

Stakeholders Meetings



Susquehanna River Rail Bridge Project

**Presentation to the Town of Perryville
June 17, 2014**

Purpose of Today's Presentation

- Review coordination between project team and the Town of Perryville and Cecil County.
- Discuss issues and concerns raised by the Town and the County.
- Present information from April 28, 2014 Public Outreach Information Session.
- Questions & Answers.



Town of Perryville Coordination

- Project team sent early coordination letters and gave presentations in Spring 2013.
- Additional correspondence and Public Outreach Information Session in Spring 2014.
- Received comments from the Town of Perryville:
 - June 4, 2013
 - June 27, 2013
 - April 28, 2014
- Received comments from Cecil County:
 - June 17, 2013
 - May 13, 2014
 - May 16, 2014





Input from Perryville



■ Concerns include:

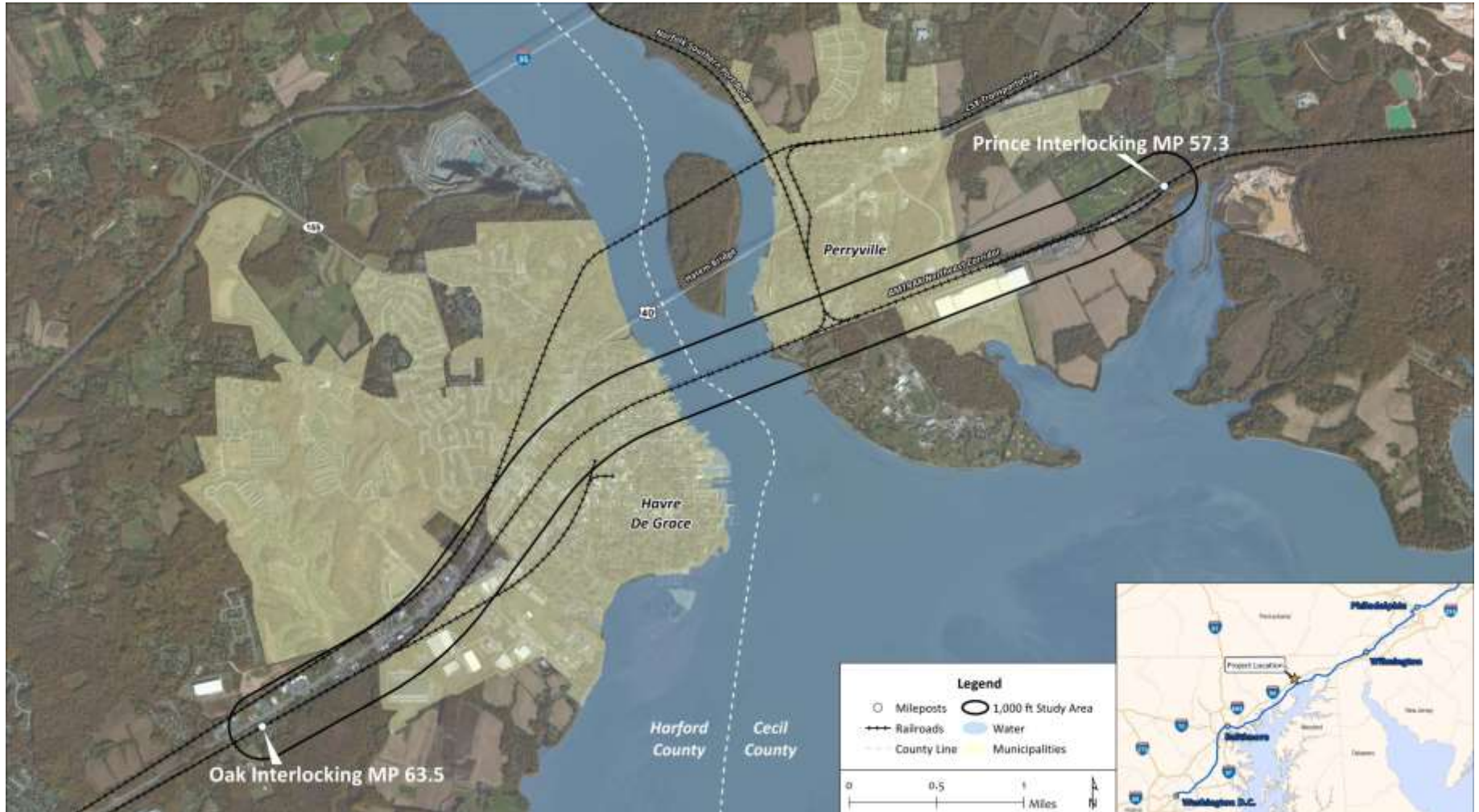
- Residents, businesses, houses of worship, town government buildings;
- Rodgers Tavern;
- Perryville Train Station;
- Perryville Wastewater Treatment Plant;
- VA Maryland Center;
- IKEA Distribution Center (major employer);
- Support for non-motorized LSHG crossing;
- Norfolk Southern's Port Road;
- Queued freight traffic blocking access to Perryville's water plant.



