		HA-1133	HA-1133	H. Smith House	South Washington Street	Havre de Grace
		HA-1134	HA-1134	Neville House	South Washington Street	Havre de Grace
		HA-810				
		HA-1172	HA-1172	Fuller-Mezei Apartments	South Union Avenue	Havre de Grace
		HA-1107	HA-1107	Vandiver Mansion	South Union Avenue	Havre de Grace
		HA-552				
		HA-1146	HA-1146	Whyte House	Fountain Street	Havre de Grace
		HA-1143	HA-1143	Burns Apartments	Fountain Street	Havre de Grace
		HA-1147	HA-1147	Malin House	South Stokes Street	Havre de Grace
		HA-1145	HA-1145	Wardell House	Bourbon Street	Havre de Grace
		HA-549				
		HA-440				
		HA-1135	HA-1135	Fadely House	South Washington Street	Havre de Grace
		HA-811				
		HA-545				
		HA-1136	HA-1136	S. Miller House	South Washington Street	Havre de Grace
		HA-812				
		HA-1137	HA-1137	Jones Double House	South Washington Street	Havre de Grace
		HA-1138	HA-1138	Tarbert Double House	South Washington Street	Havre de Grace
		HA-1139	HA-1139	White House Farm (Wheeler Range)	White House Road	Forest Hill
		HA-1116	HA-1116	Putland House	South Washington Street	Havre de Grace
		HA-1224	HA-1224	Barnes House	South Washington Street	Havre de Grace
		HA-1223	HA-1223	Manucy House	South Washington Street	Havre de Grace
		HA-1177	HA-1177	Jacksteit House	Market Street	Havre de Grace
		HA-1187	HA-1187	DeGroat House	Market Street	Havre de Grace
		HA-1127	HA-1127	Bayou Hotel	Commerce & Market Streets	Havre de Grace
		HA-837				



**Havre de Grace - Candidate Historic Properties**

MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-111				
		HA-831				
		HA-830				
		HA-1167	HA-1167	James Fahey House	North Union Avenue	Havre de Grace
		HA-1163	HA-1163	Beachley House	Warren Street	Havre de Grace
		HA-1162	HA-1162	Sheaffer House	Franklin Street	Havre de Grace
		HA-1161	HA-1161	Klair House	Franklin Street	Havre de Grace
		HA-813				
		HA-1105	HA-1105	Parker Mitchell House	Franklin Street	Havre de Grace
		HA-1159	HA-1159	Tin Front Building	Franklin Street	Havre de Grace
		HA-1160	HA-1160	Joseph Good House and Store	Franklin Street	Havre de Grace
		HA-1566	HA-1566	Post Office Headquarters (U.S. Post Office)	North Union Avenue	Havre de Grace
		HA-1153	HA-1153	Cook House	Green Street	Havre de Grace
		HA-1155	HA-1155	McComas House	Green Street	Havre de Grace
		HA-793				
		HA-798				
		HA-1115	HA-1115	McLhinney Building	North Washington Street	Havre de Grace
		HA-1750	HA-1750	Maryland House Apartments	Washington Street	Havre de Grace
		HA-802				
		HA-537				
		HA-1120	HA-1120	A & J Travel Agency	North Washington Street	Havre de Grace
		HA-805				
		HA-1178	HA-1178	Asher Building	North Washington Street	Havre de Grace
		HA-543				
		HA-1110	HA-1110	Borneman Apartments (Havre de Grace Methodist Church)	North Union Avenue	Havre de Grace
		HA-544				
		HA-1165	HA-1165	Lawder Apartments	Congress Avenue	Havre de Grace
		HA-806				
		HA-1151	HA-1151	Keene House	Bourbon Street	Havre de Grace
		HA-1152	HA-1152	Van Meter House	Bourbon Street	Havre de Grace
		HA-809				
		HA-548				
		HA-1122	HA-1122	Hoke House	South Union Avenue	Havre de Grace
		HA-546				
		HA-1132	HA-1132	Robert Pennington House	South Washington Street	Havre de Grace
		HA-822				

Candidate Historic Properties that may be certified as eligible for the Maryland State Income Tax Credit - Greenway Corridor TIZ (Cecil County):



**Greenway Corridor TIZ (Cecil County) - Candidate Historic Properties**

MIHP	MIHP_ID	CLASS	MIHP_NO	NAME	ADDRESS	TOWN
474	454	CE-879	CE-0879	Stone Barn Ruin	Conowingo Road (U.S. Rt1)	Kilby Corner
508	440	CE-887	CE-0887	Rowland Plank House	Rowlandsville Road(MD338)	Rowlandsville
512	439	CE-885	CE-0885	Rowland House (Dempsey House)	Rowlandsville Road(MD338)	Rowlandsville
513	441	CE-788	CE-0788	Hostetter House	Rowlandsville Road	Rowlandsville
518	438	CE-42	CE-0042	Mill at Rowlandsville on Octorara Creek, site	Rowlandsville Rd. (MD338)	Rowlandsville
521	437	CE-882	CE-0882	Rowlandsville Hill House	Ramsey Lane	Rowlandsville
528	436	CE-789	CE-0789	Rowlandsville Mill (Davis-Christie Mill, Rowland Mill)	McCauley Road	Rowlandsville
532	1031	CE-1459	CE-1459	Bridge, McCauley Road over Basin Run (SHA# 091)	McCauley Road	Conowingo
534	435	CE-884	CE-0884	Rowlandsville Iron Bridge over the Octoraro	Rowlandsville Road(MD338)	Rowlandsville
537	434	CE-781	CE-0781	Christy House	Mayse Lane	Rowlandsville
542	433	CE-1006	CE-1006	Old Harmony Methodist Church (Harmony Chapel)	Dr. Jack Road	Rowlandsville
547	431	CE-883	CE-0883	Concrete Train Bridge over Octorara Creek	McCauley Road	Rowlandsville
548	430	CE-881	CE-0881	Rowlandsville Iron Train Bridge	Moore Road	Rowlandsville
555	432	CE-1204	CE-1204	Basin Run Iron Train Bridge	Basin Run Road (MD 338)	Rowlandsville
576	541	CE-46	CE-0046	Hall's Choice	Dr. Jack Road	Rowlandsville
644	423	CE-1217	CE-1217	Dooling Log House (Union Hotel)	SusquehannaRiverRd(US222)	Rock
694	544	CE-767	CE-0767	Thomas-Holiday House	SusquehannaRiverRd(US222)	Rock
746	34	CE-1229	CE-1229	Stump-Smithson House	Frenchtown Road	Bainbridge
763	38	CE-142	CE-0142	Mt. Ararat Manor House (Physicks-Water's House)	Mt. Ararat Farm Road	Bainbridge
776	26	CE-525	CE-0525	Cokesbury Road Spring House	Cokesbury Road	Frenchtown
811	7	CE-997	CE-0997	Susquehanna River Bridge Administration Building	Pulaski Highway (U.S.40)	Perryville
824	5	CE-129	CE-0129	Rodgers Tavern (Stevenson's Tavern)	Broad Street & River Road	Perryville
828	4	CE-244	CE-0244	Perry Point Mill	Avenue A	Perry Point
830	3	CE-146	CE-0146	Perry Point Mansion House (U.S. Veterans Hospital)	Sixth Street	Perry Point

Candidate Historic Properties that may be certified as eligible for the Maryland State Income Tax Credit -  
Greenway Corridor TIZ (Harford County):

Greenway Corridor TIZ (Harford County) - Candidate Historic Properties						
MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-824				
		HA-825				
		HA-1782	HA-1782	Baltimore & Ohio Railroad Bridge over MD 155 (CSX)	Superior Street (MD 155)	Havre de Grace
		HA-198				
		HA-574				
		HA-573				
		HA-379				
		HA-378				
		HA-580				
		HA-579				
		HA-581				
		HA-582				
		HA-578				
		HA-380				
		HA-381				
		HA-373				
		HA-575				
		HA-576				
		HA-577				
		HA-377				
		HA-374				
		HA-375				
		HA-1037	HA-1037	Peddler's Run Site, upper mill	Glen Cove Road	Darlington
		HA-1036	HA-1036	Peddler's Run Site, lower mill	Glen Cove Road	Darlington
		HA-180				
		HA-183				
		HA-376				
		HA-382				
		HA-191				
		HA-193				
		HA-194				
		HA-195				
		HA-195				
		HA-195				
		HA-195				
		HA-195				
		HA-195				
		HA-192				
		HA-196				
		HA-197				



**Greenway Corridor TIZ (Harford County) - Candidate Historic Properties**

MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-823				
		HA-312				
		HA-4				

The following properties located in the TIZ which are on the National Register of Historic Places are eligible for the Maryland Income Tax Credit:

**TIZ - Candidate Historic Properties**

SWNRHP_	SWNRHP_ID	CLASS
91	127	NR-188
100	128	NR-1015
109	131	NR-953
111	1062	NR-1113
118	129	NR-196
122	132	NR-998
124	130	NR-621
160	64	NR-164
161	1059	NR-472
163	1049	NR-306
170	45	NR-822
176	188	NR-448
180	1094	NR-795
182	1095	NR-791
185	63	NR-1044
195	65	NR-454
218	183	NR-568
223	273	NR-1100
238	1098	NR-381
243	186	NR-88
245	185	NR-672
249	184	NR-314
261	187	NR-363

# Attachment 5

HA-790

c. 1835

ABRAHAM JARRETT THOMAS HOUSE  
Havre de Grace, Md.

Along with the Susquehanna and Tidewater Canal Lockhouse and the Concord Point Lighthouse, the Abraham Jarrett Thomas House, known as the Lafayette Hotel is the town's most prominent landmark. It is a large two and a half story five bay brick building built on a Georgian plan which has been covered with stucco. Situated on the west bank of the Susquehanna River, the building is on the site and perhaps the foundations of the old Ferry House, an inn run in conjunction with the old hand operated ferry boats.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

Abraham Jarrett Thomas House  
 HISTORIC  
 (Lafayette Hotel)  
 AND/OR COMMON

**2 LOCATION**

STREET & NUMBER: 501 St. John Street  
 CITY, TOWN: Havre de Grace VICINITY OF: COUNTY: 6  
 STATE: Maryland CONGRESSIONAL DISTRICT: Harford

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input checked="" type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

**4 OWNER OF PROPERTY**

NAME: Joseph L. Davis, Post 49 The American Legion, Inc Telephone #: 939-0234  
 STREET & NUMBER: 501 St. John Street  
 CITY, TOWN: Havre de Grace VICINITY OF: STATE, zip code: Maryland 21078

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Harford County  
 STREET & NUMBER: Main Street  
 CITY, TOWN: Bel Air STATE: Maryland  
 Liber #: 311  
 Folio #: 58

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE:  
 DATE:  FEDERAL  STATE  COUNTY  LOCAL  
 DEPOSITORY FOR SURVEY RECORDS:  
 CITY, TOWN: STATE:



**7 DESCRIPTION**

4A-790

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

Built in a Hangover Georgian style, 501 St. John Street is a large rectangular, detached two and a half story, five bay by one bay brick dwelling with a gable roof, possibly dating from the early 19th century. The building, now the Joseph L. Davis Post of the American Legion, is covered with textured stucco and has a one story cinder block addition on the rear. Located between the Susquehanna River and St. John Street, the building faces west toward Legion Square where there is a statue of Lafayette, commissioned for the town's Bicentennial celebration. Old photographs c. 1920 and 1930 show that the facade is Flemish bond while the flanks and rear are common bond. The foundations are random rubble covered with stucco.

A one story, three bay porch with pillars resting on a cement floor extends across the entire facade supporting a hipped roof.

Windows are arranged uniformly on the facade; on all elevations they have 9/1 light, double hung sash within recessed jambs. A c. 1930 photograph shows that the windows on the facade and south elevation have flat arches above them and stone sills and lintels. While there are three windows on the first floor, south elevation today, the 1930 photograph shows only one window slightly off center with the window sash within a deeply recessed opening. Third floor gable end windows contain 6/1 light sash as do the three front and two rear dormers.

The main entrance is in the center bay of the facade; it is framed by pilasters supporting an entablature with a plain frieze. The door contains fifteen raised panels. Other entrances are in the cinder block addition.

The building has a gable flank roof, covered with asphalt shingles, a narrow box cornice and a wide molded fascia board on the facade and rear. All of the dormers have recessed triangular pediments. Pairs of connected end chimneys rise from the north and south walls; like the rest of the building, they are covered with stucco.

Interior: The first floor has one room on either side of a center hall. The stairs rising to the third floor are on the south wall of the hall. The windows framed by architrave molding are deeply recessed with wide inner sills. The band of molding under the window sills, a rectangular panel is in the center. Six panel doors are found through out the house. The American Legion has a Ratnskeller in the basement, a large cooking fireplace with an arched opening is on the north wall of the rear room. There was another large fireplace in the adjoining room but it has been bricked up.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

**SPECIFIC DATES**

c. 1834

**BUILDER/ARCHITECT**

**STATEMENT OF SIGNIFICANCE**

The Abraham Jarrett Thomas House is a two and a half story, five bay brick dwelling with a Flemish bond facade-now covered with stucco. The building and the river front lot on which it is located figure prominently in the Town's history. The early growth of the settlement known as Harmerstown, Stocketts town, Susquehanna Lower Ferry and finally Havre de Grace was determined by its location on the Susquehanna River and the upper Chesapeake Bay. Here, travelers following the Old Post Road-the major Colonial route between the south and Philadelphia crossed the Susquehanna River by ferry. Among the early ferry operators was John Rodgers, who secured a license in 1776 to operate an "ordinary" at Havre de Grace. Rodgers who bought a lot on S. Washington Street (HA-798) in 1788 on which a dwelling-beleived to have been built before 1800 stands today, is better known as the (c.1780) <sup>PROPRIETOR</sup> of Rodger's Tavern across the river where George Washington was a frequent vistore and as the father of Commodore John Rodgers, the founder of the American Navy. Although the exact location of the tavern run by John Rodgers in Havre de Grace is not known, it is logical to assume that it may have stood on this site, particularly since we know from the land records that this land was deeded to the Havre de Grace Ferry Co. in 1818 by William B. Stokes. In 1834 the land, comprising 11 lots, was sold to Abraham Jarrett Thomas, for whom the present structure was probably erected, although the basement may be earlier. A.J. Thomas was a banker and an early member of St. John's Church (HA-544). Stevenson Archer Williams in his "Recollections of Boyhood At Medical Hall etc.." mentions that the Lafayette Hotel was the Abraham Jarrett Thomas house when he was a boy. The Philadelphia, Wilmington and Baltimore Railway later known as the Baltimore and Washington Railway purchased the property in 1856 and the building was run as the Lafayette Hotel until shortly before it became the Post 49, American Legion headquarters in 1947.

Those who pass through Havre de Grace on the train often remark on the sight of the old building with the large chimneys on the river front. The mass of the building is similar to the Wollon Doublehouse (HA-835) a smaller dwelling built in an Overhang Georgian style with large double interior end chimneys. Only four buildings in Havre de Grace have Flemish bond brickwork, The A.J. Thomas House being one of them although covered with stucco. The size of the house (aprox. 40' x 30') makes it unusual as does the presence of a large cooking fireplace in thebasement. The building deserves further structural investigation.

CONTINUE ON SEPARATE SHEET IF NECESSARY



NA-790

**MAJOR BIBLIOGRAPHICAL REFERENCES**

1798 Tax Assesment-Harford County  
1814 Tax Assesment-Harford County

Williams, Stevenson Archer "Re-  
collections of Boyhood at Medical  
Hall etc,.." 1923 copy at Susqueh  
Museum ~~Havre de Grace.~~

Kidwiler, Elias W. History of Havre de Grace "The Town We Live In"  
Shriver, J. Alexis, Talk Given At the Unveiling of the Historical Marker at Rodgers  
Tavern, Perryville, Oct. 15, 1932

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Marion Morton-Historic Sites Surveyor

April 18, 1977

ORGANIZATION

Maryland Historical Trust

DATE

STREET & NUMBER

21 State Circle

TELEPHONE

CITY OR TOWN

Annapolis, Maryland

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

Abraham Jarrett Thomas House  
LAND RECORDS (LAFAYETTE HOTEL)

NA-790

311 58

December 1, 1947

Grantor: Havre de Grace Print and Publishing Co., Inc.  
Grantee: Joseph L. Davis Post #49, The American Legion, Inc.

GCB300 149

September 20, 1946

Grantors: Michael Fahey and Margaret, his wife  
Grantee: Susquehanna Trading Co.

DWG 178 59

April 12, 1922

Grantor: Baltimore and Washington Railroad  
Grantee: James Robinson  
\$6,000.00

ALG 8 214

October 7, 1856

Grantor: Joseph Coudon, executor for Abraham Jarrett Thomas  
Grantee: Philadelphia, Wilmington and Baltimore Railroad  
Being designated on the old plat of said town as square no. 245  
and comprising lots 4, 8, 13, 18, 23 and 28.  
\$6,200.00

HD 18 10

December 5, 1834

Grantor: Albert Constable, trustee  
Grantee: Abraham Jarrett Thomas  
Equity Case: Dec. 1833 William Williams-complainant; Havre de Grace  
Ferry Co., defendant  
\$2,700.00 Lots-4, 8, 13, 18, 23, 28, 33, 38, 44, 50, 56

With all and singular the Buildings, improvements, advantages, priviledges,  
rightsways, waters, and appurtenances.

HD 1 478

September 25, 1818

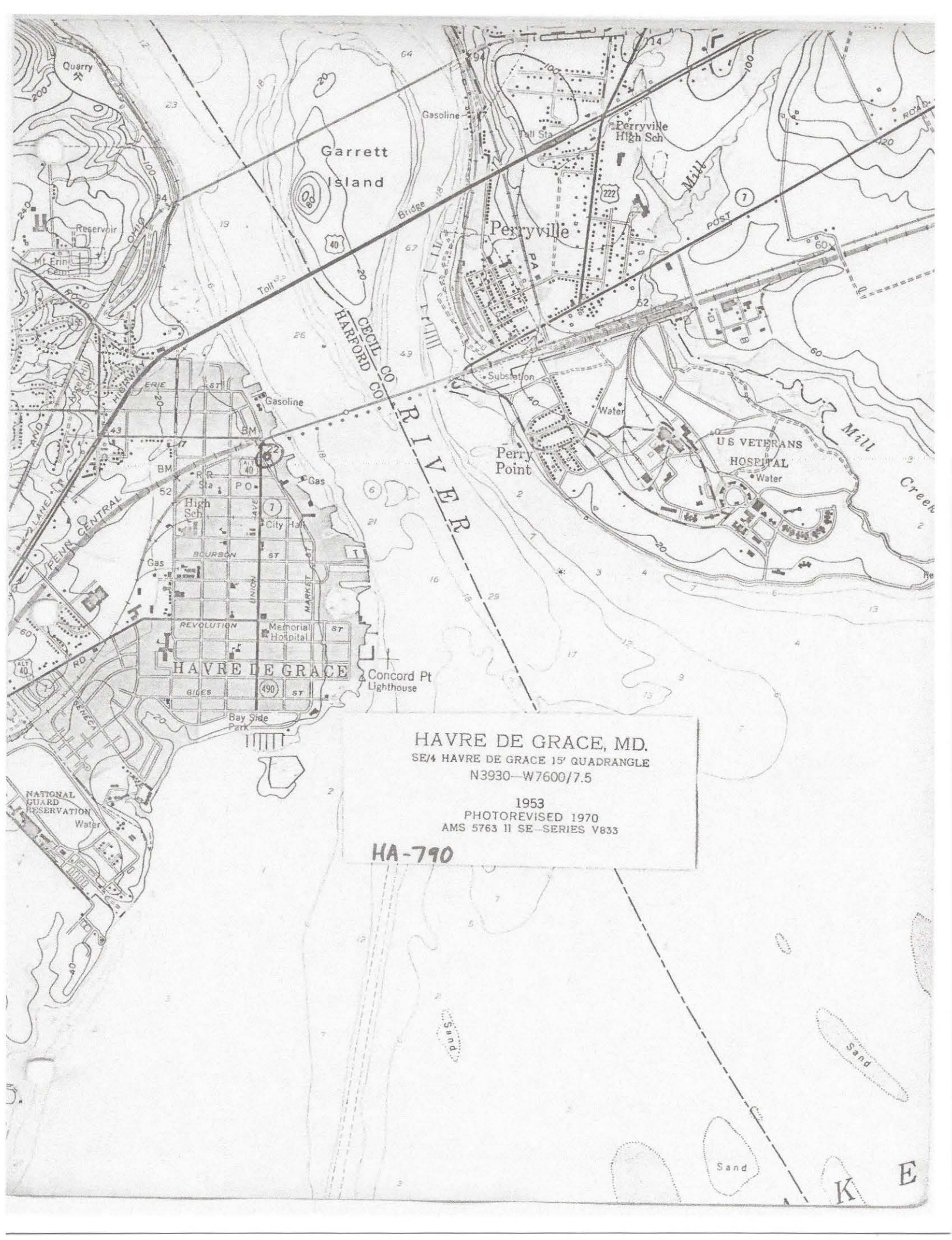
Grantor: William B. Stokes  
Grantee: Havre de Grace Ferry Co.  
\$10,000 lots 4, 8, 13, 18, 23, 28, 33, 38, 44, 50, 56

Havre de Grace Miscellaneous 1793-1855

Pringle, Sappington , R.Y. Stokes, et al- purchased from William B. Stokes Esq. ten water lots on which stood the brick tavern laterly burnt down with the stables now remain- thereon and the walls and materials together with the wharf and all the said William B. Stokes right of ferriage across the river Susquehanna. March 17, 1817

This entry is copied from papers belonging to the Harford County Historical Society filed under H de G miscellaneous.