How are we using this input and addressing these concerns?

- Obtaining comprehensive cultural resources, community facilities, and environmental data inventory.
 - May 2014 letters to Perryville Planning & Zoning Department and LSHG to obtain additional information regarding parks, trails, and developments.
- Coordinating with NS, MARC, CSX.
- Factoring Town of Perryville's input into alternatives development.
- Scheduling additional Public Outreach Information Sessions (alternating between Perryville and Havre de Grace).
- Key stakeholder meetings with bicycle-pedestrian trail planning and advocacy organizations.

Project Location



Project Purpose and Need

The problems posed by the existing Susquehanna River Rail Bridge include:

- Functionally obsolete and aging infrastructure;
- Speed and capacity constraints;
- Operational inflexibility;
- Maintenance difficulties;
- Conflicts with maritime uses.



Amtrak crew manually opening the movable bridge span to accommodate marine traffic.

Project Purpose and Need

The primary purpose of the Susquehanna River Rail Bridge Project is to provide continued rail connectivity along the Northeast Corridor (NEC).

The project goals 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.



The Northeast Corridor merges from four tracks to two tracks (heading south from Perryville to Havre de Grace).

Environmental Considerations

National Environmental Policy Act (NEPA)

Requires that we do everything possible to protect and enhance the natural, cultural and human environment. A complete study of all reasonable alternatives (including measures to avoid and minimize impacts) must be prepared, and the results must be made available to public officials and citizens before decisions are made

Natural Environment

- Geology / Groundwater Resources
- Soils
- Surface Water
- Floodplains
- Wetlands
- Aquatic Life
- Wildlife



Socio-Economic Environment

- Demographics
- Community Facilities
- Economic Setting and Land Use
- Noise
- Air