HAVRE DE GRACE, MD.  
SE/4 HAVRE DE GRACE 15' QUADRANGLE  
N3930—W7600/7.5

1953  
PHOTOREVISED 1970  
AMS 5763 II SE—SERIES V833

HA-790

K E







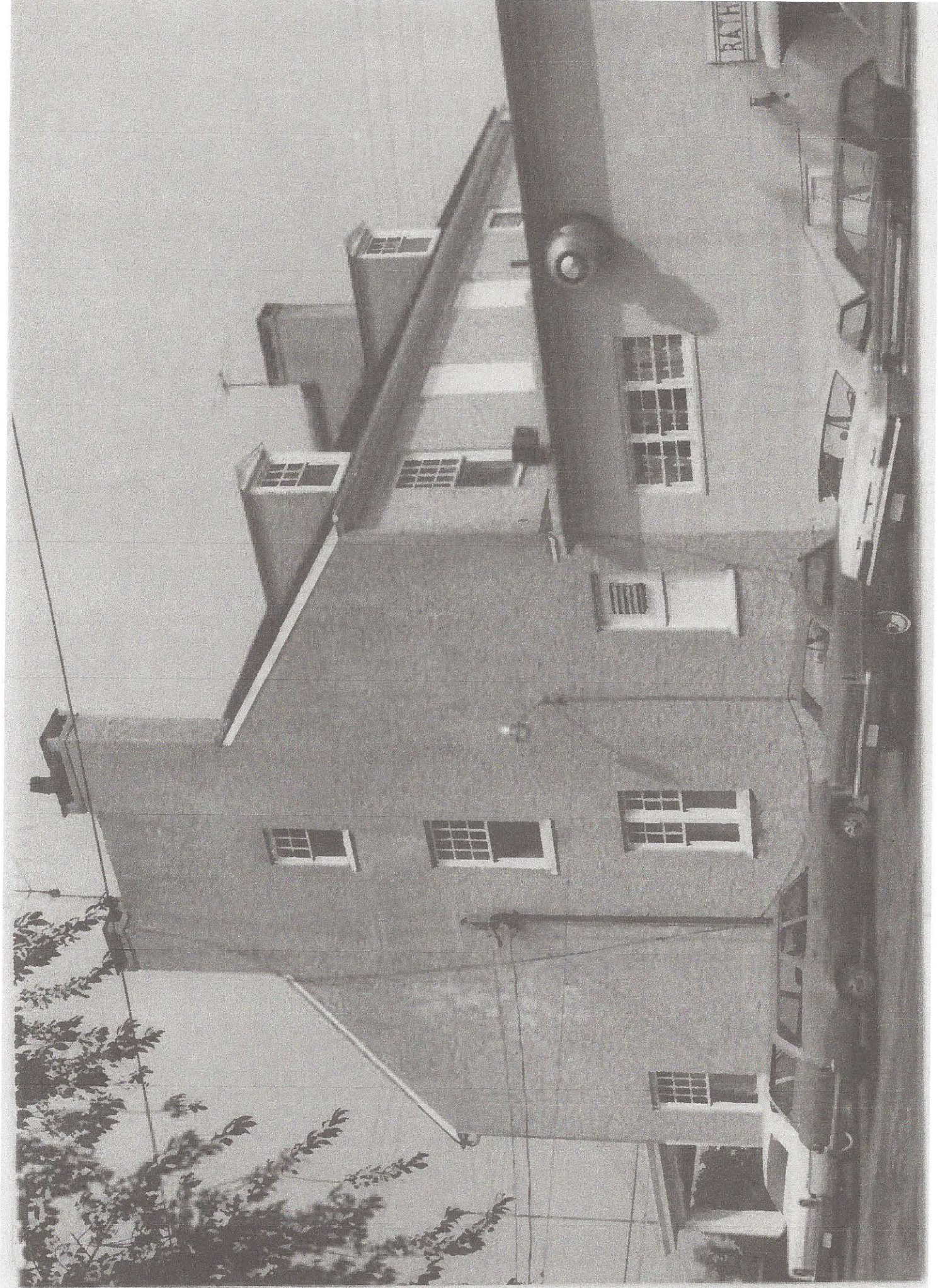
HA-790

Abraham Jarrett Thomas House  
(Lafayette Hotel)  
501 St. John St.  
Haare de Grace, Md.  
Southwest Elevation

April 12, 1977

Marion Morton







Abraham J Arrett Thomas House  
(Lafayette Hotel)  
501 St. John St.  
Havre de Grace, Md.  
Southeast Elevation

April 18, 1977

Marion Morton





LAFAYETTE HOTEL RESTAURANT

WHITE ACORN



Abraham Jarrett Thomas House  
(Lafayette Hotel)  
501 St. John St.  
H. de B. Maryland  
Southwest Eleoation

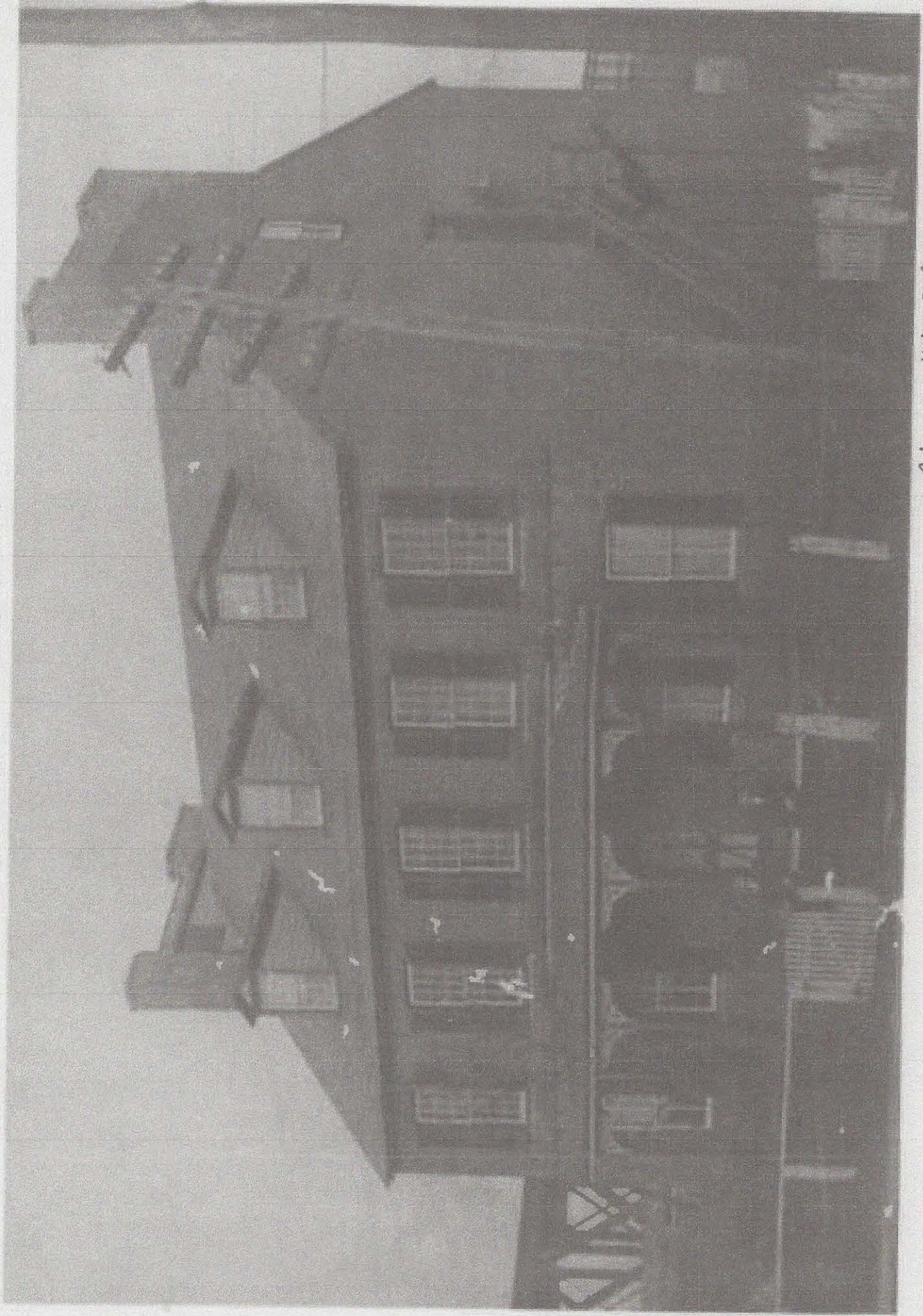
Old photo. in collection of Susquehanna  
Museum, Hooore de Grace, Md.

April 18, 1977

Marion Morton

HA-790





AI - HA-790



HA-790 Abraham Jarrett Thomas House  
501 St. John Street  
Havre de Grace, MD

picture taken from a post  
card

Gift from: Mrs. Elise B. Deller  
1708 Chatham Road  
Camp Hill, PA 17011

October 27, 1984



Winter 2000



A5 - HA790



HA-790 Abraham Jarrett Thomas House  
501 St. John Street  
Havre de Grace, MD

view of back of house taken in  
1922.

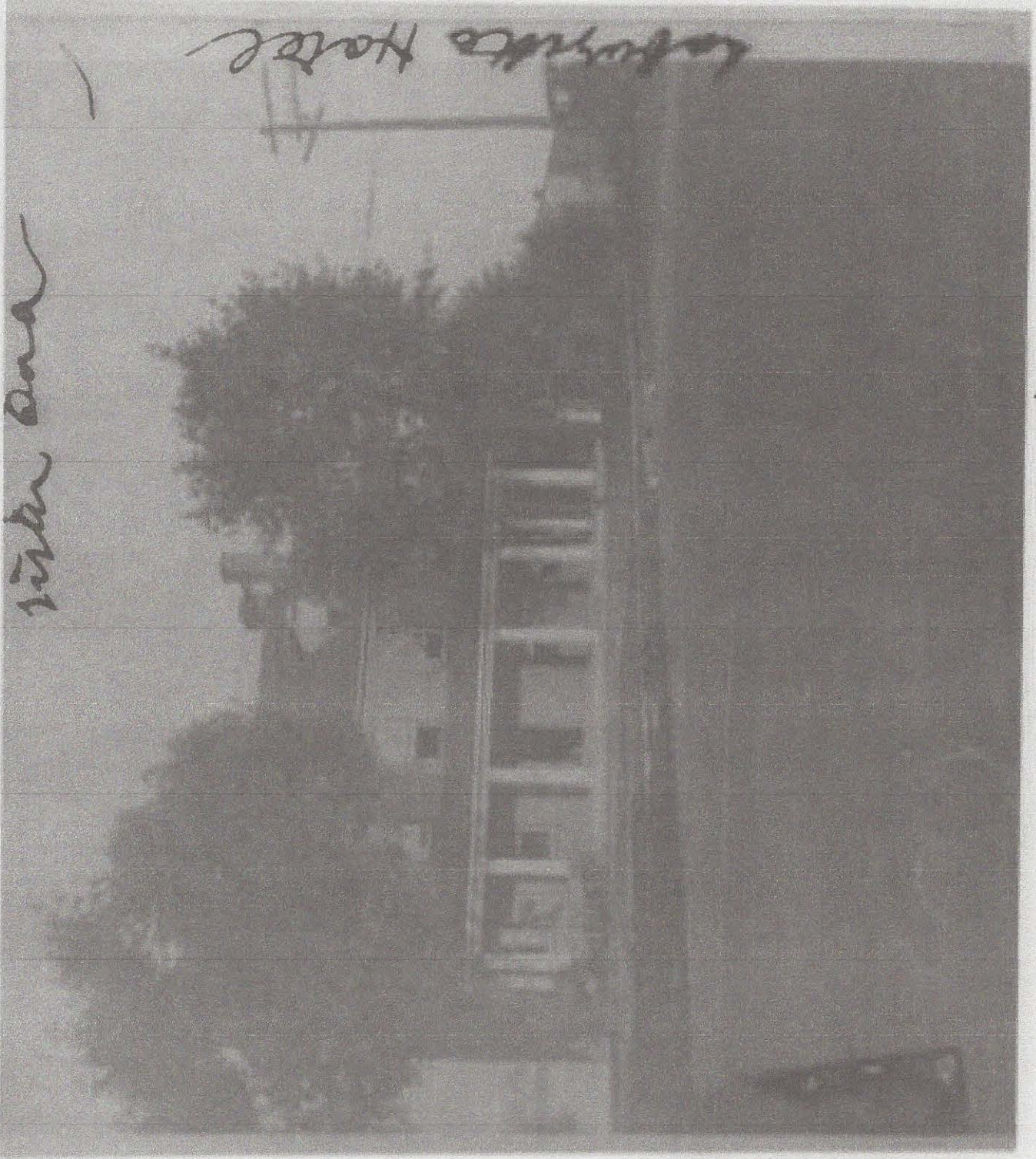
Gift from: Mrs. Elise B. Deller  
1708 Chatham Road  
Camp Hill, PA 17011

October 27, 1984



17th Ave

Levy's Hotel



A4-HA790



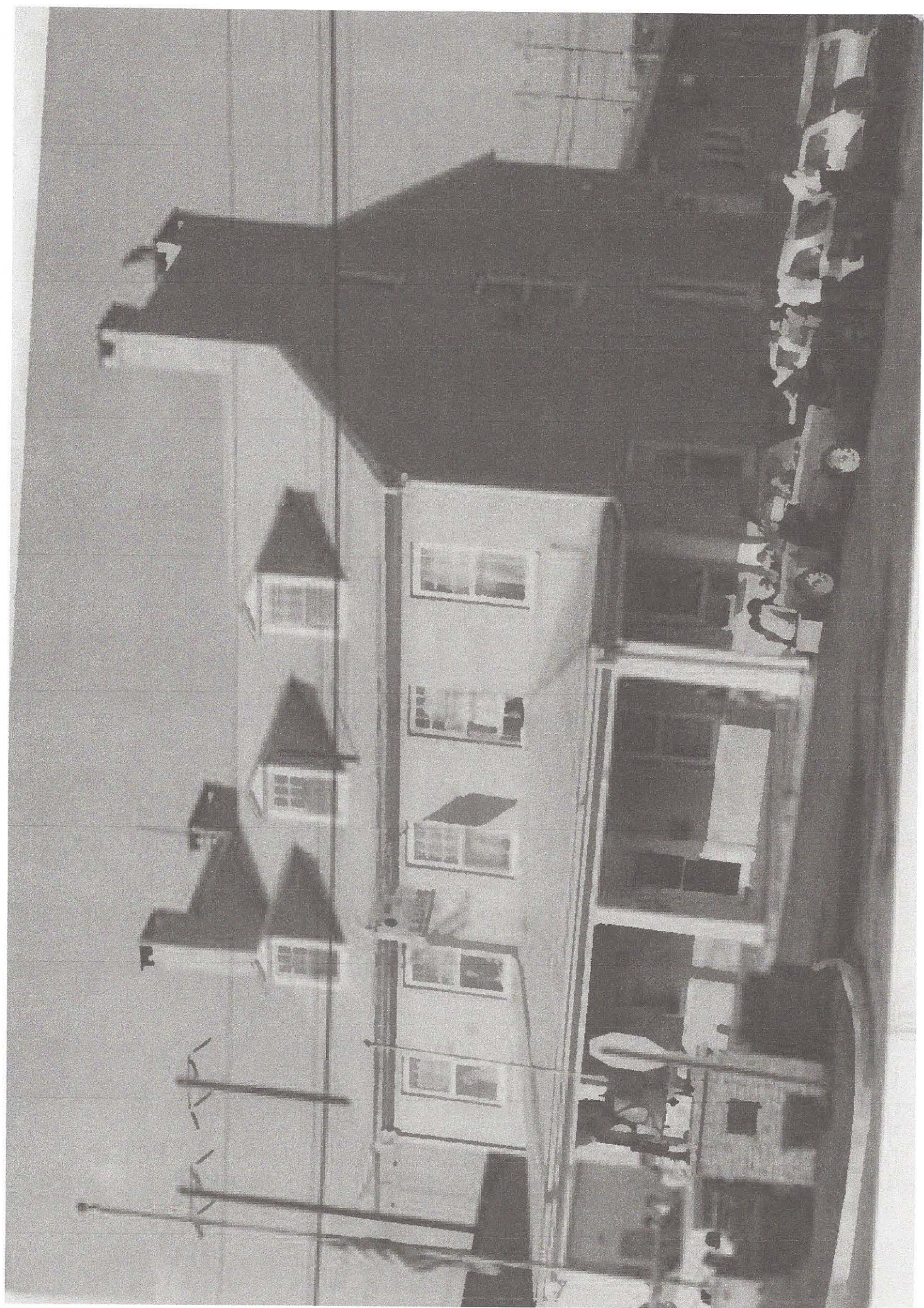
HA-790 Abraham Jarrett Thomas House  
501 St. John Street  
Havre de Grace, MD

view of front of house taken  
in 1922.

Gift from: Mrs. Elise B. Deller  
1708 Chatham Road  
Camp Hill, PA 17011

October 27, 1984







HA-790 Abraham Jarrett Thomas House  
501 St. John Street  
Havre de Grace, MD

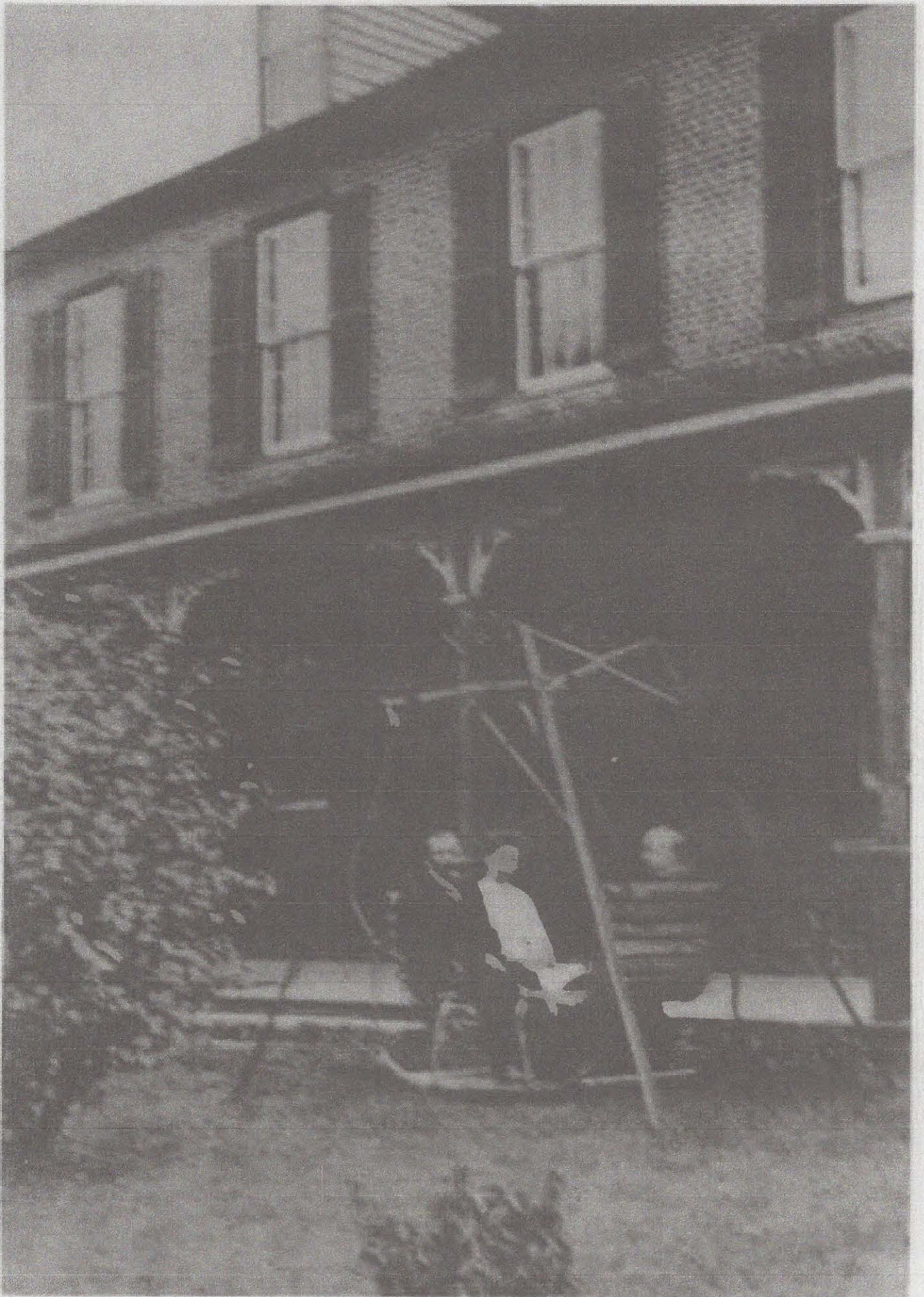
1984  
790

picture taken by Mrs. Elise  
B. Deller, June 23, 1984

Gift from: Mrs. Elise B. Deller  
1708 Chatham Road  
Camp Hill, PA 17011

October 27, 1984





A2-HA790



HA-790 Abraham Jarrett Thomas House  
501 St. John Street  
Havre de Grace, MD

probable dates, 1894-95  
or early 1900

Gift from: Mrs. Elise B. Deller  
1708 Chatham Road  
Camp Hill, PA 17011

October 27, 1984



# Attachment 6

Greenway Corridor TIZ (Harford County) - Candidate Historic Properties						
MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-823				
		HA-312				
		HA-4				

The following properties located in the TIZ which are on the National Register of Historic Places are eligible for the Maryland Income Tax Credit:

TIZ - Candidate Historic Properties		
SWNRHP	SWNRHP_ID	CLASS
91	127	NR-188
100	128	NR-1015
109	131	NR-953
111	1062	NR-1113
118	129	NR-196
122	132	NR-998
124	130	NR-621
160	64	NR-164
161	1059	NR-472
163	1049	NR-306
170	45	NR-822
176	188	NR-448
180	1094	NR-795
182	1095	NR-791
185	63	NR-1044
195	65	NR-454
218	183	NR-568
223	273	NR-1100
238	1098	NR-381
243	186	NR-88
245	185	NR-672
249	184	NR-314
261	187	NR-363

1311755508

Attachment 7

HA-1175  
OLD ST. PATRICK'S RECTORY  
Havre de Grace, Md.

c. 1862

This two and a half story three bay by two bay frame building with a low hipped roof combines vernacular Greek Revival and Italianate features and is nearly square. Now a residence, it was built in 1862 as a rectory for St. Patrick's Roman Catholic. A low granite wall encloses the rectory and the granite foundations of the church next to it. HA-1109, a dwelling similar to the rectory is a few blocks to the north.



INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC Old St. Patrick's Rectory

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

425 N. Stokes St.

CITY, TOWN

Havre de Grace

— VICINITY OF

CONGRESSIONAL DISTRICT

6

STATE

Maryland

COUNTY

Harford

**3 CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

**OWNERSHIP**

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- COMMERICAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER

**4 OWNER OF PROPERTY**

NAME Mrs John R. Parker

Telephone #:

STREET & NUMBER

425 N. Stokes St.

Md.

CITY, TOWN

Havre de Grace

— VICINITY OF

STATE, zip code  
21078

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Harford County

Liber #:

Folio #:

STREET & NUMBER

Main St.

CITY, TOWN

Bel Air, Md.

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

—FEDERAL —STATE —COUNTY —LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

HA-1175

**7 DESCRIPTION**

**CONDITION**

- EXCELLENT
- GOOD
- FAIR
- DETERIORATED
- RUINS
- UNEXPOSED

**CHECK ONE**

- UNALTERED
- ALTERED

**CHECK ONE**

- ORIGINAL SITE
- MOVED DATE \_\_\_\_\_

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

425 N. Stokes St., is a two and a half story, three bay wide Italianate frame dwelling on a low stone foundation. Located on N. Stokes St. facing west, it was built as a rectory for St. Patrick's Roman Catholic Church in 1862. The house and the former church building next to it on the north are both separated from the street by a low ashlar granite wall, the coping blocks of which are five inches in length and fastened with two kinds of iron pins. The house, used as a private residence, is covered with asbestos shingles and painted white with black trim.

An above grade seven bay veranda extends across the front and around the entire south elevation. The veranda has a flat roof with a molded cornice supported by turned and chamfered posts and a fence post balustrade.

Windows are arranged evenly on the front elevation. On the first floor they contain 1/1 light double hung while the second story has 6/6 light sash and the small row of attic windows have two light sash. This arrangement is consistent throughout the house.

The main entrance is in the north bay, front elevation. A paneled door with beveled glass in the upper half is framed by narrow three light sidelights containing stained glass and a large three light transom from which the stained glass has probably been removed.

A rectangular addition extends from the second story, south elevation above the porch; it is either an altered cell or a bathroom addition.

The house has a low hipped roof with a molded box cornice supported by paired brackets. The roof, which appears to be shingled with asphalt, has two brick chimneys at the north end.

The house has an above grade front and side yards. In the backyard are connected frame outbuildings, stables and a garage.



**8 SIGNIFICANCE**

HA-1175

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1862

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

425 N. Stokes St. was built in 1862 as the rectory for St. Patrick's Roman Catholic Church. Services were held in a granite building next door until 1907 when the new St Patrick's Church was built on Congree Ave. Remaining in their original location are the granite foundations of the old church, now surmounted by a new structure, and the low granite wall enclosing the church foundations and the rectory. The former rectory is a two and a half story three bay by two bay building with a row of small windows in the attic story and a bracketed cornice. Located two block north of it is a house combining Italianate and Greek Revival features which closely resembles it. See HA-1109

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

Joerndt, Clarence V. St. Ignatius, Hickory and Its Mission  
1972 Publication Press, Inc. Baltimore, Md.

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE \_\_\_\_\_ COUNTY \_\_\_\_\_

STATE \_\_\_\_\_ COUNTY \_\_\_\_\_

**11 FORM PREPARED BY**

NAME / TITLE

Marion Morton-Historic Sites Surveyor

July 7, 1977

ORGANIZATION

Maryland Historical Trust

DATE

STREET & NUMBER

21 State Circle

TELEPHONE

CITY OR TOWN

Annapolis, Md.

STATE

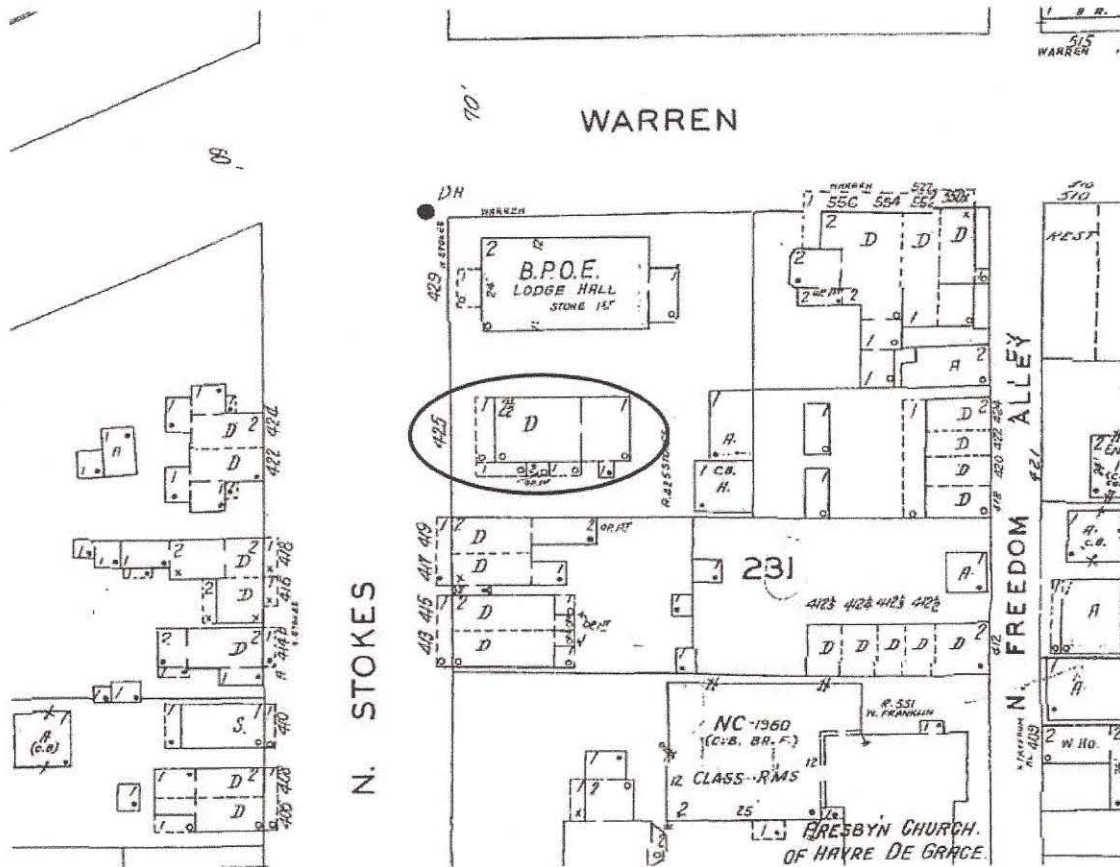
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

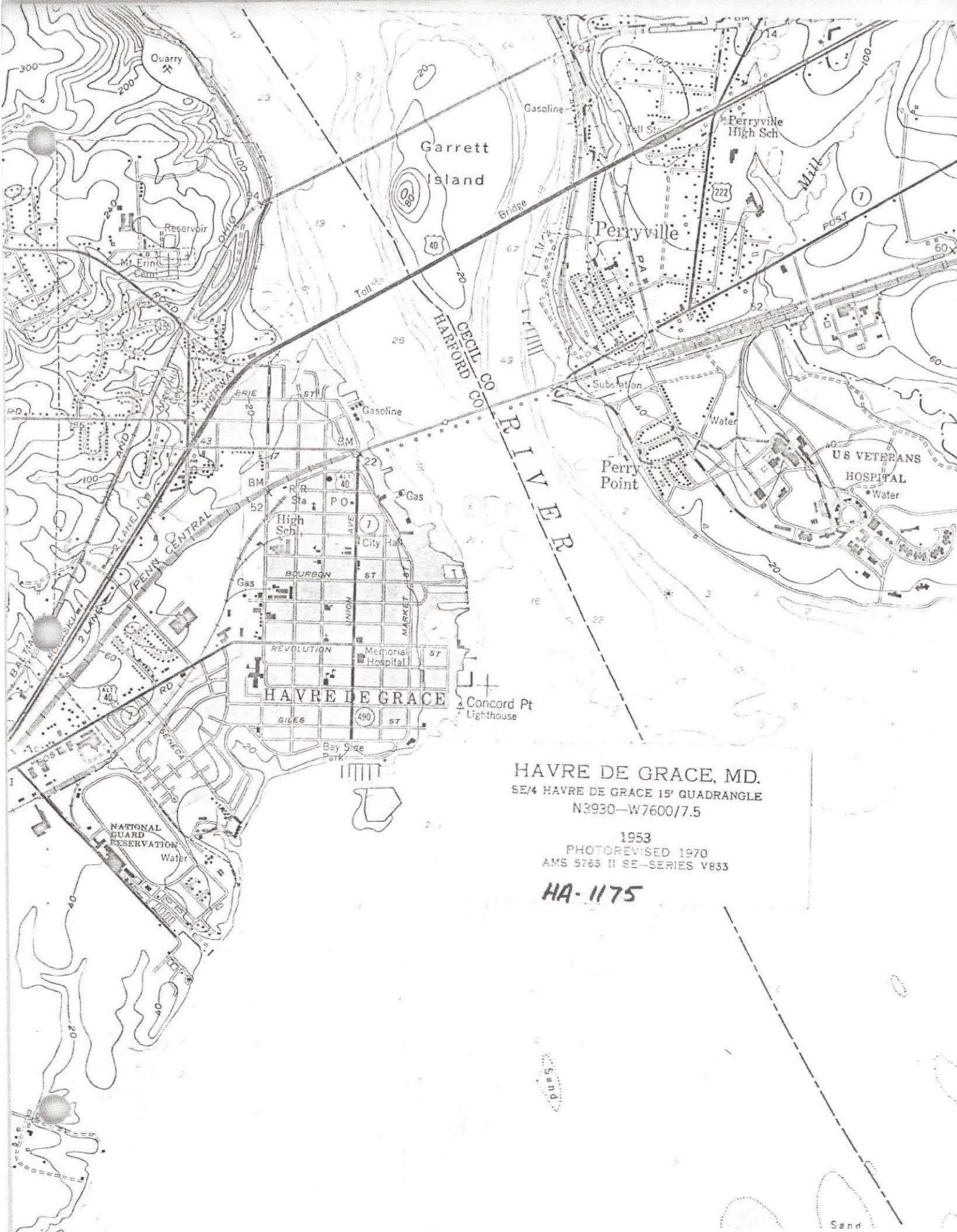
The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



HA-1175  
 Old St. Patrick's Rectory  
 425 N. Stokes St.  
 Havre de Grace  
 Sanborn Havre De Grace Sept. 1930-Apr. 1962  
 Harford County





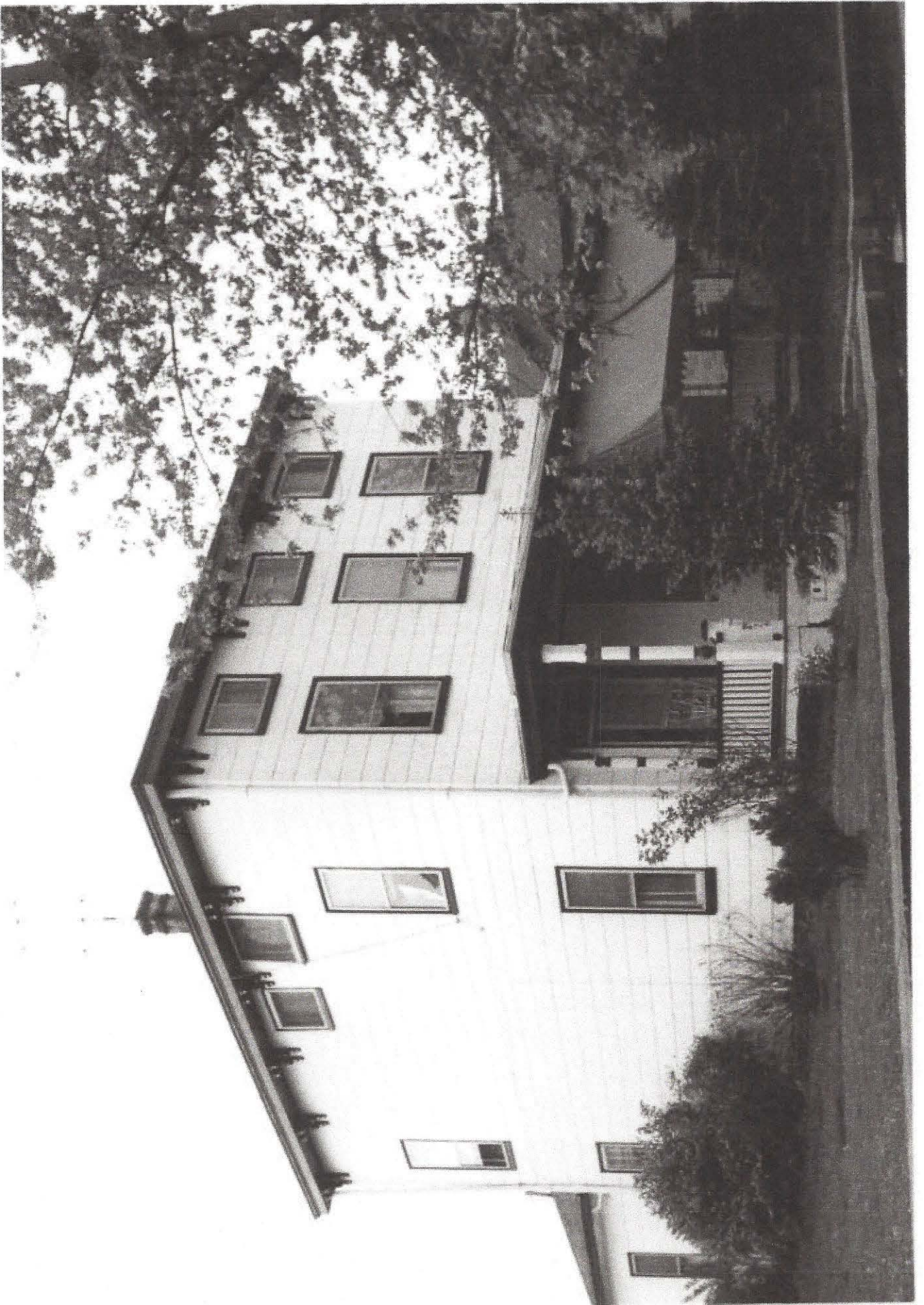
HAVRE DE GRACE, MD.  
 SE/4 HAVRE DE GRACE 15' QUADRANGLE  
 N3930-W7600/7.5

1953  
 PHOTOREVISED 1970  
 AMS 5765 II SE-SERIES V833

HA-1175

Sand





Old St. Patricks Rectory  
425 N. Stokes St,

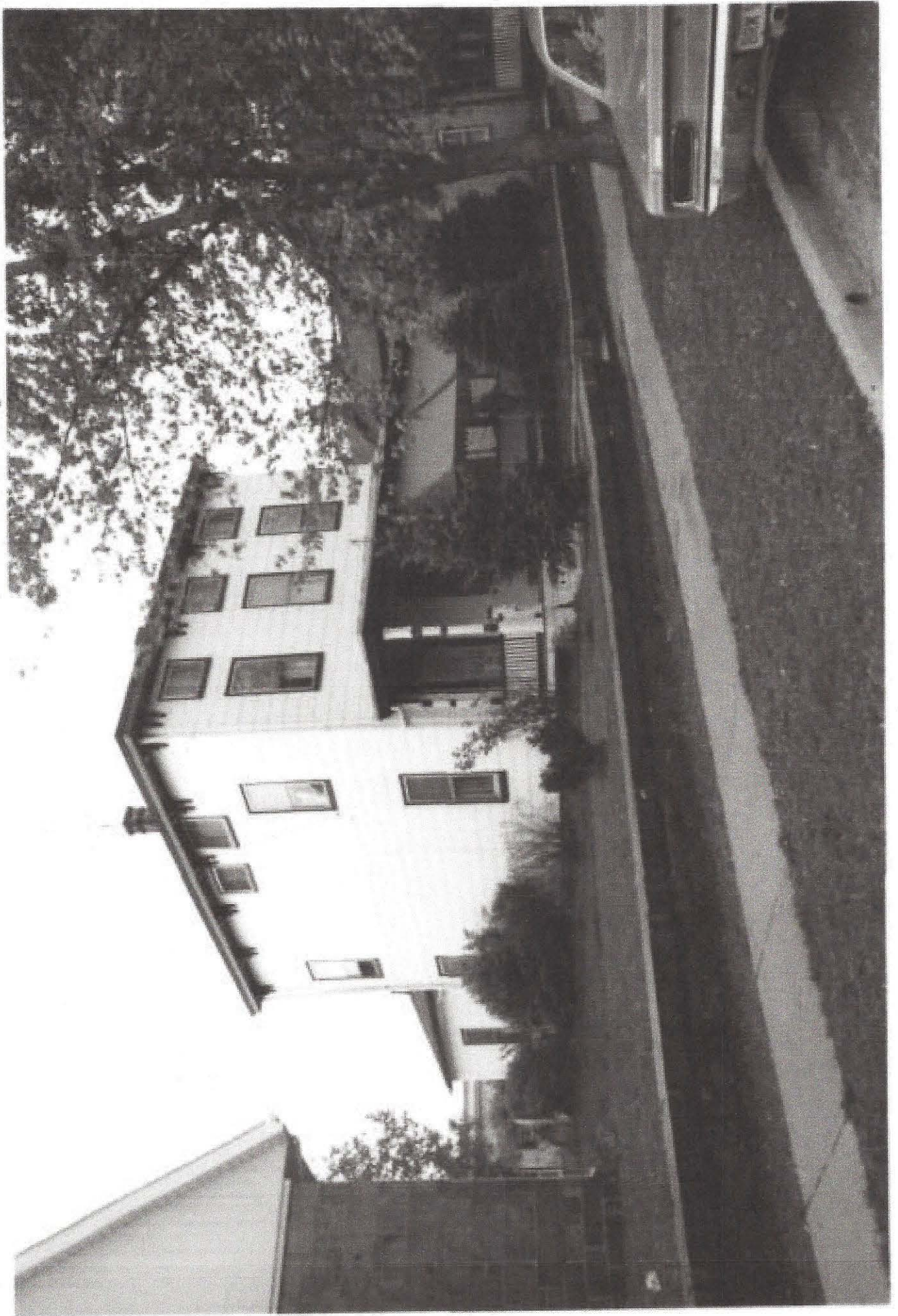
HA - 1175

Haven of Grace

N.W. Elev.

Marion Morton  
5/1977





Havre De Grace

Harford County, Maryland

Marion Morton, 1976

negative on file-Maryland Historical Trust

Annapolis, Maryland HA 1175

Old St. Patrick's Rectory



1308234432

HA-823  
MT. ERIN CEMETERY  
Havre de Grace, Md.

c. 1844

A granite monument (c. 1896) marks the location of the first Roman Catholic Church in Havre de Grace. Called St. James the Less, the church, believed to have been a frame structure, was ready for services in 1844. This church was a predecessor of St. Patrick's, Havre de Grace.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC **Mt. Erin Cemetery (Site of first Roman Catholic Church in Havre de Grace)**  
 AND/OR COMMON

**2 LOCATION**

STREET & NUMBER **Grace View Drive, south side, about 0.3 miles east of rt. 155**  
 CITY, TOWN **Havre de Grace** CONGRESSIONAL DISTRICT **6**  
 STATE **Md.** COUNTY **Harford**

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

**4 OWNER OF PROPERTY**

NAME **Mt Erin Cemetery** c/o St Patrick's Catholic Church Telephone #:  
 STREET & NUMBER **615 Congress Ave**  
 CITY, TOWN **Havre de Grace** STATE, zip code **Md. 21078**

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. **Harford County** Liber #: **Folio #:**  
 STREET & NUMBER **Main St.**  
 CITY, TOWN **Bel Air** STATE **Md.**

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE  
 DATE  
 DEPOSITORY FOR SURVEY RECORDS  
 CITY, TOWN STATE



## 7 DESCRIPTION

HA-823

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

---

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

At Mt. Erin Cemetery is the site of the first Roman Catholic Church in Havre de Grace. The cemetery is located on hill in the north of Havre de Grace which looks south, southeast to the Chesapeake Bay. It is on the south side of Grace View Drive, less than 1/2 a mile E. of Rt. 155. A granite monument with a Latin cross on top off it was erected in 1896 to mark the location of the first church. The monument has inscriptions on the eastern and western sides. The eastern face reads " Here stood the First Catholic Church at Havre de Grace, Md., built Anno Domini '43-1845- 43' by Rev. Jas. Reid. This stone erected Nov. 10, 1896, James P. Fitzgerald, Pastor."

A cast iron entrance stands at the west end of the cemetery and a frame gazebo, painted green, with a hipped wood shingle roof is in the center of the grave yard. The cemetery is divided into two sections; the westerly section, in which the monument marking the site of the first church is located, is the Roman Catholic Burial ground, belonging to St Patrick's Church, whereas the eastern section, marked St James, belongs to St James A.M.E. Church (HA-1156).

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

A granite marker in Mt, Erin Cemetery erected in 1896 marks the location of the first Roman Catholic Church in Havre de Grace. Early parish records indicate that the church was named St James the Less. On March 17, 1842, Father James Reid purchased fourteen lots (lots 15-28, square 4 of Reed's addition) from Ezra Reed and Eliza, his wife, of Havre de Grace. The land records reads " for \$150.00 and the further consideration that a church be dedicated for the service of God." The church is believed to have been a small frame structure for which the cornerstone was laid in 1843, and services were conducted in by 1844. A small rectangular stone marker with a Latin inscription (possibly a cornerstone) is in the ground a few feet east of the granite memorial. Perhaps because the Mt. Erin location was so far from town, a stone church called St Patricks was erected in 1847-1850. Today the foundations of the church, surmounted by a later structure, and the rectory (HA-1175) can be seen on the corner of N. Stokes and Warren Sts. The present St. Patrick's was built in 1907.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**MAJOR BIBLIOGRAPHICAL REFERENCES**

Joerndt, Clarence V. St. Ignatius, Hickory and Its Missions  
1972 Publication Press, Inc. Baltimore, Md.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

**11 FORM PREPARED BY**

NAME / TITLE Marion Morton - Historic Sites Surveyor

ORGANIZATION Maryland Historical Trust DATE May 1977

STREET & NUMBER 21 State Circle TELEPHONE

CITY OR TOWN Annapolis STATE MD.

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438









CECIL CO  
HARFORD CO

HA-823

SUSQUEHANNA

St Catherine Island

4383  
4382  
35'  
4381  
5763 11 SW (ABERDEEN)  
BEL AIR 13 MI  
EARLTON 1.5 MI.  
4379  
2.5 MI. TO MD. 462  
4378  
32'30"  
4377

HA-823  
Mt. Erin Cemetery  
Havre de Grace Quad. 1953.  
PR 1985

SUSQUEHANNA STATE PARK

Frenchtown

Garrett Island

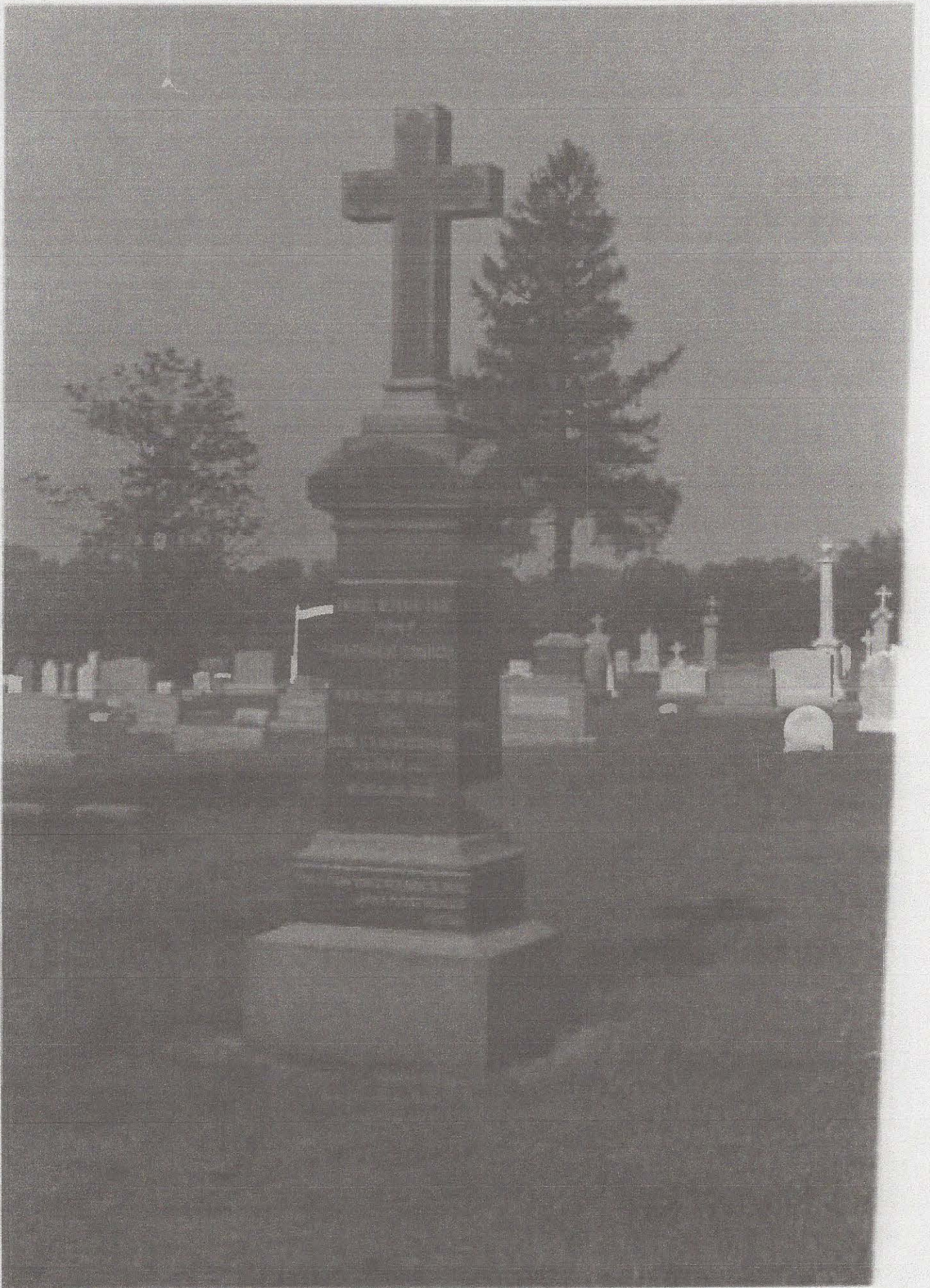
Perryv

Perry Point

HAVRE DE GRACE

Concord Pt Lighthouse







MT. ERIN CEMETERY HA-823

MONUMENT

off Graceview Drive

Haure de Grace

MARION MORTON

6/77



INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Amtrak Railroad or Perryville Road Bridge over the Susquehanna River Survey  
Number: HA-1712

Project: ACE/MDE Application #199861938 T61955 Agency: COE/MDE

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended  Eligibility **not** recommended \_\_\_\_\_

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Amtrak Railroad or Perryville Road Bridge (MHT #HA-1712) is a 1906 Deck-and-Through Truss Bridge, made of open hearth steel with stone piers. The north and south spans are not of equal length, and the southern span is the shorter of the two. While most of the spans are deck trusses, the 277' center span is constructed of two Pratt through trusses. This span rotates on a center pivot, a feature which popularized swing spans among engineers in the early twentieth century. The bridge was constructed by the Pennsylvania Railroad and replaced an 1866 wood and steel bridge. There do not appear to be any identifying plaques attached to the bridge. Finally, the bridge retains excellent integrity of materials and setting. Therefore, based on the information provided, the bridge is eligible for the National Register of Historic Places under Criterion A, as an example of an early twentieth century railroad bridge built by an important American railroad company (transportation) and under Criterion C, as an example of engineering which acknowledges two different modes of transportation and allows each to function with little interference from the other.