Section 404 of the Clean Water Act

Nontidal Wetlands Protection Act

Endangered Species Act

Cultural Environment

Section 106 of the National Historic Preservation Act

Section 4(f) of the US Department of Transportation Act

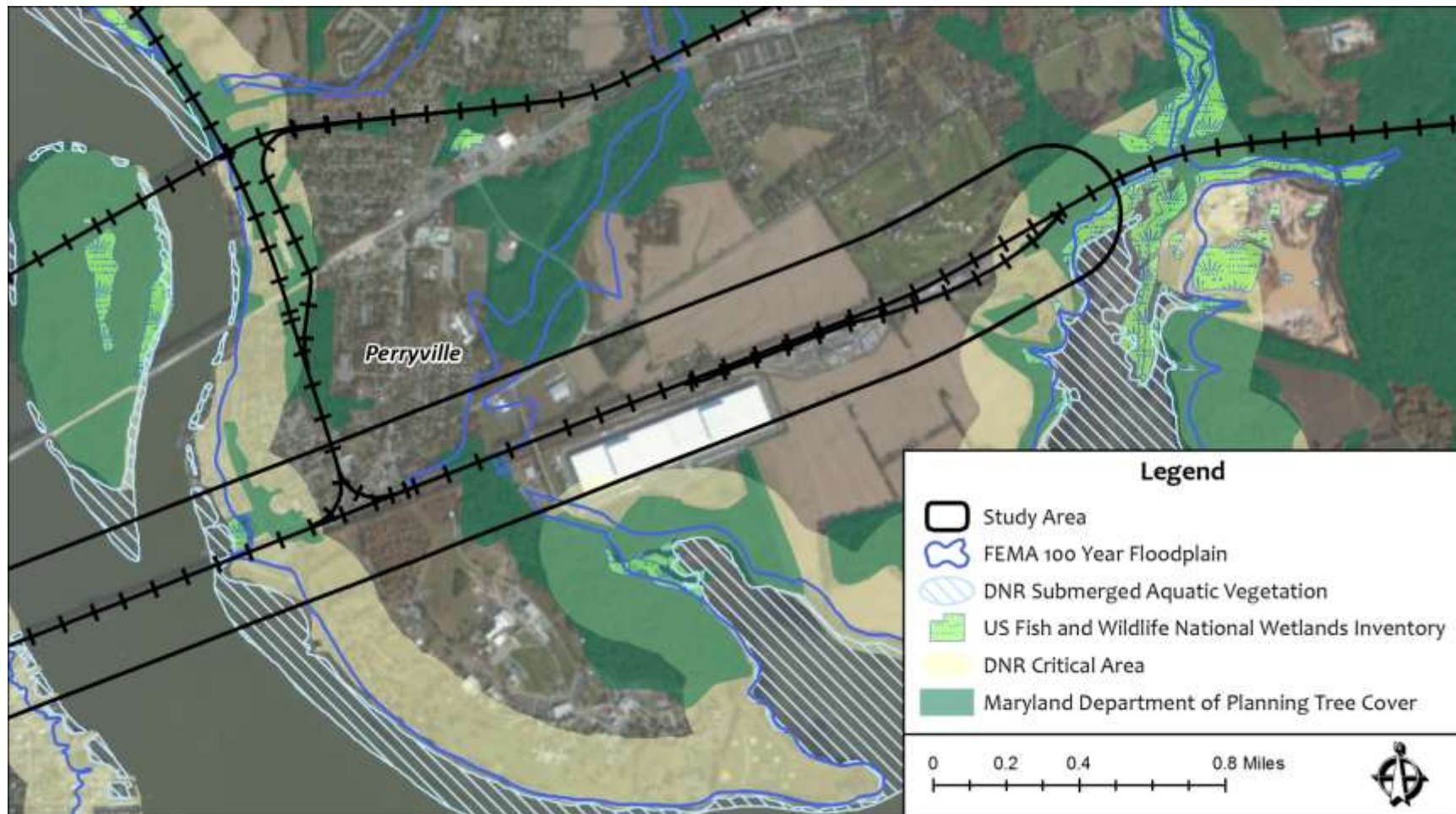
Clean Air Act and Clean Air Act Amendments

Farmland Protection Policy Act

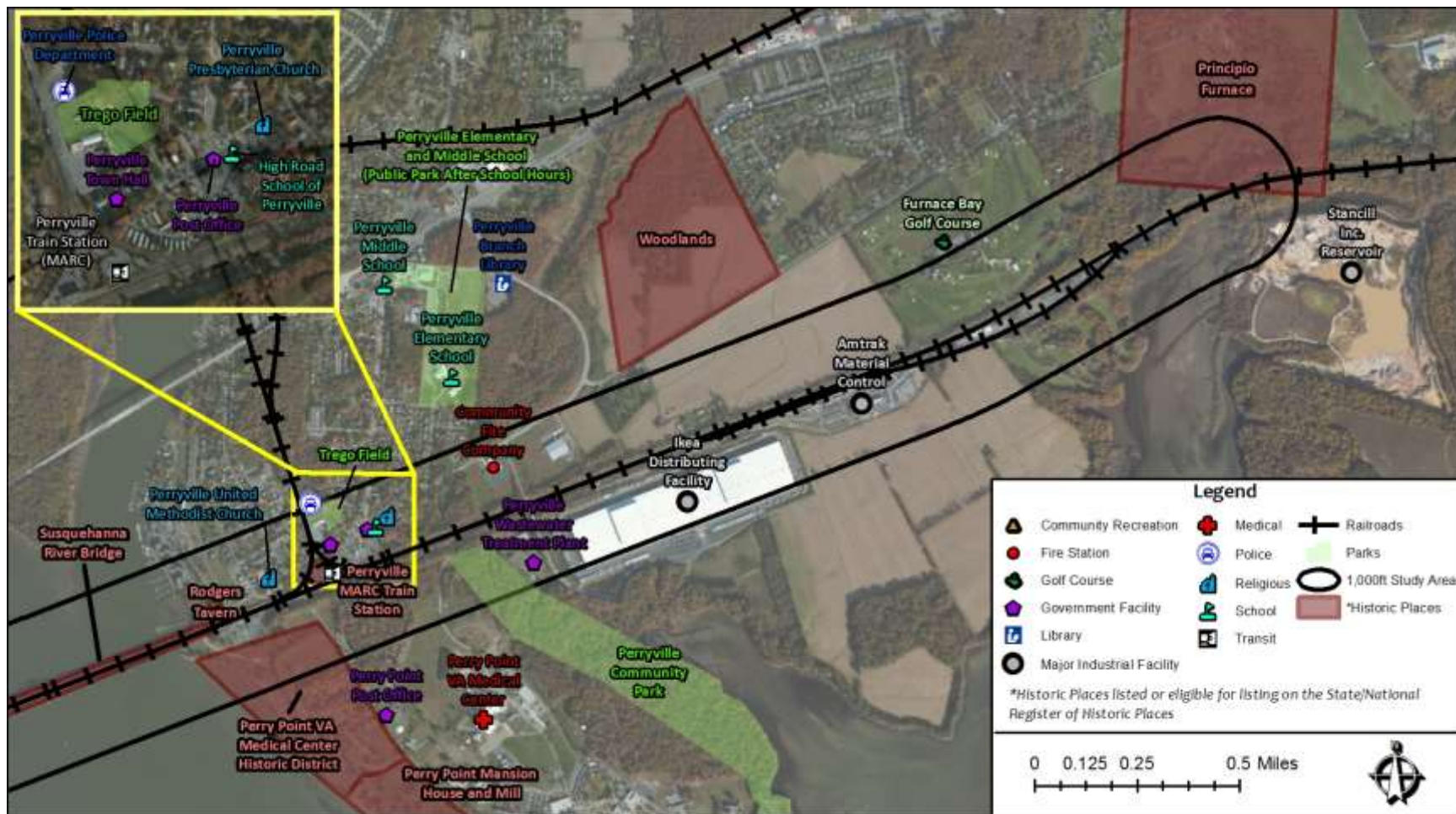
Executive Order 12898 (Environmental Justice)