Documentation on the property/district is presented in: Project Review and Compliance Files

Prepared by: Harry E. Bailey, Qwest Network Construction Services

Anne E. Bruder 2/25/98  
Reviewer, Office of Preservation Services Date

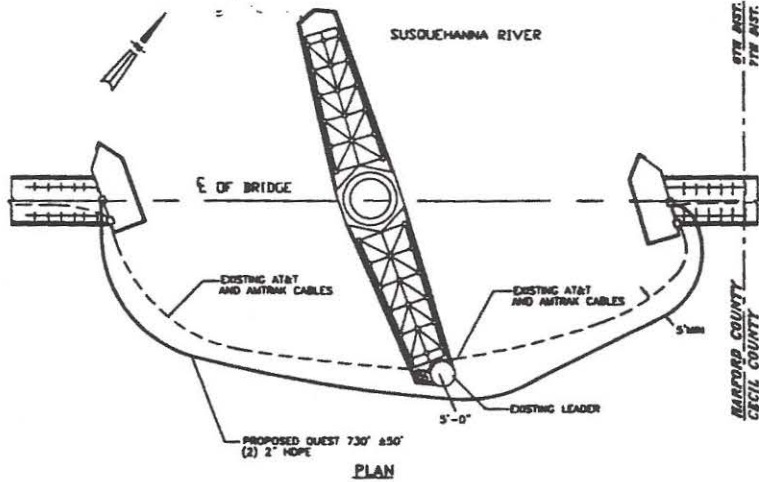
NR program concurrence:  yes  no  not applicable

Peter E. Kuntz 2/25/98  
Reviewer, NR program Date

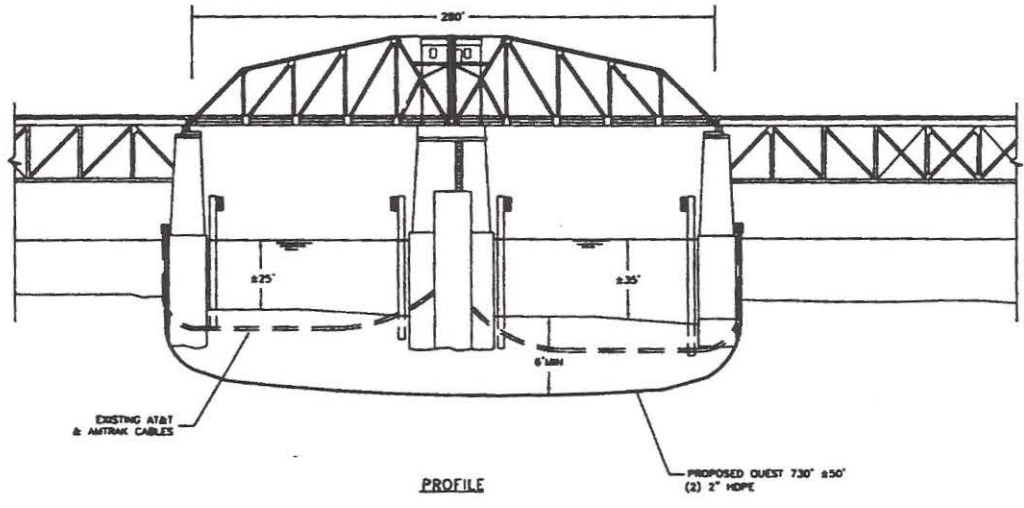
am



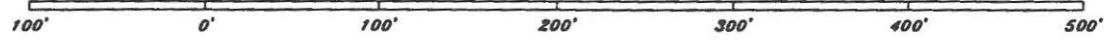
HA-1712



PLAN

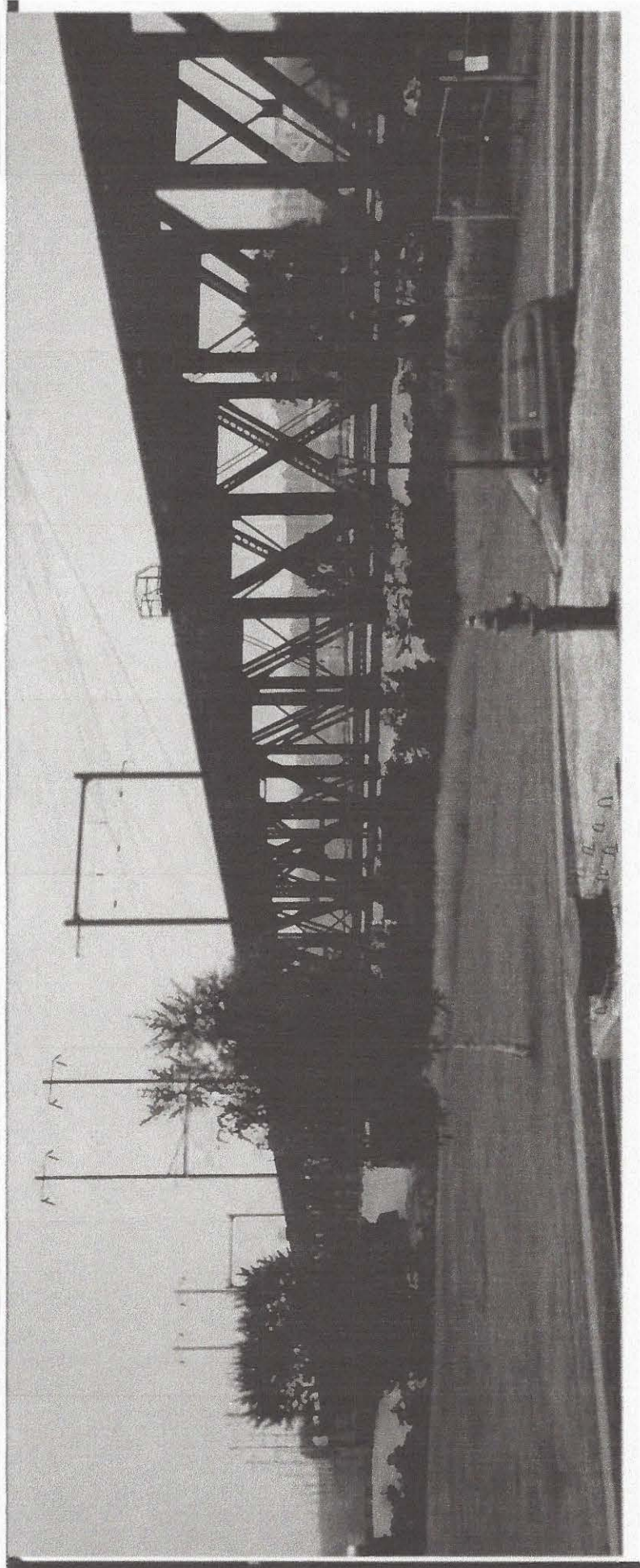


PROFILE



SUSQUEHANNA RIVER  
LAT: 39°33'  
LONG: 76°05'

<b>Owest Communications</b>	
STANDARD	
SUSQUEHANNA RIVER AMTRAK BRIDGE #60.07 HARFORD COUNTY, MARYLAND	
DATE: 02/11/99	SCALE: 1"=100'
DRAWN BY: [Signature]	CHECKED BY: [Signature]
DRAWING NUMBER: 1 OF 1	
FOR REVIEW	





SUSPENDED  
4° combined across  
UNIT 1 SPECIAL  
HA-1712

JUN/97

ID367-481 <10> CTK

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	HA-]7]2
DATE ENTERED	

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

AND/OR COMMON

Susquehanna River Bridge

**2 LOCATION**

STREET & NUMBER

CITY, TOWN

Havre de Grace

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

1

STATE

Maryland

VICINITY OF

CODE

24

COUNTY

Cecil

CODE

015

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

**4 OWNER OF PROPERTY**

NAME

AMTRAK

STREET & NUMBER

955 L'Enfant Plaza, SW

CITY, TOWN

Washington, D.C.

STATE

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Real Estate Department-AMTRAK

STREET & NUMBER

955 L'Enfant Plaza, SW

CITY, TOWN

Washington, D.C.

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Northeast Corridor Aerial Reconnaissance of Historic Structures

DATE

13-15 April, 1977

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Federal Railway Administration  
2100 2nd Street, S.W., RM. 4613

CITY, TOWN

Washington, D. C. 20590

STATE



# DESCRIPTION

NA-1712

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Perryville Bridge over the Susquehanna River is a center bearing swing bridge. The superstructure of the bridge is of open hearth steel and the piers are stone masonry. The substructure's height above mean high water is 52 inches. From north to south the bridge consists of one deck truss 192 feet long; eight deck trusses each 255 feet long; a swing span 277 feet long; seven deck truss spans each 195 feet long; and a deck truss span 192 feet long. The total length is 4,155 feet.

The swing span consists of two pratt through-trusses carrying two tracks on stringers and floorbeams that frame into the lower chord of the trusses. The dead loads from the through trusses are carried by a cross girder. The drum rolls on steel rollers that ride in a track secured to the masonry. When the bridge is opened, the dead load of the bridge is carried by the center bearing, and the rollers balance the bridge. In the closed position, wedges are driven under the cross girder at the connection to the trusses. The line load is thus carried by the wedges and not the center bearing or rollers.

The drive machinery is located in the operator's house at the center of the span above track level. It is a 150-horsepower diesel engine connected to a hydraulic torque converter.

The structural steel of Perryville bridge is in good condition but the ties and guard timber are deteriorated. The operating machinery works satisfactorily.

# 8 SIGNIFICANCE

SA-1712

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Perryville Bridge over the Susquehanna River is one of three center bearing swing bridge constructed in 1906 for the Pennsylvania Railroad.

The movable bridge is an ancient type that can be changed in position so as to open a clear passage, or to afford an increased headway for ships and boats in navigable channels. Engineers choose this type of bridge when no other way of giving vertical clearance for the passage of vessels on a waterway exists. The introduction of railroads to the U.S. in the early 1800's greatly spurred the development and construction of this type of bridge. Along the eastern seaboard the large number of navigable rivers and inlets to be crossed resulted in the construction of fifteen movable bridges on what is today the Northeast Corridor rail line. There are three basic types of movable bridges--the bascule, the swing, and the vertical lift. On the Northeast Corridor there are nine bascule bridges, five swing bridges, and one vertical lift bridge. These bridges were prefabricated at the construction company's plant and then built by unskilled labor at the site. The machinery to operate the bridges was not standardized and each one has unique mechanical components.

Swing bridges were generally used in place of bascule or vertical lift bridges when the waterway was wide enough to allow for side clearance in the channel. At the turn of the century swing bridges also allowed for economy in building and maintenance.

The two types of swing bridges are rim bearing and center bearing. In the U.S. the earliest records of iron bridges shows them to be the rim bearing type. Later the use of the center bearing type increased until it became more popular than the rim bearing bridge. The design of center bearing bridges was much improved by C.C. Schneider, Engineer of the Pencoyd Iron Works, in the period from 1887 to 1900. Later, while he was Consulting Engineer of the American Bridge Company his strong advocacy of this type of swing bridge influenced the opinions of many engineers and firmly established the center bearing design in American practice.

In the center bearing swing bridge, of which Perryville is an example, the weight is supported by a center pivot. When this type of bridge is in an open position, rollers around the circular girder keep the bridge balanced while the dead load of the structure is transmitted from the main through trusses by cross girders to the center pivot. When the bridge is closed, wedges at the center pier are inserted under the trusses so that the load is transferred directly to the pier.



# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

HA-1712

Condit, Carl. American Building. Chicago: University of Chicago Press, 1968.

Hool, George, ed. Movable and Long-Span Bridges. New York: McGraw-Hill Book Co., Inc., 1923.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1

UTM REFERENCES

A	1, 8	4, 0, 6, 6, 6, 6	4, 3, 7, 8, 6, 3, 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

This bridge is on the Northeast Corridor railroad line across the Susquehanna River at Perryville, Maryland.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Maryland	24	Harford	025
Maryland	24	Cecil	015

# 11 FORM PREPARED BY

NAME / TITLE

Anne Baggerman, Cultural Resources Planner

August 10, 1977

ORGANIZATION

DeLew, Cather, Parsons & Associates, Northeast Corridor Project

DATE

STREET & NUMBER

1201 Connecticut Avenue

TELEPHONE

(202) 452-5242

CITY OR TOWN

Washington, D. C. 20036

STATE

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL      STATE      LOCAL     

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
TEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

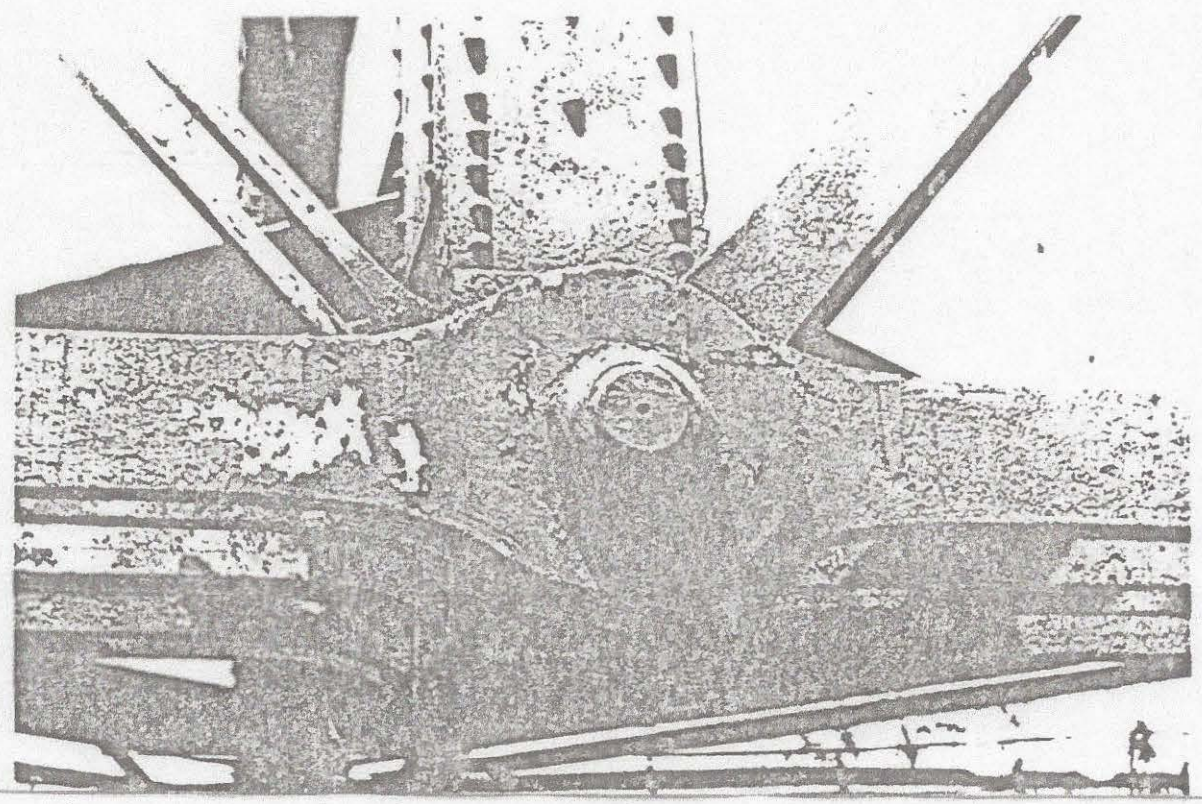
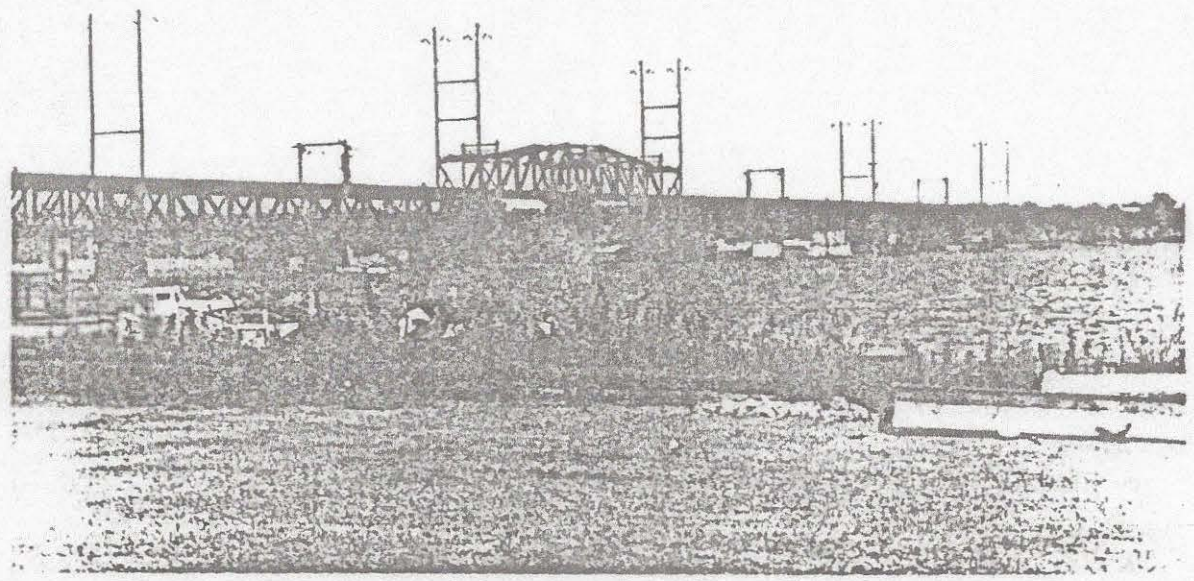
Major Biographical References:

Hovey, Otis Ellis. Movable Bridges, Vol. I and II. New York:  
John Wiley and Sons, Inc., 1926.

U.S. DOT, Northeast Corridor High Speed Rail Passenger Service  
Improvement Project, Tasks 15.1 and 15.2, Vol. VI, Jan. 1977.

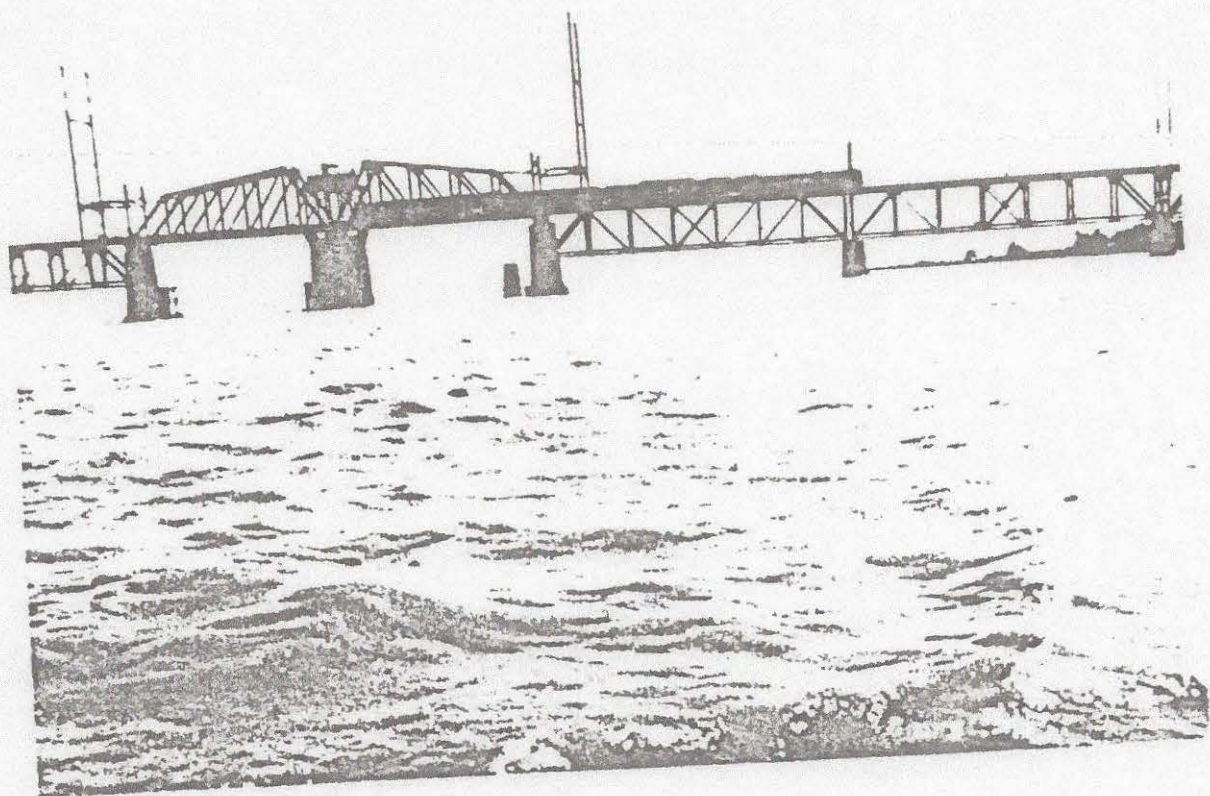


HA-1712





NA-1712





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

August 30, 2016

Mary Lynn Snyder  
Carey Alan Snyder  
300 Bourbon Street  
Havre de Grace, MD 21078

**Re: Susquehanna River Rail Bridge Project**

Dear Ms. and Mr. Snyder:

Thank you for your letter dated July 28, 2016. The project team welcomes feedback from the surrounding communities, and appreciates the effort and time required to prepare and submit your comments and questions. We understand you have already registered for the project's mailing list, and encourage you to visit our website (<http://www.susrailbridge.com/>) to remain apprised of new developments as the project progresses. The project team has embarked upon a robust public outreach program to solicit input from the communities, elected officials, key stakeholder groups, and potentially affected parties. As part of this outreach program, several public meetings have been held in Havre de Grace and Perryville. If you have been unable to attend these meetings, you may review the informational displays through this website link: <http://www.susrailbridge.com/previous.php>. Additional public meetings are anticipated to be scheduled throughout the course of the planning phase.

As you may already be aware, the Federal Railroad Administration (FRA) and Maryland Department of Transportation (MDOT) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential environmental impacts of the proposed project. This EA will analyze direct impacts as well as potential indirect impacts. An array of social and environmental impact categories will be evaluated, including land use, parks, air quality, noise, visual and aesthetic conditions, transportation (including anticipated levels of train traffic in future years), historic resources, environmental justice, construction-period impacts, and more. Potential mitigation measures will be presented in the EA.

The Proposed Project's potential impacts on visual and aesthetic conditions in the study area, including views to the bridge and the river, are being carefully

evaluated. The project team has repeatedly sought community input regarding the type of bridge and pier design to be implemented—including the presentation of sample renderings, informal public surveys, and open dialogues with the project sponsors and design team. If adverse impacts are identified, the EA will include proposed mitigation measures to minimize such impacts.

The Proposed Project's potential impacts on parkland and recreational resources are also subject to a detailed analysis. This analysis includes several waterfront parks in Havre de Grace, such as Jean Roberts Park and David Craig Park. As you may be aware, a portion of Jean Roberts Park is owned by Amtrak and leased to the City of Havre de Grace. The team has been coordinating closely with the City of Havre de Grace regarding the project's potential effects to parkland and specific recreational activities.

In addition to potential long-term impacts, the EA will present an analysis of potential short-term, temporary impacts anticipated during the construction period. Rail bridge construction is a large undertaking, and the project team is sensitive to the highly developed nature of the two adjacent communities. The project team has been coordinating with local officials since the project's inception, and we are aware of many concerns regarding temporary traffic detours; use and parking of heavy construction equipment; temporary use of parkland; dust, noise, vibration, and debris; and other typical construction-related issues. The EA will present an overview of the anticipated construction activities and potential measures to avoid, minimize, and mitigate short-term impacts. Furthermore, it is preliminarily expected that some historic properties will warrant preparation of a Construction Protection Plan. Additional information regarding the applicability of Construction Protection Plans will be included in the EA.


Additionally, the project is subject to Section 106 of the National Historic Preservation Act. Section 106 mandates that federal agencies consider the effects of their actions on any properties listed on or determined eligible for listing on the National Register of Historic Places (NR). The project team has evaluated the potential for the proposed project to affect historic architectural resources, including consideration of measures to avoid, minimize, or mitigate any adverse effects. The resulting *Effects Assessment for Historic Architectural Resources* report, which we understand you have reviewed, has been submitted to the MHT and consulting parties for their review and comment. As part of the ongoing environmental review and Section 106 process, consultation with the MHT, consulting parties, and the general public will continue.

The EA will be distributed for public review, and we encourage any additional comments you may have at that time. Based on the project schedule and the substantial number of public outreach information sessions and stakeholder meetings held to date, the project team does not currently anticipate holding any additional public meetings prior to the release of the EA. If you have any questions prior to the distribution of the EA, please feel free to contact me at



(202) 493-0844 or [brandon.bratcher@dot.gov](mailto:brandon.bratcher@dot.gov). Thank you again for your interest in the Susquehanna River Rail Bridge Project.

Sincerely,

A handwritten signature in black ink, appearing to read 'B. Bratcher', with a large, sweeping underline that loops back under the name.

Brandon L. Bratcher  
Environmental Protection Specialist  
Federal Railroad Administration

Cc: David Valenstein, Federal Railroad Administration  
Jacqueline Thorne, Maryland Department of Transportation  
Dan Reagle, Maryland Transit Administration



# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078

410-939-1800

MD Department of Transportation  
www.transportation.maryland.gov  
www.havregracemd.com

NOV 10 2016

Office of Freight and Multimodalism

November 2, 2016

Ms. Jacqueline Thorne, Project Manager  
The Secretary's Office  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Dear Ms. Thorne,

Thank you for your continued conversation with regard to the Susquehanna River Rail Bridge Project, Perryville (Cecil County) and Havre de Grace (Harford County), Maryland. As a Consulting Party representing the City of Havre de Grace through the Department of Planning, I cannot say that I am comfortable with the timeline in which to submit stipulation language for a draft Memorandum of Agreement, or MOA (now Programmatic Agreement, or PA) by November 4, 2016. I do not think that there is enough information to understand the impacts to the City's gateway entrance to move forward with language for a PA or MOA as expected in a three week turnaround. I ask that Signatories to a future MOA or PA not codify the stipulations without the full impact to the City's main gateway (MD 7) into our historic downtown being understood.

#### **ADVERSE IMPACTS TO OTSEGO ST/UNION AVENUE NEED TO BE IDENTIFIED AND UNDERSTOOD**

As described in my response letter on July 13, 2016, my concerns are and continue to be the interplay of the pier distances of the future two bridges, the western abutment and new road geometry relative to the City's main entrance into its historic downtown. The City's downtown is part of a larger National Register Historic District (NRHD), which this rail project bisects. As designed, there will be three sets of two bridge piers spaced 160' on center over a distance of 480' from the bridge abutment to the shoreline. This occurs directly over the intersection of Otsego Street/Union Avenue (MD 7) and Water Street, which is a City-owned street, and our main gateway into downtown. Currently, we do not have engineering for the redesigned roads, only the Limit-of-Disturbance sheets that show the pier, abutment and retaining wall locations. I would ask if there is any way possible to re-evaluate the opportunity of an increased span in this overland section, please do so. Eliminating one set of piers by bringing the abutment eastward (approximately 40') and increasing the span distance over the road network to 200 – 220' would be ideal. Not only would it make for a better long-term solution to the entrance into downtown, but it would also allow for continued traffic flow during bridge construction and would give more distance between the first pier and the house located at 509 Otsego Street which, as it stands now, will have a massive pier located 20' directly in front of the structure.

The impacts to the gateway have not been resolved and I would respectfully request, as I did in my letter dated July 13, 2016, that there be another line item for an additional adverse effect for the interference with our NRHD and our main road entrance due to reduced pier span distance. In the course of the

conversation on October 11<sup>th</sup>, it was stated by both the engineering firm and Amtrak representatives that the bridge cannot be designed with a longer span. I would ask that there be a response in writing by the design team as to that determination, and whether it is specifically a cost or design development issue, or if there are absolutely no possible engineering options to a larger overland span. I believe that this needs to be explored further. I would also ask to have a more complete set of plans that show road geometry. We need to understand the impacts to the road network in relation to the proposed bridge design and pier locations. It would be very helpful to have computer-generated 3D renderings (or a 3D printed model) of the intersection in relation to the newly designed bridge and nearby structures so that the intersection impacts can be more readily understood. I cannot overstate the importance of understanding the adverse impacts to the entrance to the City's historic downtown.

#### **NEED FOR PUBLIC OUTREACH SESSION IN ADVANCE OF PROGRAMMATIC AGREEMENT**

At this point in time, the public or local representatives have not had the opportunity to see the project engineering – only the Consulting Parties have. I would ask that there be a public outreach session prior to an MOA or PA so that the public is offered the opportunity to know the final alignment choice [9A] and see final preliminary engineering. The last public outreach session was held six months ago in April at which time the public was shown just two concept renderings of the selected bridge type design, the Girder Approach/Arch Main Span (please see attachment 1; *April 2016, Board 20*). No final alignment, engineering or limits of disturbance are indicated on the online slides that exist for previous meetings. Impacts to adjoining properties – whether they have been determined to be historic or not – were not presented in the meeting and are only described in the Effects Assessment, which is available online on the project's website. The public has to interpret through narrative and descriptions in a table (p. 5-21, Table 3, Distance to Contributing Structures) what impacts the project will have on adjoining structures. It is my understanding from the October 11<sup>th</sup> Consulting Parties meeting that the next public outreach is expected to occur after January, 2017 with language for an MOA or PA to have already been wrapped up.

Just to back up a little bit, we have had an excellent dialogue with the project team and I appreciate all the forthright communication that we have had to date. The project team has been very accommodating to requested meetings with our locally-appointed advisory board, a group that has taken the lead in communication on behalf of the City (initially appointed through City Council October 6, 2014 and recently reappointed October 3, 2016). This group is separate from the National Historic Preservation Act Section 106 Process for developing a MOA or PA, and is in no way a substitute for the general public.

One question that I would also ask: What is the role of the Consulting Parties relative to the public disclosure of project details? As a Consulting Party staff designee for the City's Planning Department, my opinions have gotten heard through invitational Consulting Party meetings but the information that I have received is not part of the public record to date on the Susquehanna River Rail Bridge Project website. The information provided on the project website is generalized as far as the final bridge alignment and design and, in my opinion, does not go far enough for showing preliminary engineering to the public or to local governing bodies. In the meantime, it is expected that formalized agreements are to be signed which commit the Signatories (of which Consulting Parties may or may not be included) to the terms of the project construction, through the MOA or PA. This is a problem, and I ask that Signatories to a future agreement please understand the potential adverse impact created at the Union Ave/Otsego Street intersection.

#### **OVERPASS RAIL BRIDGES AND TUNNELS**

I want to thank the Amtrak representative for committing to installing lights in the overpass tunnels, specifically Centennial and Freedom Lanes. These tunnels will almost be doubled in length after these

right-of-way improvements are completed through Havre de Grace – safety, security and maintenance are issues. In addition, the project team has also committed to looking into water and mineral deposit seepage in the tunnels and road overpass bridges to develop solutions to address this, whether through sealing the stone or installing a barrier between the soil and stone. The intent is to have the tunnels and road bridge overpasses look cohesive after the new form (concrete) liner extensions are constructed and also to have the older, historic sections able to be maintained. A thorough photo-documentation of this problem is in an attached letter by Mr. Volney Ford (attachment 2; *Alterations to Undergrade Bridges Along the Amtrak Right-of-way in Havre de Grace*). Immediately following this letter, I have included a full response from the City of Havre de Grace regarding potential stipulations and you will see more specific language regarding these issues.

#### **RECOGNIZING THE NEED FOR THIS BRIDGE REPLACEMENT PROJECT**

From the beginning, the City and the local advisory board representatives have been extremely supportive of this project. We see expanded rail access on the Northeast Corridor (NEC) as a positive opportunity for greatly increased use and future transit-oriented development (TOD) throughout the entire corridor. Increased rail is a game-changer for revitalization in older communities such as Havre de Grace – and is a paradigm shift in the way we, as a nation, relate to transit specifically in the NEC. We are all for expanded rail and we have embraced the opportunity to be involved with the Susquehanna River Rail Bridge replacement. Ideally over the long-run, we would like to see a MARC commuter station in Havre de Grace that supports smart, corridor growth and expands ridership, with regional interconnections both north to Wilmington and Philadelphia (SEPTA) as well as south to Baltimore and Washington DC through MARC.

It is not my intent to make the development of an MOA or PA difficult to navigate – it is my goal to make this project work for the City of Havre de Grace and citizens after it is built. I would like to ensure that any adverse impacts to the City's downtown gateway are eliminated, reduced or addressed through this preliminary design process. This is an old corridor and I am sure this is not the only location in which an accommodation will need to be made for community preservation for new rail infrastructure design. A large part of our City's economic development is based on heritage tourism grounded in our historic district and our waterfront. The Otsego St/Union Avenue (MD 7) gateway into our historic downtown is paramount in this equation, on which this project will have significant impacts. We wholeheartedly support rail and support TOD, we just cannot kill the essence of the downtown entrance in the process.

Sincerely,



Dianne Klair, Planner  
City of Havre de Grace

**ATTACHMENTS:** Selected Bridge Type Design, Board 20 from MDOT from [www.susrailbridge.com](http://www.susrailbridge.com)  
Letters by Mr. Volney Ford  
Correspondence, Mr. Carey Alan Snyder and Ms. Mary Lynn Snyder  
Dates for Meetings with Design Team (2014 to 2016)  
Article for Re-appointment of the SRRBP Advisory Board (October 7, 2016) and Editorial





# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
WWW.HAVREDEGRACEMD.COM

410-939-1800

**November 2, 2016**

The following is the response from the City of Havre de Grace regarding potential stipulations to be included in future Memorandum of Agreement (now Programmatic Agreement) for the Susquehanna River Rail Bridge Project, Perryville (Cecil County) and Havre de Grace (Harford County), Maryland. A sheet entitled "Potential MOA Stipulations" was provided on October 11, 2016 at the invitational Consulting Party Meeting held at the Havre de Grace Activity Center. This language is provided with the understanding that there is still the need to satisfy the issue of the adverse impacts to the gateway intersection of Otsego St/Union Ave (MD 7) and Water Street. Responses by the City of Havre de Grace to individual measures is denoted in red.

## Potential MOA Stipulations

**The following measures have been proposed:**

- Prepare HAER documentation for bridges and tower. *Yes, please.*
- Develop interpretive material for HdG and Perryville and an educational document (film?)  
*Film was proposed specifically for the documentation of the actual operation of the swing bridge, so that there is a historic record of the technology used for 1906 truss bridge construction.*
- Salvage key bridge elements (for interpretation). *The City of Havre de Grace agrees to house key elements or artifacts from the bridge for future use in outdoor interpretative exhibit of transportation history in nearby waterfront parks. City will house artifacts from bridge for future park display area as per Advisory # 15, Bridge Historical Preservation and Display, of the local SRRBP Advisory Board. Perryville may also wish to house elements from the bridge or interlocking tower within their railroad museum.*
- Use traditional design features in two new bridges to ensure that the bridge and piers are compatible with former bridge and adjacent bridges. *We would like to continue to be involved with this.*
- For undergrade bridges, use form liner that emulates look and color of stone; provide consulting parties with an example and rendering. Include lighting in the underpasses. *This issue of using a form liner was discussed at October 11, 2016 Consulting Party meeting and presumably meets Secretary of the Interiors Standards for the Treatment of Historic Properties. The City gratefully accepts the offer of the Amtrak representative to have lighting be installed in the two extended tunnels (specifically Freedom and Centennial Lanes) for increased safety. The City will maintain the installed light fixtures and pay for electric service; we ask that Amtrak installs low energy, LED fixtures with low replacement cost for bulbs. Also discussed in that meeting was the possibility of eliminating the issue of water and mineral seepage from the old stone tunnels and undergrade bridges by either sealing the stone or sleeving the tunnels (providing a barrier between the soil and stone) during construction. As it stands now, they are unsightly and will be in sharp contrast to new concrete extensions. Amtrak agreed to look into solutions for this issue.*

- Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping, if possible.
- Design new retaining walls in accordance with the *Secretary of the Interiors Standards for the Treatment of Historic Properties*
- Develop and implement a Construction Protection Plan (CPP) for historic district structures and Rodgers Tavern
- Move Interlocking Tower to avoid demolition
- Conduct Phase IB archaeological investigation, including for submerged resources
- Develop a procedure for handling discovery of an unanticipated resource or effect. **Please include the local jurisdictions and consulting parties in any discovery of an unanticipated resource or effect.**
- Continue design consultation with MHT and consulting parties. **This continuing consultation is key beyond this preliminary engineering design phase.**

**The City of Havre de Grace would also like to add stipulation language that:**

- Obligates the replacement of the existing signature sidewalk connections from Union Avenue and Otsego Streets to Water Street, which is detailed with inlaid brick edges, numerous streetlight fixtures (with banner arms) and a stone monuments sign. This was a State Highway Administration gateway enhancement project that was built twenty years ago in the City's historic downtown and we would like to see the streetscape be reconstructed.
- If the bridge construction staging area occurs on the publicly-owned land along Water Street, Union Avenue or St. Johns Street, the site needs to be improved prior to turning it back over, to include removal of hard pack stone and the re-planting of lawn areas, the planting of trees and shoreline buffer areas, and installation (or re-installation) of park improvements, like signature walkway extensions, viewing platforms (as in the case of David Craig Park) and display areas.
- Recognizes the long-term goal for increased, safe pedestrian and bikeway access across the Susquehanna River. This is a separate but related issue that needs to be stated for the record.

## INCLUDED ATTACHMENTS

1. Selected Bridge Type Design, Board 20 from MDOT from [www.susrailbridge.com](http://www.susrailbridge.com)
2. Two Letters by Mr. Volney Ford, Chairman for the Susquehanna River Rail Bridge Project Advisory Board.

*The Case for a Longer Span*

*Alterations to Undergrade Bridges Along the Amtrak Right-of-way in Havre de Grace*

3. Letter/FRA Response/Email correspondence, Mr. Carey Alan Snyder and Ms. Mary Lynn Snyder, as related to effects on adjacent properties and public information available on project website
4. Dates for Meetings with Design Team (2014 to 2016)
5. Recent Article and Editorial, as related to the two-year reconfirmation of the Susquehanna River Rail Bridge Project (SRRBP) Advisory Board by Havre de Grace City Council

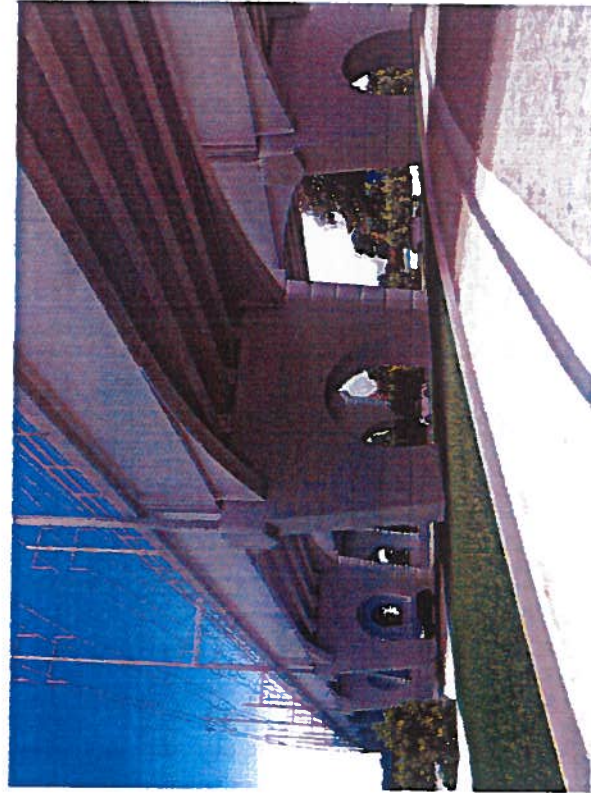
*New Amtrak bridge in Havre de Grace: 10 years, \$1.1 billion.*

Article dated October 7, 2016 by Ted Hendricks, Record Staff, The Aegis

*Pay Attention.* Editorial dated October 14, 2016, The Aegis

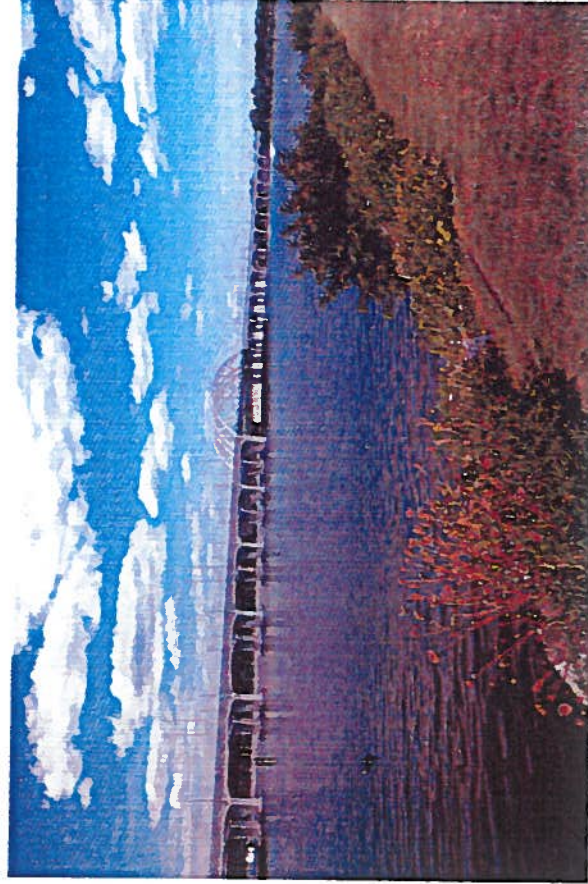


# Selected Bridge Type Design: Girder Approach / Arch Main Span



Key Hole Pier Design

*Viewed from Havre de Grace*



Profile View

*Approach Span/Main Span*





The Case for a Longer Span  
The Susquehanna River Rail Bridge  
at the  
Historic Union Avenue Gateway

by  
Volney H. Ford, Chair  
SRRBP Advisory Board  
October 6, 2016

The Susquehanna River Rail Bridge Advisory Board, the Havre de Grace City Council and Administration, and many citizens at large have been deeply concerned about the profound impact of the proposed twin span railroad bridge passing over the intersection of Union Avenue, Otsego Street and Water Street. This intersection is at the heart of the Historic District and is the principal gateway to Union Avenue, the downtown district and the waterfront, all of which were the scene of travel and events dating back to our nation's founding.

An easterly approach to this intersection unfolds suddenly into a panoramic view at the mouth of our largest eastern river, historic buildings to be seen in every direction, and a sense of arrival at the quaint downtown. The existing railroad bridge passing over this intersection takes one back to early 1900s rail transportation and is a fascinating example of steel truss engineering of the day. Its long spans and openness do not detract from the scene, inviting one to explore further the buildings and streetscapes preserved from the same era.

This old bridge, this imposing example of steel and stone and function from a bygone era, this very significant historic architectural asset, must be torn down and forever lost to make way for new spans in a new era of bridge engineering and rail travel. This sad loss can only be assuaged by preserving parts of the bridge for display, softening the impact of new bridges on the immediate historic district, and most importantly, enhancing the gateway experience at Union Avenue and Otsego Street.

Opening up the area under the new twin bridges at their first span is the only meaningful way to properly address the requirements of all three. The current design proposal is to reduce the first two bridge spans of 200 feet each over land to three spans of 160 feet each by retracting the new abutment almost to Freedom Lane. The new piers would be much taller, doubled for two bridges, more closely spaced, and increased to a third set. The current two low piers would be replaced by six tall keyhole piers having a total of twelve legs, creating a visual clutter that would smother the viewscape and seriously degrade the historic gateway experience.

The Advisory Board has repeatedly urged the project design team to extend the first span out to 240 feet, by whatever means is necessary and regardless of additional cost, to address historic mitigation in the most effective way possible beyond the recovery and display of bridge artifacts. The City of Havre de Grace and its citizens simply cannot accept and live with a pier-crowded gateway to its historic district for the next 150 years. Increased bridge cost should not be a factor in historic mitigation at a scale such as this.

There are basically two ways to increase the first span without compromising bridge security. One is to design an open-spandrel concrete arch bridge section from the abutment out to an enlarged first pier, followed by conventional steel beam deck spans and piers as currently proposed. The second is to retain the conventional steel beam design but increase the number, depth, and sectional thicknesses of beams under each track pair. A concrete arch span would require 240-250 feet to allow ample room for the curving street and a more open viewscape, allowing for view obstruction by the arches themselves. A simple beam span on vertical supports provides more clearance and openness, and therefore could be reduced to 200-220 feet with no less visual effect.

A concrete arch span should be designed with open spandrels above the arches to lighten the architecture and admit more daylight under the bridge. The arches should include keyholes from the ground up to a height matching those of the other piers, creating a barrel arch effect through the first pier. Although a long and low arch would be necessary to achieve such a span in proportion to bridge height, its landing curvature would tend to obstruct road clearances and sight lines. An elliptical arch would result in a more vertical landing curvature with better clearances and sight lines.

The Advisory Board has recommended an identical span using identical architecture at the Perryville end to mitigate the impact of new bridges and retaining walls so close to Rodgers Tavern. A greatly enhanced viewscape toward the river and well downriver as the best way to directly achieve minimization for that historic site. A much longer span would also provide a grander entrance to the prime real estate now occupied by the Perry Point facility and its historic resources, especially if it is redeveloped in the future.

In summary, a longer first span is vitally necessary to mitigate the loss of our historic bridge and its piers, and to minimize the otherwise negative impact on historic properties and structures in the immediate vicinity. The gateway experience itself is a fundamental part of this mitigation, achieved only through openness, safer travel and enhanced views in all directions. We believe that a sound engineering solution to this objective, other than simply reducing one-time cost, can be found if diligently pursued.