Natural Resources

Coordinating with resource agencies to identify species or habitats of concern



Parks, Historic Places, and Community Facilities



Conceptual Alternatives Development

Designing to Meet Project Purpose and Need

Rail Connectivity

- Must maintain rail connectivity along the NEC (during construction and operations).
- Must provide sufficient capacity.

Navigational Requirements

- Must maintain navigation along the Susquehanna River (during construction and operations).

Logical Termini

- Must have rational end points and consider existing infrastructure.
- USDOT grant defines project limits—NEC from MP 57.3 in Perryville to MP 63.5 in Havre de Grace.

Feasibility and Constructibility

- Must be feasible and practicable from a construction and engineering perspective.

Optimize Infrastructure

- Optimize existing infrastructure and accommodate planned infrastructure.

Conceptual Alternatives Development

Design Factors

Geometry

- Reduce curves to enable faster train speed.
- Consider existing NEC and NS's Port Road Route.

Design Speed

- Consider 120 mph to 160 mph for intercity passenger trains.
- 160 mph preferred speed for intercity passenger trains.

Bridge Spacing

- Minimize ROW impacts.
- Consider existing swing span.
- Consider constructibility.

Navigational Clearances

- Accommodate marine traffic with fixed bridge.
- Horizontal clearance maintained or improved.