- Attachment A: Concept Road Alignment A
- Attachment B: Concept Road Alignment B
- Attachment C: Concept Road Alignment C
- Attachment D: Suggested first span sketches



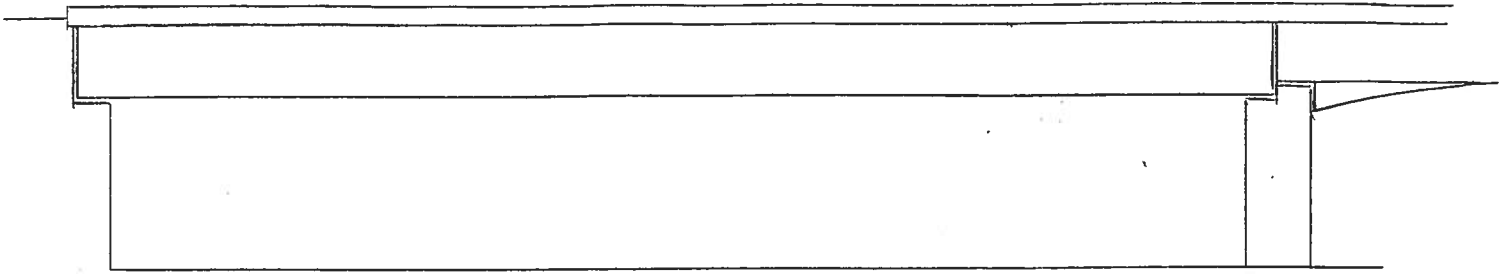




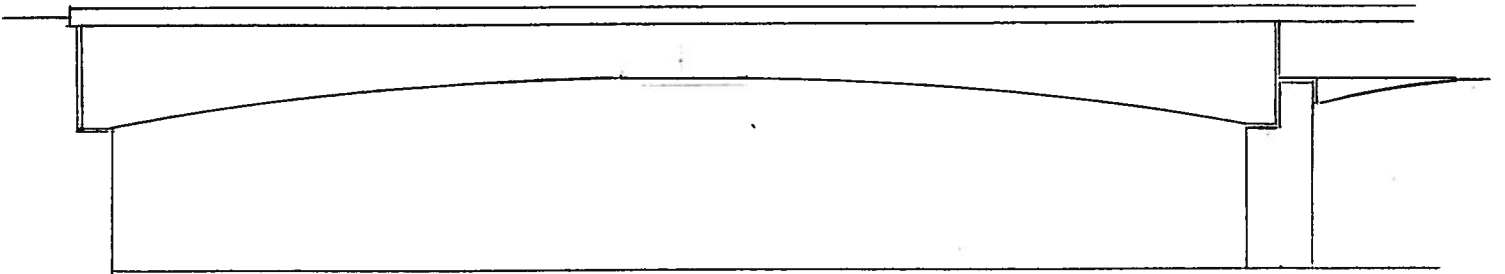




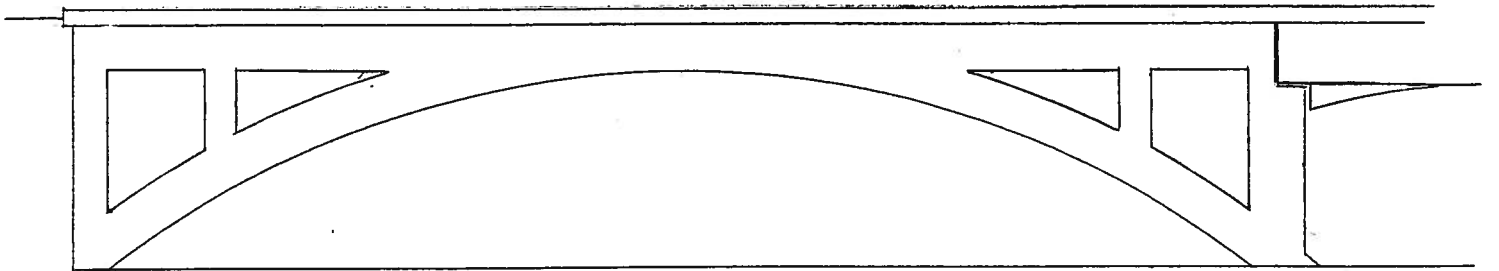




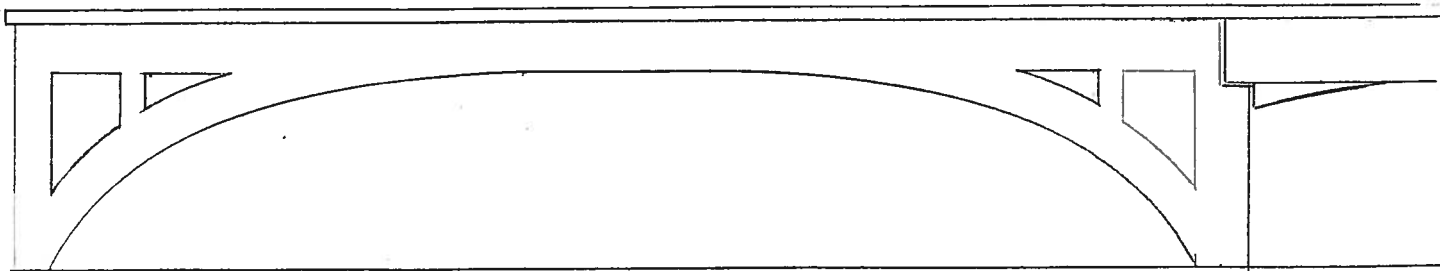
**Enlarged Standard Steel Beam Design**  
Increasing beam set from 5 to 7



**Haunched Steel Beam Arch Design**  
Increasing beam set from 5 to 6



**Open-spandrel Concrete Radius Arch Design**  
With paired arches



**Open-spandrel Concrete Elliptical Arch Design**  
With paired arches





# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
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## Alterations to Undergrade Bridges Along the Amtrak Right-of-way in Havre de Grace

### Concerns, Recommendations, and Alternative Proposals

by

Volney H. Ford, Chair  
SRRBP Advisory Board  
October 6, 2016

There are three undergrade steel bridges (two within the Historic District) and two tunnel-like undergrade stone bridges between the proposed river spans and natural railway grade at mid-town. All five of these historic structures must be significantly altered and somehow made to blend architecturally with the proposed trackbed widening, consequential abutment widening, significant elevation of the railheads, and installation of high concrete retaining walls along both sides of the right-of-way.

The Advisory Board has spent many hours considering how to minimize negative impact on these historic architectural resources, and in some cases how to mitigate the loss of these resources if it should become impractical to retain some of them. The Board has gone so far as to propose the elimination of two undergrade bridges, at Freedom Lane and Adams Street, to reduce overall project cost and provide original materials for a historically accurate widening and restoration of the three remaining undergrade bridges.

The Advisory Board believes that, from a historic preservation and architectural blending perspective, it is better to sacrifice two assets to permanently restore the other three to their originally accurate appearance and function than to let them be hopelessly defaced, cobbled with concrete extensions upward and outward, and left to deteriorate over the next century or more. At the core of this issue is how to preserve the appearance and function of the stone abutments, wing walls, and barrel arches as they are being swallowed up by a wider and higher railroad bed and altered by the spreading of track alignments and bridge beams.

Physical preservation of the historic stone assemblies is as important as appearance and architectural connectivity. Many of the attached photographs show the degree of surface deterioration, discoloration, alterations of convenience, and outright disintegration that these assets have suffered over the many decades. One must wonder in what condition the stone will be a century or more from now, unless serious action is taken at this major opportunity.

The root cause of degradation appears to be the leaching and leaking of groundwater and its attendant chemical attack from the earthen side of the abutments, wing walls and barrel arches, along with freeze/thaw cycles and acid rains of a bygone era. Long-term stone preservation can only be achieved by unearthing the back sides of these assets and installing a permanent water-tight barrier, one half at a time, as track alignments are taken temporarily out of service.

Many of the stone blocks have begun to disintegrate (some almost entirely) and others have been cut away, capped with concrete, or removed altogether to modify or replace steel spans or to shift track alignments. Stone grout is calcifying and leaching out of the joints. Not one of the three bridge abutment sets remains in its original appearance. In fact, not one of the three street spans are in their original configuration:

- a. Of the four plate girder bridge spans over Juniata Street that carried one track each, the outer two were lowered to accommodate a closed concrete deck, and the inner two were abandoned in place with open cross-ties.
- b. The original four plate girder spans over Adams Street have been replaced entirely with two I-beam spans bearing on concrete cap pads, carrying closed prefabricated concrete decking.
- c. The original four plate girder spans over Stokes Street were modified to three and a half spans by cutting down and shifting the fourth span inward, lowering those spans to receive a single broad concrete closed deck.

All of the abutments have been chopped down, chopped into, or recapped with ordinary concrete to accommodate these modifications without regard to historic preservation or appearance.

Restoration of any two of the street overpass abutment sets, along with historically accurate lateral extensions to relocate wing walls in correct positions, or to extend wing walls vertically to meet retaining walls, will require salvaged stone from the third overpass. One can think of no better way to mitigate the loss of two than to preserve the other three as beautifully as possible. All stone that has been damaged should be replaced, and original stone should be reinstalled in the original shelf fashion to support newly aligned bridge beams.

Blending historic wing walls at the streets with continuous right-of-way retaining walls presents quite an architectural challenge, especially as the stepped wings offer ready access to the tracks by trespassers, and would be visibly degraded by security fencing. The barrel arch overpasses at Freedom and Centennial lanes, both within the Historic District, provide even greater challenges. Both remain intact and historically unaltered. There is no practical way to preserve either stone overpass in its present configuration under conditions of a greatly widened railroad surface above, a significantly elevated railhead, and interfacing with right-of-way retaining walls located further outward.

The Advisory Board again sees the only practical solution to preservation of this underpass example is to take out the Freedom Lane bridge and salvage its stone to extend both ends of the Centennial Lane bridge, faithfully lengthening the barrel and relocating the entry facings, and raising the wing walls to meet the new retaining walls. If left in their current positions, new structure required to support the outer tracks would necessarily cross overhead beyond the barrel arch openings and require abutments that would awkwardly affect the historic wings and overshadow the openings, likely blocking view of the historic archwork.



As with the street overpasses, whether one or both barrel arch bridges are preserved, it/they should be repaired and carefully sealed along the earthen side to prevent further seepage, discoloration and deterioration. The Advisory Board identified the Centennial overpass for preservation because of its ideal location to become a street grade commuter station with a mostly climate-controlled interior environment. The Freedom Lane overpass would be so close to the new river bridge abutment as to be unnecessary for vehicular and pedestrian traffic. Its greatly recessed openings would not be historically inspiring, and could result in a rather pathetically overshadowed appearance.

In order for the historic stonework at all overpasses to blend attractively with adjacent stone-embossed and stone-colored concrete, all of it will require steam cleaning at the outset, followed by periodic cleanings. As shown in the attached photographs, many different colors have resulted from years of leaching, rusting, and chemical attack, and the original stonework is of different quality and natural coloration depending on its design function and anticipated exposure to the elements.

In summary, the Advisory Board urges all parties to the NHPA Section 106 process to embrace a selective preservation approach to these issues through sacrificial mitigation and faithfully reconstructed extensions of the three remaining undergrade bridges in Havre de Grace. It also urges the parties to include the Juniata Street bridge abutments for proper restoration and preservation, even though they lie just beyond the Historic District.

#### Sacrificed Historic Resources

- Existing rail bridge across the river, including piers and abutments
- Original rail bridge piers across the river
- Freedom Lane barrel arch undergrade bridge and abutments
- Adams Street undergrade bridge and abutments

#### Historic Resource Mitigation

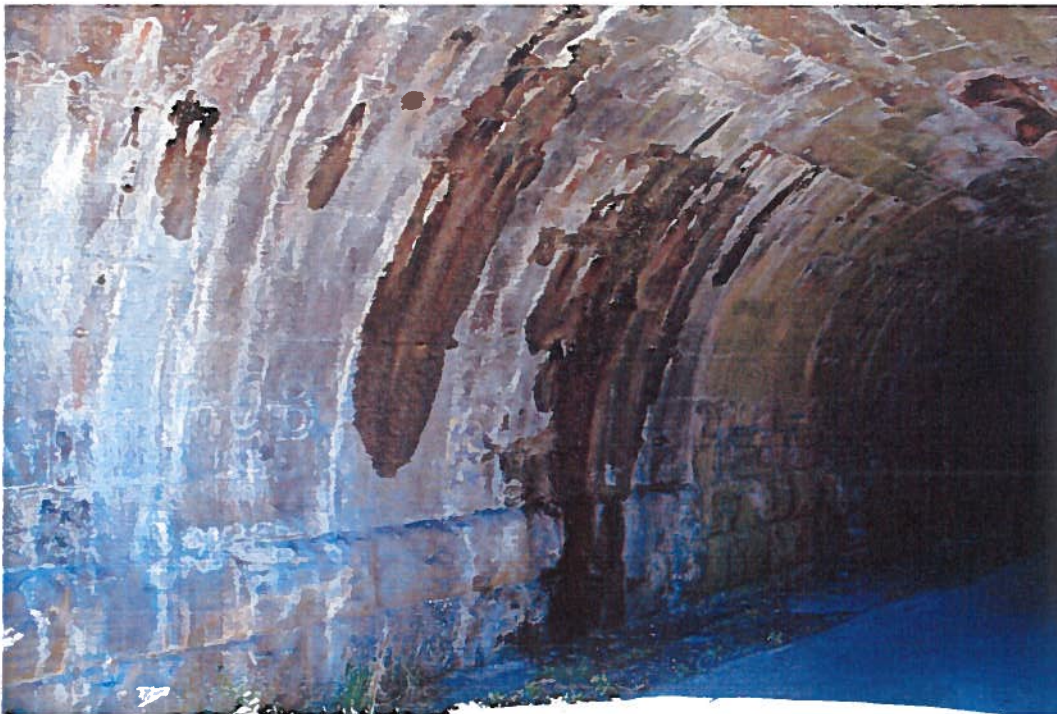
- Extended river bridge initial spans at Havre de Grace and Perryville
- Historically accurate widening of the Adams and Juniata Street abutments
- Historically accurate lengthening of the Centennial Lane barrel archway and relocation of abutments
- Restoration of all damaged or altered stonework to original architecture, condition, and function
- Creation of a permanent bridge history and artifact display at David Craig Park
- Preservation of restored stonework with waterproof backwall linings
- Safe lighting within the Centennial Lane passageway

Physical historic resources associated with railroad rights-of-way are much more noted for function rather than form, and that function seems to be ever changing and evolving with the operational needs of active railroad operations, often at the expense of historic preservation. The assets discussed here are certainly no exception. In such an environment of adaptive change within a narrowly constrained right-of-way, it would seem far more preferable to faithfully save and restore good examples of certain historic assets as entirely as possible for all to study and enjoy, rather than saving portions of all similar assets in a patchwork fashion that begs the observer to imagine what they once may have looked like. Areas of original stone awkwardly nestled and surrounded by modern embossed concrete would be uninspiring and pointless to all but the most dedicated purists.

Attachment A: 30 photographs with captions

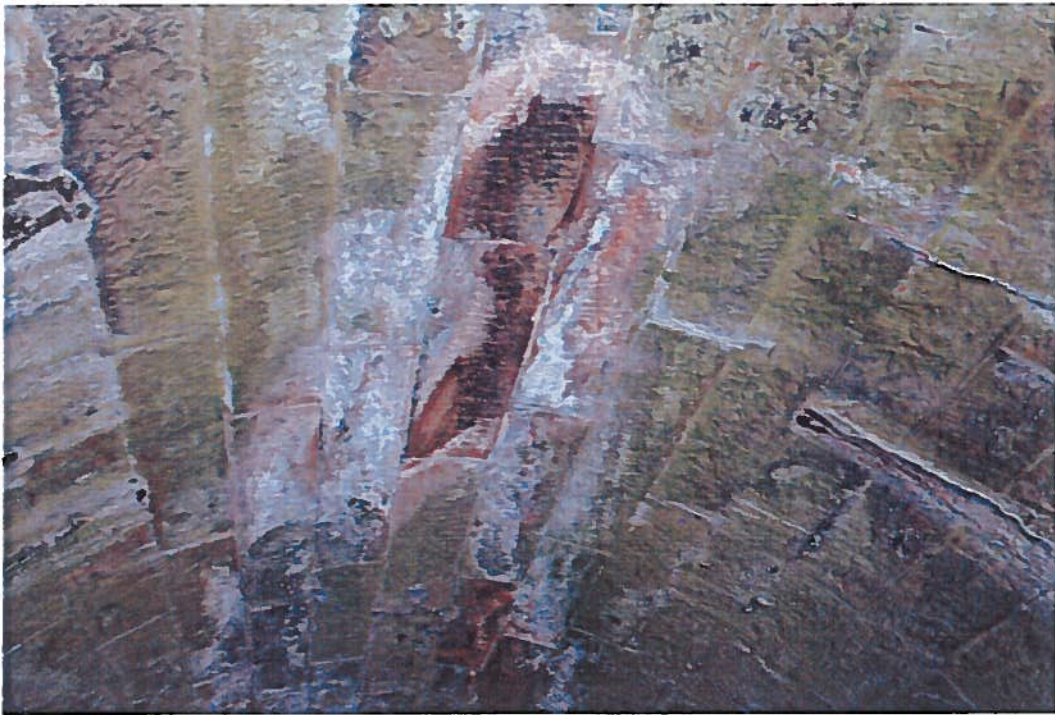


Freedom Lane overpass, south end



Leaching & leaking within Freedom overpass



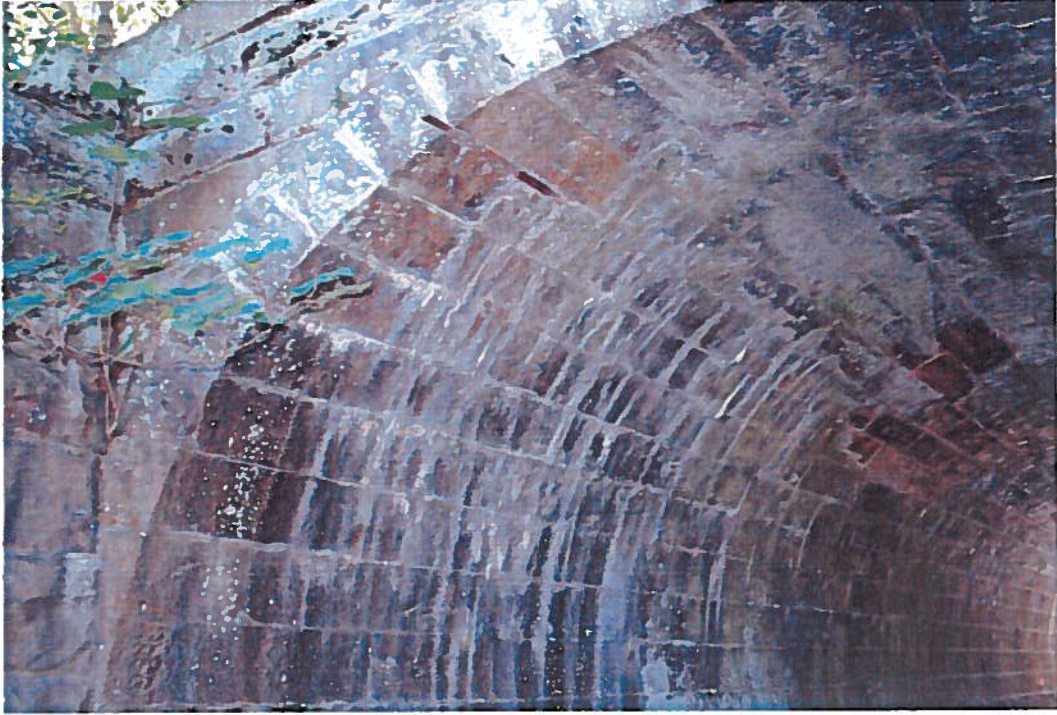


Leaching, deterioration & discoloration along ceiling of Freedom overpass

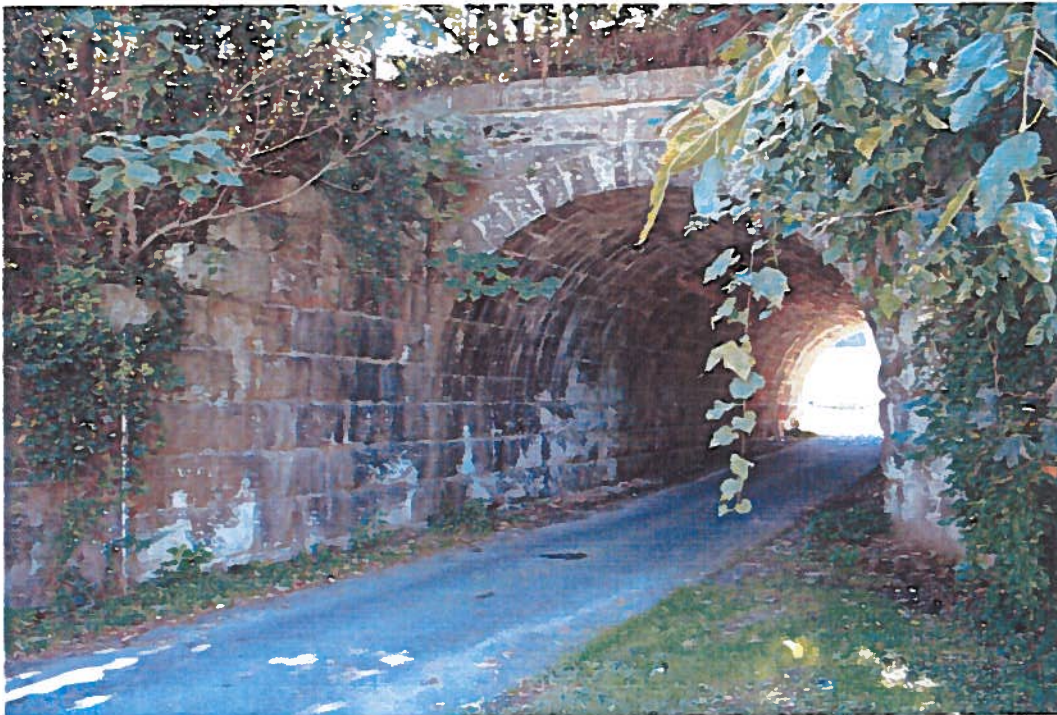


Leaching & discoloration within Freedom overpass





Leaching & discoloration within Freedom overpass, at north end



North entrance to Freedom overpass





**Chop-down & capping at Stokes Street abutment**



**Leaching & leaking at Stokes Street abutment**





Leaching, concrete cap, & modified plate girder at Stokes.



Chop-down, chop-out, concrete caps, plate girder modification, leaching & discoloration at Stokes abutment





Leaching & deterioration at Stokes abutment



Leaching & deterioration at Stokes abutment





South entrance to Centennial Lane overpass



Leaching, discoloration & deterioration within Centennial overpass





Leaking & leaching within Centennial overpass



Leaching & discoloration within Centennial overpass



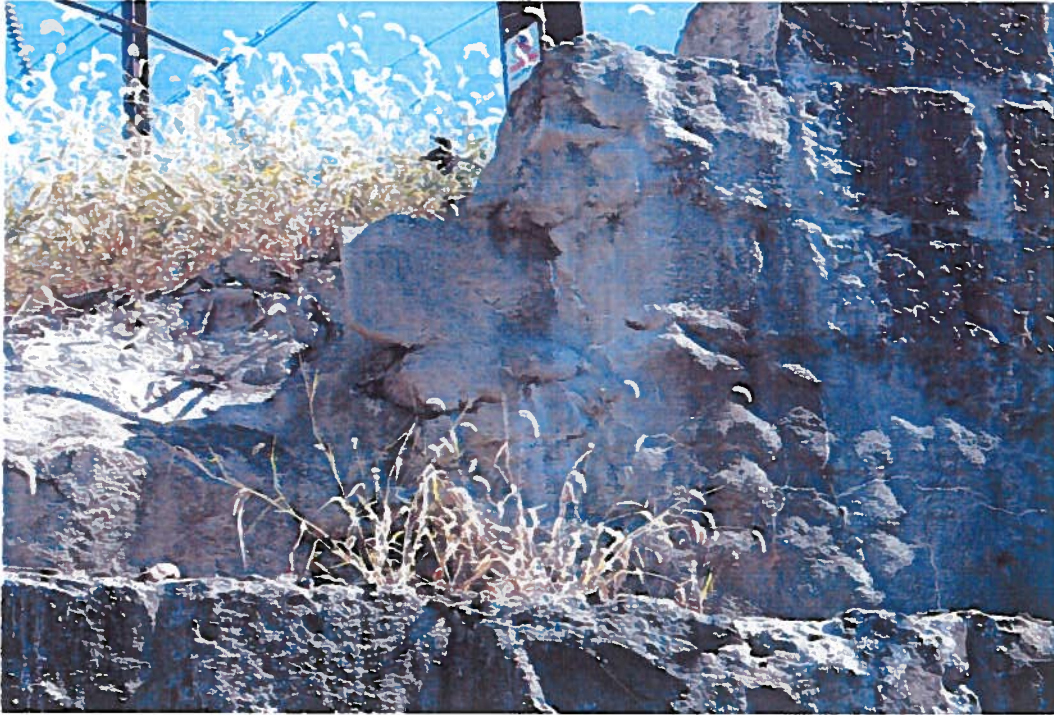


**Chop-down modifications, leaching & deterioration at Adams Street**



**Severe abutment stone deterioration & leaching, with major modifications at Adams Street**





Severe abutment stone deterioration at Adams Street



Patching & leaching at Adams Street





Concrete capping & chop-out at Adams Street



Deteriorated patching of chop-outs at Adams Street





Unsightly modification patching & severe leaching at Adams Street



Extensive leakage & leaching at Adams Street





Unightly, modifications & deterioration at Adams Street



Abutment leakage, deterioration & discoloration at Juniata Street





Abutment chop-down, capping & leakage at Juniata Street



Abutment chop-down, capping & leakage at Juniata Street





**Abutment chop-down, chop-out, capping & leakage at Juniata Street**



**Abutment chop-out & capping at Juniata Street**

## ATTACHMENT 3

Mary Lynn Snyder  
Carey Alan Snyder  
300 Bourbon Street  
Havre de Grace, MD 21078

David Valenstein  
Division Chief, Environmental and Systems Planning  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Concerns regarding Private Property impairment from the new railroad bridges in Havre de Grace, MD

July 18, 2016

Dear Mr. Valenstein,

We are writing in regards to the proposed new railroad bridges over the Susquehanna River in Havre de Grace, MD. We would like to work with all parties involved to address our sincere concerns about the construction and resulting bridges to ensure a successful outcome for everyone. It is our desire to be a constructive part of the process and to vigorously represent our interests as local property owners.