Grades

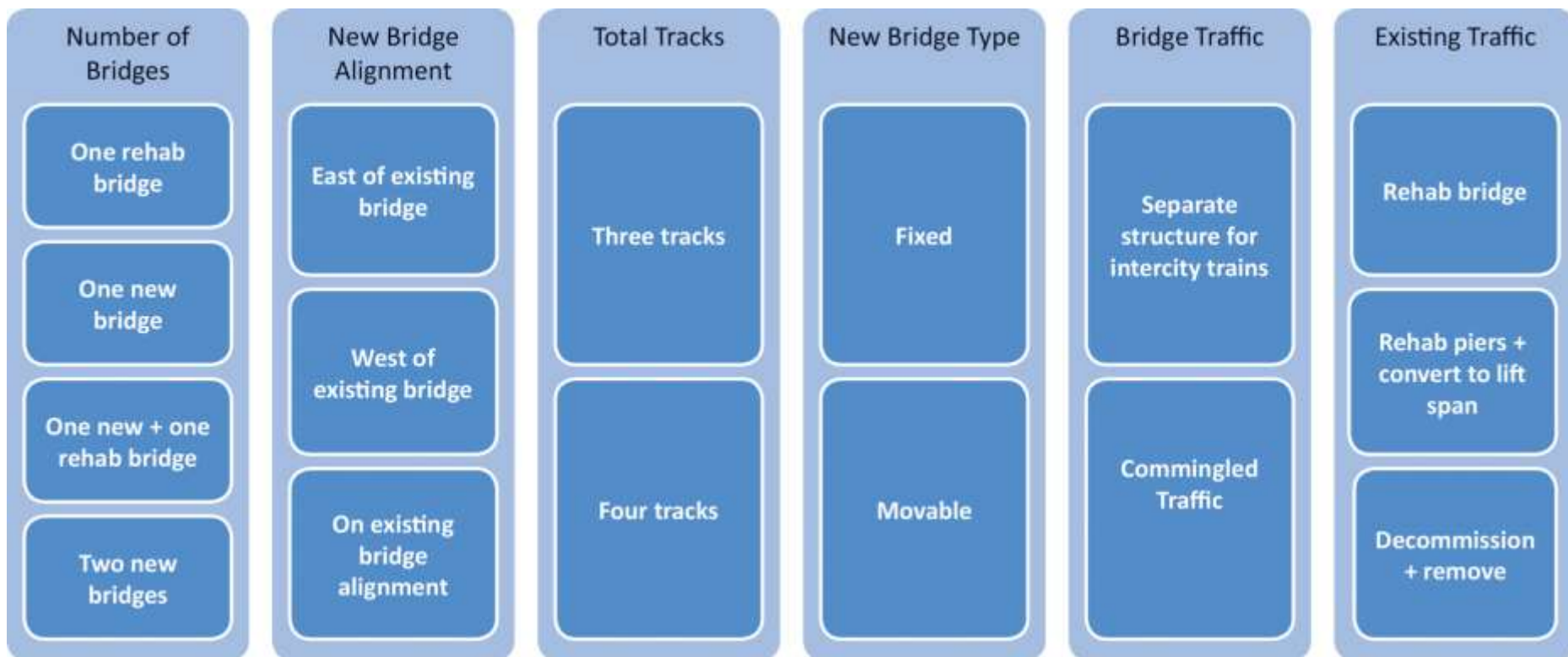
- Higher fixed bridge requires steeper grades.
- Heavy freight trains require lower grades.

Relationships to other planned projects

- Freight rail improvements.
- MARC Maintenance Facility and Penn Line extension.
- NEC Future Tier I EIS.
- Regional bicycle and pedestrian trails.

Conceptual Alternatives Development

Considered many design permutations



Next Steps

- Schedule Summer 2014 public outreach information session in Perryville to present alternatives.
- Develop detailed screening criteria based on project goals & objectives.
- Perform detailed screening, identify “Alternatives Retained for Detailed Study”, host public meeting and alternatives workshop.
- Incorporate feedback and proceed to Environmental Assessment for robust analysis of any beneficial or adverse impacts to environmental, cultural, and socioeconomic resources within the primary project study area.



Susquehanna River Rail Bridge Project

**Presentation to Cecil County
July 1, 2014**



Purpose of Today's Presentation

- Review coordination between project team and Cecil County.
- Discuss issues and concerns raised by the County.
- Present information from April 28, 2014 Public Outreach Information Session.
- Questions & Answers.



Cecil County Coordination

- Project team sent early coordination letters and gave presentations in Spring 2013.
- Additional correspondence and Public Outreach Information Session in Spring 2014.
- Received comments from Cecil County:
 - June 17, 2013
 - May 13, 2014
 - May 16, 2014
- Also received comments from the Town of Perryville:
 - June 4, 2013
 - June 27, 2013
 - April 28, 2014



Input from Cecil County

- Concerns about project's effects on economic, historic, cultural, social, and natural environment (e.g., Chesapeake Bay Critical Area).
- Consistency with Smart Growth policies within 2010 Cecil County Comprehensive Plan.
- Need to clarify possible alignments for new bridge(s) and likely bridge heights and approaches.
- Opportunity to convey observations and concerns for serious consideration and evaluation.
- Request meeting with County representatives and project team.



Input from Cecil County (cont.)