As the owners of property that will be impacted by both the construction and final position of the railroad bridges we believe that it is critical to begin a dialog early in the process to prevent any impairment of the properties during or after the construction of the railroad bridges. We have extensively reviewed all publicly available project information, especially information related to property impacts. Just because a property is not in the direct path of the new bridges does not mean that there are no adverse impacts to adjacent properties. The adverse impacts to adjacent properties must be considered since they will materially impair the value of those properties and damage the owners and tenants of those properties.

The impacted properties are 600, 604 and 606 Water Street in Havre de Grace, MD. All three of these properties are income producing rental units that are highly desirable due to their view of the beautiful Susquehanna River and access to the Jean Roberts Park.

### 600 Water Street

600 Water Street is 90' from the current train bridge. The new bridge will be located 48' further West (*Effects Assessment for Historic Architectural Resources*, June 2016 – pg 5-21 Table 3) towards the property making the distance a mere 20' from the property line and 42' from the building. The new bridge will also be higher in elevation. The resulting impact is that the new train bridge will dwarf the building, block all sunlight and obstruct the current view of the Susquehanna River.

### 604 and 606 Water Street

600 Water Street is 138' from the current train bridge. The new bridge will be located 48' further West (*Effects Assessment for Historic Architectural Resources*, June 2016 – pg 5-21 Table 3) towards the property making the distance 82' from the property line and 90' from the building. The new bridge will also be higher in elevation. The resulting impact is that the new train bridge will dwarf the building, block sunlight during large portions of the day and obstruct the current view of the Susquehanna River.



CC:

Angela Willis – Maryland Transit Administration

Jacqueline Thorne – Maryland Department of Transportation

Bradley Killian – Harford County Planning and Zoning

Volney Ford – City of Havre de Grace

Susquehanna River Rail Bridge Project



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

August 30, 2016

Mary Lynn Snyder  
Carey Alan Snyder  
300 Bourbon Street  
Havre de Grace, MD 21078

**Re: Susquehanna River Rail Bridge Project**

Dear Ms. and Mr. Snyder:

Thank you for your letter dated July 28, 2016. The project team welcomes feedback from the surrounding communities, and appreciates the effort and time required to prepare and submit your comments and questions. We understand you have already registered for the project's mailing list, and encourage you to visit our website (<http://www.susrailbridge.com/>) to remain apprised of new developments as the project progresses. The project team has embarked upon a robust public outreach program to solicit input from the communities, elected officials, key stakeholder groups, and potentially affected parties. As part of this outreach program, several public meetings have been held in Havre de Grace and Perryville. If you have been unable to attend these meetings, you may review the informational displays through this website link: <http://www.susrailbridge.com/previous.php>. Additional public meetings are anticipated to be scheduled throughout the course of the planning phase.

As you may already be aware, the Federal Railroad Administration (FRA) and Maryland Department of Transportation (MDOT) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential environmental impacts of the proposed project. This EA will analyze direct impacts as well as potential indirect impacts. An array of social and environmental impact categories will be evaluated, including land use, parks, air quality, noise, visual and aesthetic conditions, transportation (including anticipated levels of train traffic in future years), historic resources, environmental justice, construction-period impacts, and more. Potential mitigation measures will be presented in the EA.

The Proposed Project's potential impacts on visual and aesthetic conditions in the study area, including views to the bridge and the river, are being carefully

The property impairment concerns are:

- Restricted access to the property during construction of the bridges
- Construction disruption (noise, vibration, debris. Etc.) during construction of the bridges
- Structural damage to the property from vibration and falling debris during construction of the bridges
- Loss or impaired access to the Jean Roberts Park due to construction and/or the new train bridges
- Loss or impairment of parking on the property due to construction and/or the new train bridges
- Loss or impaired view of the Susquehanna River and Jean Roberts Park due to construction and/or the new train bridges
- Loss or impaired property access or parking due to the reconfiguration of Otsego and/or Water Streets due to the new train bridges
- Loss or impairment of property access, parking or view due to the configuration and placement of the new bridge piers due to the new train bridges
- Areas under the bridges are not landscaped, adequately maintained or are blocked from public access due to the new train bridges
- Loss or impaired access to direct sunlight due to the new train bridges
- Noise, vibration, dust and track debris when the new bridges are operational
- Increased frequency of trains when the new bridges are operational

If any of the items listed above occur, they will clearly damage both the rental tenants and the property owners. The negative impact will be on both the value of the property for resale and the ability of the property to produce rental income.

We are requesting the following occur before, during and after the construction of the new train bridges:

- 1) Conduct a study that examines the potential adverse impacts to property owners that are immediately adjacent to the new train bridges.
  - a. The study should consider both the construction and operational phases of the bridges
  - b. The study should be conducted by a mutually agreed upon independent third party
  - c. The study should be funded as part of the overall bridge construction project
- 2) Conduct private meetings with each impacted property owner (that desires a meeting) to review in specific detail how the impairment concerns listed above will be addressed.
  - a. If the concerns cannot be adequately addressed, establish a mutually agreed upon process to ensure that the property owner is fairly compensated
- 3) Conduct open meetings with the impacted property owners to discuss and address concerns.
  - a. Once every 3 months Pre and Post Construction
  - b. Monthly during Construction

Our hope is that by opening a mutually beneficial dialog early in the process we can avoid any unfortunate misunderstandings or negative impacts that would result in legal action and delay the bridge project. We can be contacted via email at [alan@cas-advisors.com](mailto:alan@cas-advisors.com) or via phone at 571-237-7099.

Sincerely,

  
Mary Lynn Snyder

  
Carey Alan Snyder



evaluated. The project team has repeatedly sought community input regarding the type of bridge and pier design to be implemented—including the presentation of sample renderings, informal public surveys, and open dialogues with the project sponsors and design team. If adverse impacts are identified, the EA will include proposed mitigation measures to minimize such impacts.

The Proposed Project's potential impacts on parkland and recreational resources are also subject to a detailed analysis. This analysis includes several waterfront parks in Havre de Grace, such as Jean Roberts Park and David Craig Park. As you may be aware, a portion of Jean Roberts Park is owned by Amtrak and leased to the City of Havre de Grace. The team has been coordinating closely with the City of Havre de Grace regarding the project's potential effects to parkland and specific recreational activities.

In addition to potential long-term impacts, the EA will present an analysis of potential short-term, temporary impacts anticipated during the construction period. Rail bridge construction is a large undertaking, and the project team is sensitive to the highly developed nature of the two adjacent communities. The project team has been coordinating with local officials since the project's inception, and we are aware of many concerns regarding temporary traffic detours; use and parking of heavy construction equipment; temporary use of parkland; dust, noise, vibration, and debris; and other typical construction-related issues. The EA will present an overview of the anticipated construction activities and potential measures to avoid, minimize, and mitigate short-term impacts. Furthermore, it is preliminarily expected that some historic properties will warrant preparation of a Construction Protection Plan. Additional information regarding the applicability of Construction Protection Plans will be included in the EA.

Additionally, the project is subject to Section 106 of the National Historic Preservation Act. Section 106 mandates that federal agencies consider the effects of their actions on any properties listed on or determined eligible for listing on the National Register of Historic Places (NR). The project team has evaluated the potential for the proposed project to affect historic architectural resources, including consideration of measures to avoid, minimize, or mitigate any adverse effects. The resulting *Effects Assessment for Historic Architectural Resources* report, which we understand you have reviewed, has been submitted to the MHT and consulting parties for their review and comment. As part of the ongoing environmental review and Section 106 process, consultation with the MHT, consulting parties, and the general public will continue.

The EA will be distributed for public review, and we encourage any additional comments you may have at that time. Based on the project schedule and the substantial number of public outreach information sessions and stakeholder meetings held to date, the project team does not currently anticipate holding any additional public meetings prior to the release of the EA. If you have any questions prior to the distribution of the EA, please feel free to contact me at

(202) 493-0844 or [brandon.bratcher@dot.gov](mailto:brandon.bratcher@dot.gov). Thank you again for your interest in the Susquehanna River Rail Bridge Project.

Sincerely,



Brandon L. Bratcher  
Environmental Protection Specialist  
Federal Railroad Administration

Cc: David Valenstein, Federal Railroad Administration  
Jacqueline Thorne, Maryland Department of Transportation  
Dan Reagle, Maryland Transit Administration



The City  
of  
Havre de Grace

Dianne Klair <diannek@havredegracemd.com>

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## Susquehanna River Rail Bridge Project

1 message

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Alan Snyder <alan@cas-advisors.com>

Tue, Sep 20, 2016 at 2:10 PM

To: Dianne Klair <diannek@havredegracemd.com>

Dianne,

I appreciate your time today on the phone to understand my concerns regarding the impact on individual property owners from the Susquehanna River Rail project. The span of the new bridge will be just 20' from the property line of 600 Water Street. I look forward to working with you and the City to ensure that any negative impacts are minimized and remediated. I have attached the letter that was sent to the Federal Railroad Administration on July 18, 2016.

I have also summarize the concerns and requests from the letter below:

The property impairment concerns are:

- Restricted access to the property during construction of the bridges
- Construction disruption (noise, vibration, debris. Etc.) during construction of the bridges
- Structural damage to the property from vibration and falling debris during construction of the bridges
- Loss or impaired access to the Jean Roberts Park due to construction and/or the new train bridges
- Loss or impairment of parking on the property due to construction and/or the new train bridges
- Loss or impaired view of the Susquehanna River and Jean Roberts Park due to construction and/or the new train bridges
- Loss or impaired property access or parking due to the reconfiguration of Otsego and/or Water Streets due to the new train bridges
- Loss or impairment of property access, parking or view due to the configuration and placement of the new bridge piers due to the new train bridges
- Areas under the bridges are not landscaped, adequately maintained or are blocked from public access due to the new train bridges
- Loss or impaired access to direct sunlight due to the new train bridges
- Noise, vibration, dust and track debris when the new bridges are operational
- Increased frequency of trains when the new bridges are operational

### Requested Actions

- 1) Conduct a study that examines the potential adverse impacts to property owners that are immediately adjacent to the new train bridges.
  - a. The study should consider both the construction and operational phases of the bridges
  - b. The study should be conducted by a mutually agreed upon independent third party
  - c. The study should be funded as part of the overall bridge construction project
- 2) Conduct private meetings with each impacted property owner (that desires a meeting) to review in specific detail how the impairment concerns listed above will be addressed.
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  - a. Once every 3 months Pre and Post Construction
  - b. Monthly during Construction



9/20/2016

City of Havre de Grace Mail - Susquehanna River Rail Bridge Project

I will send you some dates and times for a possible meeting next week in a separate email.

Regards,

Alan

Alan Snyder  
CAS Advisors

(m) 571-237-7099

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 **Amtrak Bridge Concerns - FRA Letter 7-18-16.pdf**  
2161K

### **DATES FOR MEETINGS WITH DESIGN TEAM:**

(Public meetings are denoted in bold)

#### **2014**

**4/28/2014, MDOT hosted Public Outreach Information Session\***, Havre de Grace Activity Center

**6/17/2014, MDOT presentation to Town of Perryville, Perryville Town Hall**

**8/13/2014, MDOT hosted Public Outreach Information Session\***, Perryville Fire Department

11/6/2014, requested by local SRRBP Advisory Board following their initial appointment,  
Havre de Grace City Hall, Council Chambers

**12/10/2014, MDOT hosted Public Outreach Information Session\***, Havre de Grace High School

#### **2015**

3/9/2015, Section 106 Consulting Party Invitational meeting, Havre de Grace Activity Center

**3/26/2015, SRRBP Advisory Board hosted Public Information Session**, Havre de Grace Community Center. MDOT available for answering questions regarding the project

8/18/2015, Section 106 Consulting Party Invitational meeting, Perryville American Legion

**11/10/2015, MDOT hosted Public Outreach Information Session\***, Perryville High School

#### **2016**

3/17/2016, requested private session prior to public outreach session regarding final bridge design,  
2 members of local Advisory Board and a Planning staff member

**4/14/2016, MDOT hosted Public Outreach Information Session\***, Havre de Grace Activity Center

10/11/2016, Section 106 Consulting Party Invitational meeting, Havre de Grace Activity Center

\*MDOT hosted Public Outreach Sessions were operated in an Open House format with information boards located in staffed stations around a room and it was noted in the invitations that they served as Section 106 meetings. All information boards are posted on [www.susrailbridge.com/previous.php](http://www.susrailbridge.com/previous.php). Written comments, such as visual preference for bridge design, or just general comments by the public were provided through comment sheets.

# New Amtrak bridge in Havre de Grace: 10 years, \$1.1 billion



The Centennial Lane tunnel, above, is one of two such structures that need to be addressed during replacement of the Susquehanna River railroad bridge. (TED HENDRICKS | RECORD STAFF)

Record staff

OCTOBER 7, 2016 6:00 AM

**I**n about 10 years, at a cost of more than \$1 billion and after one of the biggest construction projects in Harford County history, city officials say Havre de Grace will have been transformed.

The 110-year-old Amtrak railroad bridge spanning the Susquehanna River, which bisects Havre de Grace and is a vital link carrying high speed trains up and down the country's Northeast Corridor, is on schedule for replacement.

That tentative schedule, according to one Havre de Grace resident who has been actively involved in the planning process, is for construction to begin in about five years and for the bridge replacement project to be finished about five years later.

"The landscape of our city is going to change in the next 10 years," Havre de Grace Mayor Bill Martin said at Monday night's City Council meeting, "whether we want it to or not."



"And it's going to stay that way for 125 years," Volney Ford, chair of the city's Susquehanna River Rail Bridge Advisory Board, added.

Not a lot in the construction process over the next five years will be visible to people traveling through that area, Ford told the mayor and council. That time will be spent getting the plan ready for construction.

"It takes a long time to get all your ducks in a row" for a project of this magnitude, Ford said.

While 10 years may seem far off, Ford warned there's an urgency because the preliminary planning phase, when many of the big decisions are made, is quickly nearing its end.

When asked by Martin when residents should be focused on this project and providing input, Ford said they need to do it now.

"We're in that phase right now," Ford said. "When this preliminary design is done, it's pretty much set, unless some high ranking politician gets involved."

Ford said the bridge replacement project is expected to take 10 years to complete and will cost \$1.1 billion.

"Think of the 695-95 project," he said at the council meeting. "It's been 13 years and it's still going on."

In the past decade-plus, the state has completely redone the area where the Beltway, also known as I-695 and I-95 intersect.

Ford said he believes the advisory board has accomplished much, but he told the council there are still two issues to be resolved.

The first is how the bridge design will affect the main entrance to downtown from the north side where Otsego Street and Union Avenue merge.

"We believe this is the most serious issue confronting Havre de Grace," Ford said.

He said plans call for a shorter span over that main thoroughfare than is the case with the existing bridge.

The existing bridge is a "series of 200-foot long spans to the channel and 240s to Perryville," Ford said in a phone interview Wednesday.

The new bridge is planned to be a series of 170-foot long spans, for the most part, except for 160-foot long spans in downtown Havre de Grace and Perryville.

"You can get the street through there if they do 160," Ford said, but it would be far from ideal.

He and the other Susquehanna River Rail Bridge Advisory Board members have suggested alternatives.

They have asked "that the first span leaving the abutment be a traditional arch concrete beam," Ford said. "Of course, that costs more."

But it's a cost Ford and the advisory board think is well worth it.

"We wanted this same long arch span on both sides [of the river]," Ford said. "And so would Perryville."

The span is the gateway to downtown Havre de Grace, where the Susquehanna, the longest river east of the Mississippi, reaches the Chesapeake Bay, Ford said, adding it's a community with a long and rich history. Geography and history make the Havre de Grace side of the span unique.

"This bridge requires a certain amount of dignity in design," Ford, who has had a long career in architecture, design and engineering, said.

"We support the need for it, but we want it done right," he said.

The cost of replacing the bridge is just one issue; the other is that it will impact an area with a national historic designation, which creates another set of considerations.

The other concern the advisory board faces, Ford said during his update Monday night, is what the new bridge and rail alignment will mean for the smaller historic bridges and tunnels just west of the river.

There are two tunnels, at Freedom and Centennial lanes, and three bridges, spanning Stokes Street, Adams Street and Juniata streets.

There are problems with the tunnels that time and weather have created, Ford said, and modernization will force the replacement of the three street crossing bridges.

"They cannot preserve those bridges," he said. "It's impossible."

As for the tunnels, neither can be saved not only because of their condition after more than 100 years, but also because the new railroad bed above them will be much wider.

"Let's clone a new tunnel out of two tunnels," Ford suggested.

Whatever is done with those historic structures will be part of a project of historic proportions.

"This is going to be the largest construction project Havre de Grace has ever seen," City Council President Steve Gamatoria said, thanking Ford for the time and attention he has given this project.

"We will do our best to not let the citizens down," Ford replied.

two names and a commitment to development... show you can indeed fight city hall – or in Bel Air’s case town hall – and win. But, you have to be willing to show up and make your voice heard.

Residents of the rest of Harford County should take heed, as the county’s comprehensive rezoning process ramps up over the next six months. If you don’t like what is being proposed for your neighborhood, make your voice heard to county council members.

Show up and speak out. Get in the game like the folks in Bel Air did. It’s the only way to ensure your neighborhood’s future protection.

## Pay attention

The replacement of the bridge carrying the Amtrak rail lines over the Susquehanna River from Havre de Grace to Perryville, or Perryville to Havre de Grace, depending on your point of view, has been the subject of much conversation.

Unfortunately, it’s been talked about in numbers that don’t seem real. It’s going to take 10 years to build, if this government project finishes on time. It won’t. And it’s going to cost \$1.1 billion (that’s \$1,100 million), if the cost of this government project doesn’t go up. It will.

The time it’s supposed to take from now to completion is hard to fathom. The money it’s supposed to cost is harder to comprehend. With those incomprehensible numbers attached to this bridge replacement, it’s easy to see how many of us have remained interested in, but not too focused on, what’s about to happen.

The update Volney Ford, chair of the city’s Susquehanna River Rail Bridge Advisory Board, gave to the Havre de Grace City Council and mayor at their Oct. 3 meeting should be the only wake-up call any of us needs to quit dozing and to start paying closer attention to this monumental project.

It’s likely to be the third largest construction project in Harford County history after only the Conowingo Dam and Interstate 95. (We don’t really count Aberdeen Proving Ground, which should be number one on any list, because it wasn’t really a single project, but rather a compendium of projects that created a community out of farmland and woods.)

The bridge replacement is in its preliminary design phase, a misnomer if ever there was one, based on what Ford told city officials in his report.

While it is, indeed, in the preliminary phase, much of the important stuff has already been decided.

Mayor Bill Martin asked Ford during last week’s meeting when the citizenry should start paying closer attention to what’s happening with the project.

“We’re in that phase right now,” Ford said. “When this preliminary design is done, it’s pretty much set, unless some high ranking politician gets involved.”

The biggest issue that still needs to be decided, according to Ford, is what the underpasses will look like in Havre de Grace and Perryville.

The most important one, obviously, is where Ontario Street and Union Avenue meet to become the gateway to downtown Havre de Grace, Ford says he and other officials are pushing for the same archway type underpass to be erected on both sides of the river. The feds aren’t as enamored with the proposal that would be better aesthetically, but harder on the pocketbook.

We agree with Ford. This is the gateway to our lovely city and it should be an attractive entrance, even though it will cost more. Lord knows, as we’ve said many times before, our governments, especially the federal one, have spent a whole lot more on a whole lot worse.

This is neither the time, nor the place for scrimping. To a lesser degree, what is done with the smaller, historic underpasses on Centennial and Freedom lanes is also important.

Ford has a good idea to make one tunnel on Centennial Lane out of the two tunnels, since neither can be saved as is because the rail bed overhead will be much wider.

The mayor and city council thanked Ford for his dedication and time to this project. We agree. Ford is perfectly trained, suited and experienced to represent Havre de Grace at this critical time and the city is fortunate to have him.

Future generations will reap the long-term benefits of what Ford, and other officials, elected and otherwise, are doing today.

As for today’s generation, we encourage everyone, including us, to pay close attention to what happens in the next few months with this project.

## Letters to the editor

## OPEN FORUM

# Sheriff’s office be part of barg

Editor:

Recently, the Harford County Deputy Sheriff’s Union began a public conversation concerning collective bargaining.

Collective bargaining is being sought by the Deputy Sheriff’s Union in hopes that they will have the opportunity to negotiate with the county on issues related to salaries and benefits. As sheriff, I have no authority to provide funding for raises or benefits as this is a function exclusive to the county executive.

What has led to this initiative by the Deputy Sheriff’s Union goes back to a number of years ago. The union, working with the past county administration, established an agreement upon a compensation package that included modest increases and step enhancements. The informal agreement resulted in a comprehensive pay package that addressed the immediate needs and also made the Sheriff’s Office marketable in the competitive world of recruiting. The latter becoming so important in current times with the beating law enforcement has taken at the hands of liberal media.

Law enforcement remains a noble profession sought by caring individuals who put others ahead of themselves; however, without a competitive pay package it is becoming increasingly more difficult to recruit and retain those who serve you with devotion.

The past county administration, citing financial challenges, did not fund the established pay scale and step increases for a seven-year period. The result is now a severely broken pay structure which has created scenarios where some in ranks are making the same or more than those senior in grade. These compression

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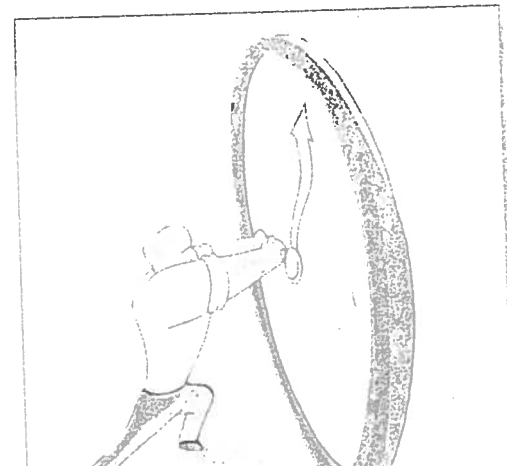
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**BARRY GLASSMAN**  
HARFORD COUNTY EXECUTIVE

**BILLY BONIFACE**  
DIRECTOR OF ADMINISTRATION



**BRADLEY F. KILLIAN**  
DIRECTOR OF PLANNING & ZONING

November 3, 2016

Mr. Dan Reagle  
Maryland Transit Administration  
Environmental Planning Division  
6 St. Paul Street, Room 924  
Baltimore, Maryland 21202

RE: Potential MOA Stipulations

Dear Mr. Reagle:

Thank you for the opportunity to provide comments on the Potential MOA Stipulations which was provided to the Susquehanna River Rail Bridge Project Consulting Party at the October 11, 2016 meeting. Harford County Department of Planning and Zoning has reviewed the Stipulations as requested and offer the following comments:

- With the construction of this bridge, an opportunity is presented to establish a safe crossing for bicyclists and pedestrians.
- Harford County supports the Transit Oriented Development efforts put forth by the City of Havre de Grace and the Town of Perryville.

If you have any questions regarding our comments please contact me at 410-638-3103, extension 1372 or [aarawls@harfordcountymd.gov](mailto:aarawls@harfordcountymd.gov).

Sincerely,

Alex Rawls  
Transportation Planner

AR/lap

cc: Jenny B. King, Deputy Director, Department of Planning and Zoning  
Shane P. Grimm, Chief, Long-Range Planning Section, Department of Planning and Zoning  
Dianne Klair, Planner, City of Havre de Grace Planning and Zoning

*Maryland's New Center Of Opportunity*

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220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

Mayor  
James L. Eberhardt  
Town Administrator  
Denise Breder



*Perryville*  
Grounded in the past. Focused on the future.

Commissioners  
Robert Ashby  
Alan Fox  
Michelle Linkey  
Raymond A Ryan III

November 4, 2016

Brandon L. Bratcher, Environmental Protection Specialist  
Office of Railroad Policy and Development  
U.S. Department of Transportation  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Susquehanna River Rail Bridge Project – Section 106 MOA Stipulations

Dear Mr. Bratcher:

In follow up to the October 11, 2016 Section 106 meeting, you had requested suggested stipulations to the MOA be submitted by November 4, 2016. As a consulting party on behalf of the Town of Perryville I generally concur with the Potential MOA Stipulations as spelled out in the attached document distributed at the October 11 meeting. I offer the following clarification to potential stipulations and / or additional stipulations:

**Clarification to proposed stipulations**

**Develop interpretive material for HdG and Perryville and an educational document (film?)**

The Town of Perryville requests interpretive material for use and display at the Perryville Railroad Museum and / or Rodgers Tavern Museum upon it's re-opening. Perryville is particularly interested in having a film of the swing bridge in operation for educational and historic preservation purposes.

**Salvage key bridge elements (for interpretation)**

Salvaging key bridge elements for an interpretative exhibit(s) is important to the Town of Perryville for use in a museum and at one of its waterfront parks. The Perryville Railroad Museum representative specifically requested to have the train locator sign from the Interlocking Tower for display at the museum, should it be removed from the tower. I support that request on behalf of the Railroad Museum. Additionally, the Town of Perryville would like to have the date stone for display.

**Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping if possible.**

Without retracting from or limiting this potential MOA stipulation, should it be determined that the treatment for the retaining wall be stone, please use stone that mimics the look of Rodgers Tavern. Further, present plans indicate that the distance between the Tavern and the tracks will be reduced by approximately 44', so I would like to thank you for agreeing to pull back the abutment thus creating a better, more natural view from the western end of the front porch of Rodgers Tavern.

18

### Additional Stipulations

#### **Develop and implement a Construction Protection Plan (CPP) for Lower Ferry Pier**

I concur with the need for a Construction Protection Plan (CPP) for Rodgers Tavern and I appreciate that you have already included the CPP for the Tavern in the listing of Potential MOA stipulations. I would like to add, although not an historic resource, that the Town of Perryville also requests, as stated in the April 14, 2016 comment letter, copy attached, that a CPP be prepared for Lower Ferry Pier. Lower Ferry Pier is directly adjacent to Rodgers Tavern and could potentially be damaged during construction if not protected.

#### **Open Discussion of Future Expansion of Rail Service in Perryville**

At the October 11 meeting, it was stated that by shifting the interlocking tower at the Perryville Train Station a pad will be created allowing for future expansion of service at the station. This future expansion of service aligns with the Town's Transportation Priorities, and I am excited to hear that you are making long-range plans to expand service in Perryville, hopefully to include related parking requirements. Perryville has a Transit Oriented Development (TOD) plan in place, approved by the Mayor and Commissioners in 2012, and the Town is diligently working on implementation of that plan to include construction in progress of the Municipal Center Phase I and Rodgers Tavern and Waterfront aspects of that plan.

### Other Comments

#### **Pedestrian and bicycle access across the Susquehanna River**

Safe pedestrian and bicycle access across the Susquehanna River is a long-term goal of the Lower Susquehanna Heritage Greenway (LSHG), of which Perryville is a member. Though, not a rail project, I appreciate that you recognize this as an important, and somewhat connected, goal and request continued discussion with the LSHG on this topic.

#### **Direct Outreach to Property Owners**

I request that you make direct outreach to those property owners whose properties adjoin the rail line along Broad Street / Maryland Route 7 in Perryville. While it is likely that these property owners received notification of the public outreach sessions, whether by postcard, newspaper or other means, since it is likely that they will be impacted during construction they should be given direct notice of the plans. This will give the property owners the opportunity to question how they may be impacted by the future construction and to make their own comments.

#### **Memorandum of Agreement - timing**

It is my understanding that you plan to have the MOA completed and executed in the December 2016 / January 2017 time-frame. It was unclear to me at the October 11 meeting if Town of Perryville or me, as a consulting party on behalf of Perryville, be required to sign off on the MOA. However, if I or the Town were required to be signers to that MOA, we will need more time to thoroughly review the MOA and have it reviewed by legal counsel prior to our execution of the agreement.



I appreciate and acknowledge that the design and construction of the Susquehanna River Rail Bridge is a monumental undertaking. Therefore, I thank you for taking the time to consider these additional stipulations, comments (and prior comments) and incorporate them into the plans for the future bridge. Given that this bridge will be in place for the next century or longer, the comments are made to secure the best possible outcome for future generations of Perryville residents.

Sincerely,



Denise Breder  
Town Administrator

Attachments

CC: Mayor and Commissioners, Town of Perryville  
Marlys Osterhues, Federal Railroad Administration  
Laura Shick, Federal Railroad Administration  
Paul DeSignore, Amtrak  
Jacqueline Thorne, Maryland Department of Transportation  
Dan Reagle, Maryland Transit Administration  
Mary Ann Lisanti, Lower Susquehanna Heritage Greenway  
Jeffrey Konrad, HNTB  
Cathy McCardell, Town of Perryville  
Mary Ann Skilling, Town of Perryville  
Anthony DiGiacomo, Cecil County Planning and Zoning  
Dianne Klair, City of Havre de Grace  
Pat Stetina, Perryville Railroad Museum

Mayor  
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November 4, 2016

Brandon L. Bratcher, Environmental Protection Specialist  
Office of Railroad Policy and Development  
U.S. Department of Transportation  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Susquehanna River Rail Bridge Project – Section 106 MOA Stipulations

Dear Mr. Bratcher:

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Safe pedestrian and bicycle access across the Susquehanna River is a long-term goal of the Lower Susquehanna Heritage Greenway (LSHG), of which Perryville is a member. Though, not a rail project, I appreciate that you recognize this as an important, and somewhat connected, goal and request continued discussion with the LSHG on this topic.

### **Direct Outreach to Property Owners**

I request that you make direct outreach to those property owners whose properties adjoin the rail line along Broad Street / Maryland Route 7 in Perryville. While it is likely that these property owners received notification of the public outreach sessions, whether by postcard, newspaper or other means, since it is likely that they will be impacted during construction they should be given direct notice of the plans. This will give the property owners the opportunity to question how they may be impacted by the future construction and to make their own comments.

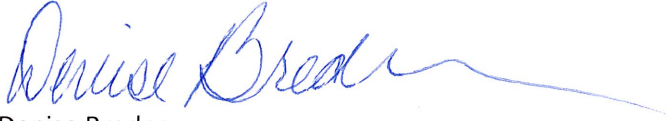
### **Memorandum of Agreement - timing**

It is my understanding that you plan to have the MOA completed and executed in the December 2016 / January 2017 time-frame. It was unclear to me at the October 11 meeting if Town of Perryville or me, as a consulting party on behalf of Perryville, be required to sign off on the MOA. However, if I or the Town were required to be signers to that MOA, we will need more time to thoroughly review the MOA and have it reviewed by legal counsel prior to our execution of the agreement.



I appreciate and acknowledge that the design and construction of the Susquehanna River Rail Bridge is a monumental undertaking. Therefore, I thank you for taking the time to consider these additional stipulations, comments (and prior comments) and incorporate them into the plans for the future bridge. Given that this bridge will be in place for the next century or longer, the comments are made to secure the best possible outcome for future generations of Perryville residents.

Sincerely,



Denise Breder  
Town Administrator

Attachments

CC: Mayor and Commissioners, Town of Perryville  
Marlys Osterhues, Federal Railroad Administration  
Laura Shick, Federal Railroad Administration  
Paul DeSignore, Amtrak  
Jacqueline Thorne, Maryland Department of Transportation  
Dan Reagle, Maryland Transit Administration  
Mary Ann Lisanti, Lower Susquehanna Heritage Greenway  
Jeffrey Konrad, HNTB  
Cathy McCardell, Town of Perryville  
Mary Ann Skilling, Town of Perryville  
Anthony DiGiacomo, Cecil County Planning and Zoning  
Dianne Klair, City of Havre de Grace  
Pat Stetina, Perryville Railroad Museum

## Potential MOA Stipulations

The following measures have been proposed:

- Prepare HAER documentation for bridges and tower
- Develop interpretive material for HdG and Perryville and an educational document (film?)
- Salvage key bridge elements (for interpretation)
- Use traditional design features in two new bridges to ensure that the bridge and piers are compatible with former bridge and adjacent bridges
- For undergrade bridges, use form liner that emulates look and color of stone; provide consulting parties with an example and rendering. Include lighting within the underpasses.
- Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping, if possible.
- Design new retaining walls in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*
- Develop and implement a Construction Protection Plan (CPP) for historic district structures and Rodgers Tavern
- Move the Interlocking Tower to avoid demolition
- Conduct Phase IB archaeological investigation, including for submerged resources
- Develop a procedure for handling discovery of an unanticipated resource or effect
- Continue design consultation with MHT and consulting parties



MD Department of Transportation



DEC 02 2016

Office of Freight and Multimodalism

November 22, 2016

Mr. Brandon L. Bratcher  
Environmental Protection Specialist  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
West Building, Mail Stop 20  
Washington, DC 20590

Dear Mr. Bratcher,

I have recently received your November 1, 2016 written response to the various issues outlined in my July 18, 2016 letter. Upon my initial review, I have noted a few inconsistencies in your response and note that some issues have apparently been left unaddressed. I'm happy to discuss these points with you at your convenience.

It's rather challenging to provide meaningful comments to your proposed stipulations in such a brief timeframe, therefore I respectfully request the opportunity to review and comment on the draft document prior to execution.

In the meantime, I would like to offer the following the response to each of the potential MOA stipulations.

Proposed measures:

- Prepare HAER documentation for bridges and tower  
We concur.
- Develop interpretive material for HdG and Perryville  
and an educational document (film?)

The transportation history within the site study area is nationally, regionally and locally significant therefore appropriate study and documentation is required. I propose the development of an interpretative plan that details the collateral materials, signage and educational materials appropriate to the area. The LSHG will provide contractual services to develop and execute the research and implementation of the plan and produce any necessary collateral materials and



signage. We will work with the local governments and area partners to determine the final custodian.

- Salvage key bridge elements (for interpretation)  
We concur and suggest adding this to the interpretive plan I proposed above.
- Use traditional design features in two new bridges to ensure that the bridge and piers are compatible with former bridge and adjacent bridges  
We concur.
- For undergrade bridges, use form liner that emulates look and color of stone; provide consulting parties with an example and rendering. Include lighting within the underpasses.  
We concur.
- Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping, if possible.  
We concur. The look and color of the stone on the retaining wall must emulate and compliment Rodgers Tavern.
- Design new retaining walls in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties  
We concur.
- Develop and implement a Construction Protection Plan (CPP) for historic district structures and Rodgers Tavern  
We concur, and request a CPP also be developed and implemented for the Abraham Jarrett Thomas House (HA-790).
- Move the Interlocking Tower to avoid demolition  
We concur, the new location should take into consideration any future expansion of the Perryville Station.
- Conduct Phase IB archaeological investigation, including for submerged resources  
We concur and request that the MOA not be executed until the environmental study is completed and open for public review and comment.

- Develop a procedure for handling discovery of an unanticipated resource or effect  
We concur, and also request input from the National Park Service as the study area is within a National historic trail boundary.
- Continue design consultation with MHT and consulting parties.  
We concur and look forward to reviewing and comment on this project.

Additionally, we strongly recommend the following additional measures be included:

1. The community should be provided a 3D visual model of the proposed plans that illustrate the impact on existing communities.
2. Plan to address a safe pedestrian river and bikeway access across the Susquehanna River; no sufficient response has been given to this issue and the community desire as reflected in local comment at public input sessions, local comprehensive plans, and state and federal goals.
3. State highway administration should investigate an alternative gateway to the City of Havre de Grace due to the impact on Otsego street. – possibly via Maryland Rt 155 through the North Park to Water Street.
4. Re-evaluation of the opportunity of an increased overland span at the current main gateway into Havre de Grace's downtown (intersection of Otsego Street/Union Avenue/Water St).

Sincerely,



Mary Ann Lisanti  
Executive Director

Cc: Dianne Klair, City of Havre de Grace  
Denise Breeder, Town of Perryville  
Elizabeth Hughes, Maryland Historical Trust

Beth Cole, Maryland Historical Trust  
Tim Tamburrino, Maryland Historical Trust  
Paul DeSignore, Amtrak  
Amrita Hill, Amtrak  
Dan Reagle, Maryland Transit Administration  
Laura Shick, Federal Railroad Administration  
Jacqueline Thorne, Maryland Department of Transportation  
LSHG Board of Directors





# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078

WWW.HAVREDEGRACEMD.COM

410- 939-1800

410- 575-7043

February 15, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Bratcher and the Project Team:

Attached you will find a study that I and the Havre de Grace City Council commissioned at the City's expense to make the case for a modified bridge design over the intersection of MD 7/Otsego and Union Avenues, our main gateway into the City's historic downtown. This study was performed by a professional bridge engineer, David R. Schmidt, P.E., on the City's behalf to determine that our request for consideration for a larger bridge span is, in fact, feasible. This issue is extremely important to us and we fervently ask you to consider making the final preliminary design for the two new bridge spans and their respective pier locations complementary to our community as opposed to undermining the entrance to our downtown.

As they are designed now, two new bridge spans will be built over the existing curve of Otsego Street and Union Avenue; one new bridge will go north of the existing bridge and one will be in the location of the existing bridge. This is an understandable outcome of your bridge replacement (and expansion) project. However, the problem that we have is with the bridge piers as they are proposed which are to be built 160' on center. We have been told that the bridges cannot be designed with a longer span. I offer the attached report to respectfully counter that perspective and ask that you please reconsider your design which will greatly affect our downtown entrance and the homes in the immediate vicinity.

Our proposal is intended to extend the pier distance to 220' which would allow some relief for the homes located along Otsego Street, a better road configuration and for a reduction in the total number of piers. We are looking for an optimal design that better preserves our historic context and downtown gateway entrance. We have worked very hard to make this a vibrant, revitalized community and the construction of your project as designed will jeopardize decades worth of work. I cannot stress enough the need to reevaluate the proposed preliminary design. Our downtown is dependent on a gateway that works for us and this entrance is our primary access.

Sincerely,

William T. Martin,  
Mayor, City of Havre de Grace

Cc: Council President Stephen Gamatoria  
Council Member David Glenn  
Council Member Michael Hitchings  
Council Member Monica Worrell  
Council Member David Martin  
Council Member Randolph Craig



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

March 13, 2017

William T. Martin  
Mayor  
City of Havre de Grace  
711 Pennington Avenue  
Havre de Grace, MD 21078

Dear Mayor Martin,

FRA is in receipt of your letter dated February 15, 2017 and offers the following response.

Our design team for the Susquehanna River Bridge replacement team has always taken seriously every input received from the public and coordinating agencies in planning this major bridge replacement project. In fact, many comments have been incorporated into the project's design. The communities of both Havre de Grace and Perryville have been most cooperative and supportive throughout the project along with all the other important stakeholders.

The design team is in the process of entertaining the use of a 220-foot span as the first span of the bridge on the Havre de Grace side of the project, as you have suggested, but advises FRA that this may have the following impacts on the overall design of the project:

1. The highway alignment on Otsego Street may have a significantly sharper curve than previously designed by moving the new southern abutment 40' north.
2. The aesthetics of the bridge will be slightly altered being that the majority of the span configurations depths are 12' deep girders and the span over Ostego Street may have a 14' depth or be a steel box beam instead of steel I-beams.

Please note that the design team previously incorporated the City-requested realignment of Otsego Street / North Union Avenue into the design, however slight modifications were needed to comply with AASHTO and MDSHA roadway criteria. It is anticipated that the Conceptual Road Alignment C will require more significant adjustments to comply with AASHTO and MDSHA standards.

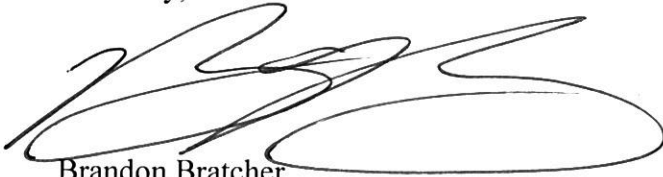
Our design team will continue to develop the roadway design and span configuration in the "final design stage" of the project. At this juncture it appears that a 14-foot deep, 220-foot girder over Ostego Street is more economical and feasible compared to the box (tub) girder design. Amtrak and the team had already initially discounted the merits of the tub girder for various



construction related logistics, long-term service maintenance and inspection requirements in a railroad environment (heavy cyclical loads).

The design team will continue to communicate with the City as the design advances. Please let us know if you have any further questions/concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brandon Bratcher', written over a large, light-colored oval shape.

Brandon Bratcher  
Environmental Protection Specialist  
Federal Railroad Administration

cc: Laura Shick (FRA)  
Jacqueline Thorne (MDOT)  
Tim Tamburrino (MHT)  
Paul DelSignore (Amtrak)  
Marlys Osterhues (FRA)



# City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078  
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410- 939-1800  
410- 575-7043

MD 20170321-0224

March 29, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Bratcher and the Project Team:

I am deeply appreciative of your letter dated March 13, 2017 where you stated that you will consider the use of a 220-foot span over the Otsego Street/Union Avenue intersection as an engineering solution for the entrance into our historic downtown commercial area. On behalf the City of Havre de Grace, I accept the offer for the City to be a Concurring Party on the Programmatic Agreement that gets finalized following the Environmental Assessment 30-day comment period for the Susquehanna River Rail Bridge Project ending April 6<sup>th</sup>, 2017.

Thank you for your continued public outreach and for working with us to accommodate our design concerns.

Sincerely,

William T. Martin  
Mayor, City of Havre de Grace

Cc: Council President Stephen Gamatoria  
Council Member David Glenn  
Council Member Michael Hitchings  
Council Member Monica Worrell  
Council Member David Martin  
Council Member Randolph Craig

Havre de Grace

April 24, 2017

The Honorable Chris Van Hollen, Jr.  
110 Hart Senate Office Building  
Washington, D. C. 20510

**RECEIVED**

MAY 16 2017

**SENATOR  
CHRIS VAN HOLLEN**

Dear Senator Van Hollen,

First, may I offer my congratulations on your attaining this high office. May you serve to forever tip the balance to the Democratic side. We thank you for this dedication.

The purpose in my writing to you today is to offer my opinion on a monumental project in my home town of Havre de Grace which is long overdue. We are faced with a case of crumbling infrastructure using plans and ideas offering no more than "band aid" replacements.

Amtrak, or otherwise known in my day as the Pennsy, has plans to renew its track from Baltimore to the Susquehanna River. Fine, the bridge is over 100 years old and is in dire need of an upgrade. Hopefully the Bush River Bridge and its sister over the Gunpowder will be eliminated by moving the line shoreward. This brings me to the second part of my argument: the Conrail or once the old B&O line parallels the Amtrak and presents an equally antiquated bridge in need of replacement. Why can we not combine the lines on the Conrail right-of-way up to and over one single futuristic bridge, designed to handle all needs present and future. By following the Conrail r-o-w, the line would skirt the City to the north. No longer would Havre de Grace be bisected by the "Iron Horse" as it has been for over a century. My family lore tells of my Great Uncle Harry as a child having his cap snatched off his head by a Union Soldier as he stood at the station.

In the interest of practicality (one bridge instead of two) and the new structure could be built without disturbing the existing lines until ready; with more attention to safety in moving the Amtrak to the Conrail right-of-way at the edge of town with less residential encroachment; with less noise for most residents. The new high-speed train would have a sleek, sound and aesthetically pleasing bridge.

For many attractive reasons, we residents envision a non-political and unified effort for one bridge.

Please accept the chart for your purpose if helpful. Thank you.

Sincerely,



Thomas Carroll

214 Strawberry Ln.  
Havre de Grace, MD 21078  
tmilton214@hotmail.com



May 23, 2017

Mr. Thomas Carroll  
214 Strawberry Lane  
Havre de Grace, MD 21078

Mr. Carroll,

Senator Van Hollen's office forwarded your inquiry to me, as I am the project manager for the Susquehanna River Rail Bridge Project. Thank you for your interest in the improvements to Amtrak's Northeast Corridor (NEC) infrastructure. You seem to be very knowledgeable about the history of the local rail lines. I was not aware, that Amtrak was nicknamed the Pennsy. The formation of Conrail under the Regional Rail Reorganization Act of 1974 helped revitalize rail service. Norfolk Southern Corporation (NS) and CSX Corporation (CSX) jointly acquired Conrail in 1997. Improved freight rail traffic is one of the many proposed benefits of the Susquehanna River Rail Bridge Project.

The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) have prepared an Environmental Assessment (EA) to evaluate the potential impacts for the Susquehanna River Rail Bridge Project. The Project goals are to improve rail connectivity along the Northeast Corridor (NEC) by replacing or improving the Susquehanna River Rail Bridge between the City of Havre de Grace in Harford County, Maryland and the Town of Perryville in Cecil County, Maryland. FRA is the lead federal agency and the National Railroad Passenger Corporation (Amtrak), as the bridge owner and operator, is providing conceptual and preliminary engineering designs and is acting in coordination with MDOT and FRA.

The existing two-track Susquehanna River Rail Bridge is 111 years old and creates a bottleneck along this segment of Amtrak's NEC. This rail bridge is a critical link along one of the U.S. Department of Transportation's (USDOT) designated high-speed rail corridors. Amtrak, the Maryland Area Regional Commuter (MARC), and Norfolk Southern Railway (NS) use the existing two-track bridge.

Amtrak would construct a new two-track bridge to the west of the existing bridge and a second new two-track bridge on the existing bridge alignment. Based on the alternatives development and screening process the Preferred Alternative would accommodate a maximum speed of 160 mph. Once the new bridge to the west is completed, which would be used primarily by MARC commuter rail and NS freight rail service, the existing bridge would be taken out of service, demolished, and replaced. A new high-speed passenger bridge would be built in the center of the right-of-way of the existing bridge alignment. For additional resources, please feel free to contact me or visit the project website. ([www.susrailbridge.com](http://www.susrailbridge.com)). My direct phone line is (410)-684-7060.

Sincerely,



Jacqueline Thorne, Maryland Department of Transportation  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

cc: The Honorable Chris Van Hollen, Jr.  
Deborah J. Haynie