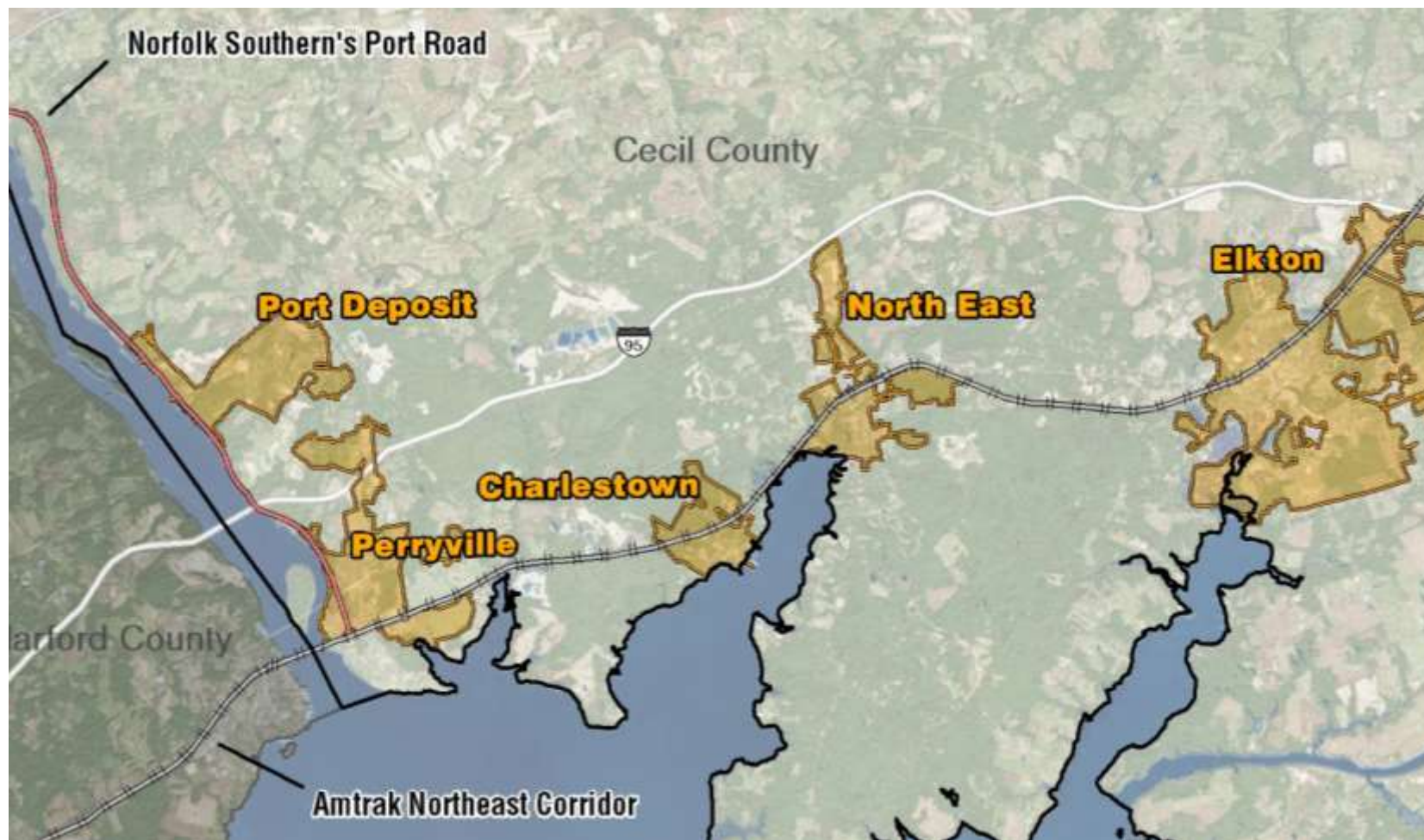


- **Perryville resources include:**

- Residences, businesses, houses of worship, town government buildings;
- Rodgers Tavern;
- Perryville Train Station;
- Perryville Wastewater Treatment Plant;
- Perryville Town Hall
- VA Maryland Center;
- IKEA Distribution Center (major employer);
- Broad Street in downtown Perryville.

Input from Cecil County (cont.)

- Municipalities divided by NEC and/or Norfolk Southern's Port Road:



Input from Cecil County (cont.)

- **Transportation considerations:**

- Freight rail along NS's Port Road, coal deliveries to Indian River Power Plant, corn deliveries to poultry industry;
- Coordination with proposed MTA MARC Maintenance and Storage Facility;
- Augment rail service between Perryville, Elkton, and Wilmington through Chesapeake Connector Freight and Passenger Rail Project;
- Support for bicycle and pedestrian crossing.

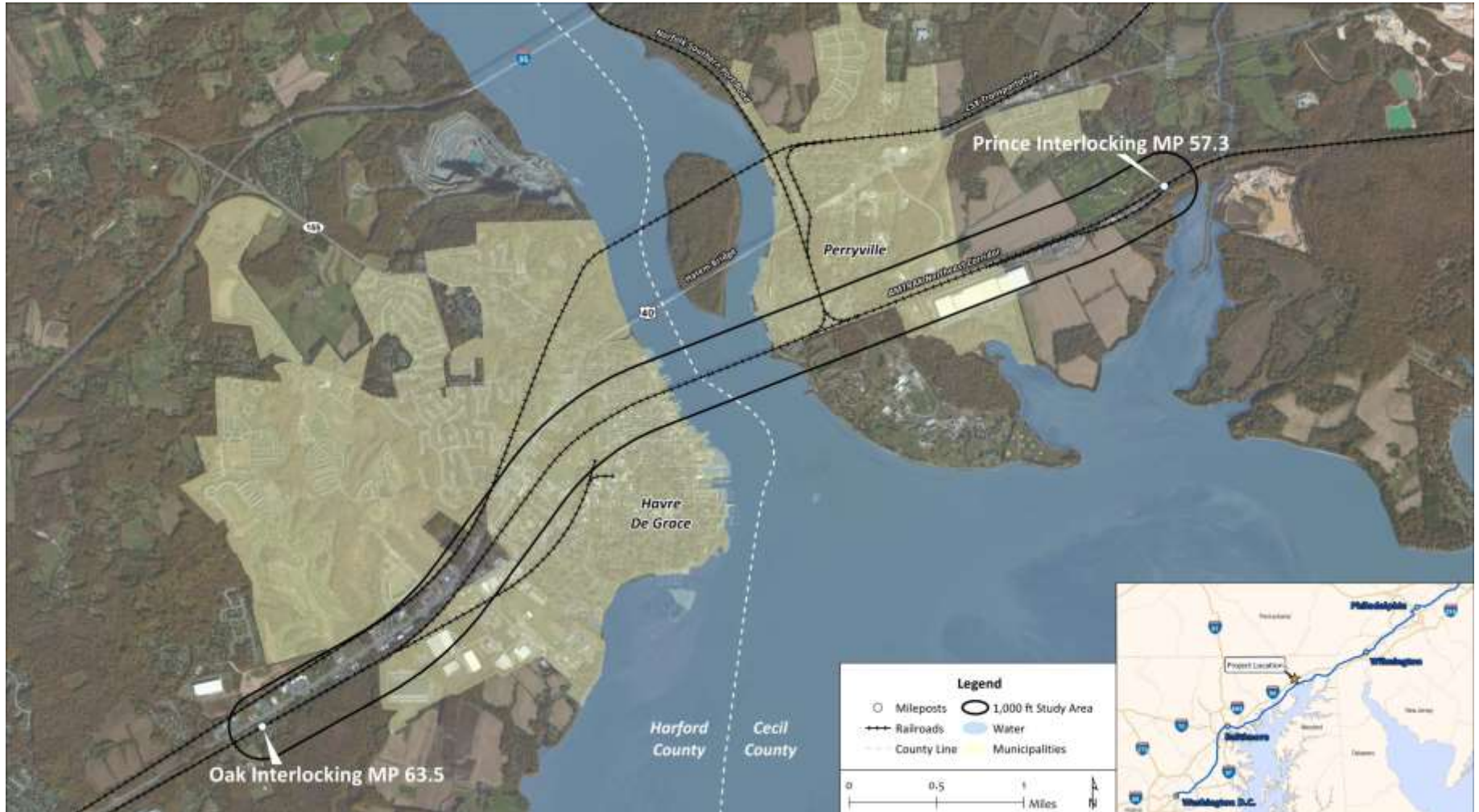




How are we using this input and addressing these concerns?

- Obtaining comprehensive cultural resources, community facilities, and environmental data inventory.
- Coordinating with NS, MARC, CSX regarding this project and independent planned projects to ensure compatibility.
- Factoring Cecil County's input into alternatives development.
- Scheduling additional Public Outreach Information Sessions (alternating between Perryville and Havre de Grace).
- Meeting with key stakeholders, including bicycle-pedestrian trail planning and advocacy organizations.

Project Location



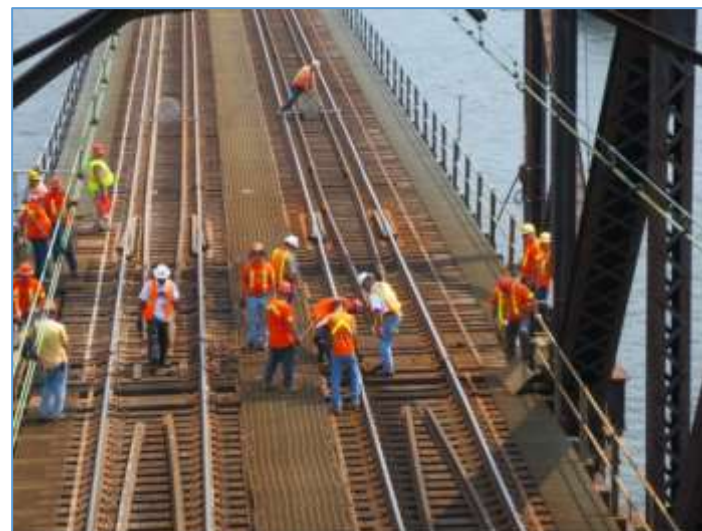
Study Area & Limits of Alignments



Project Purpose and Need

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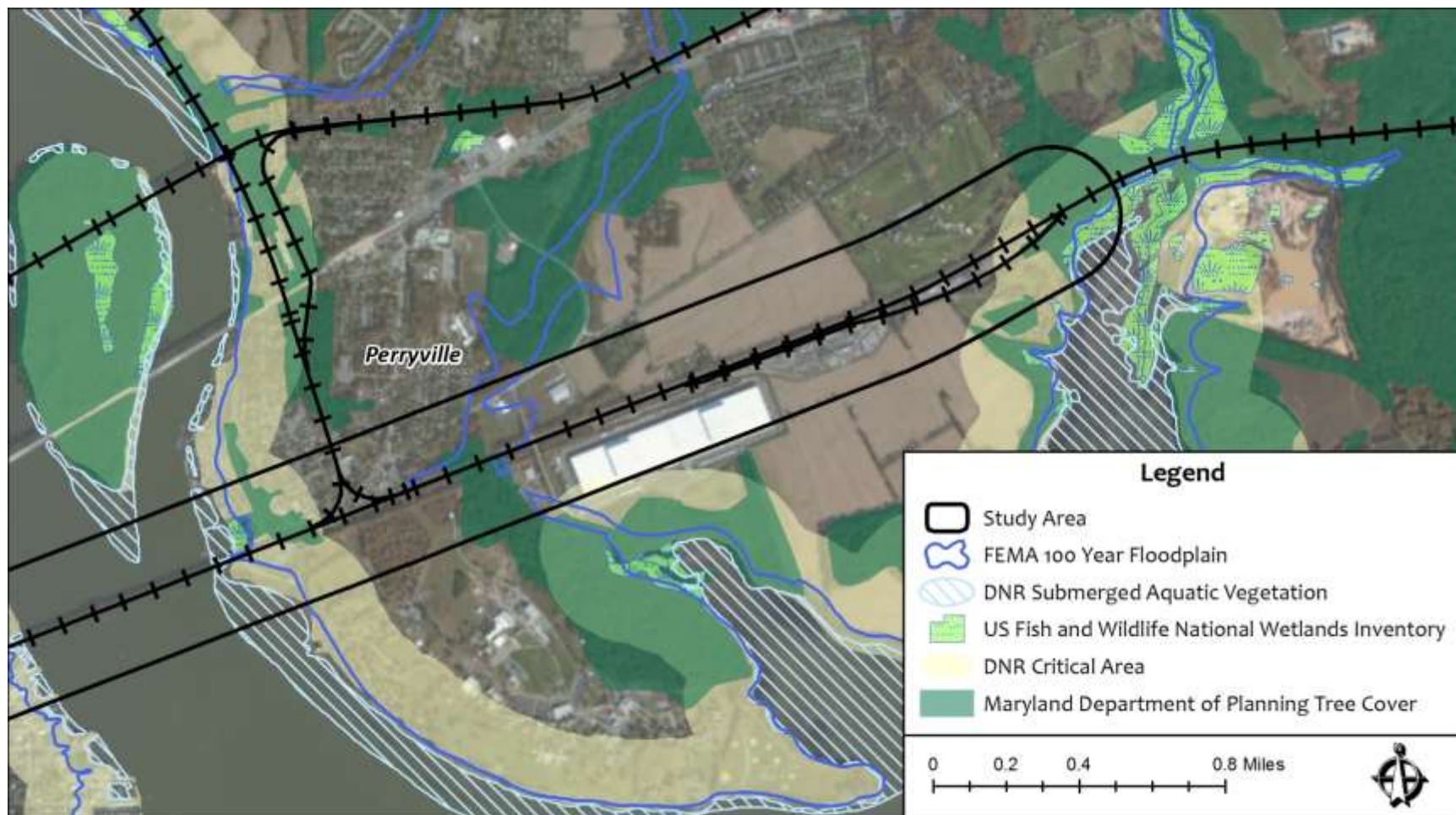
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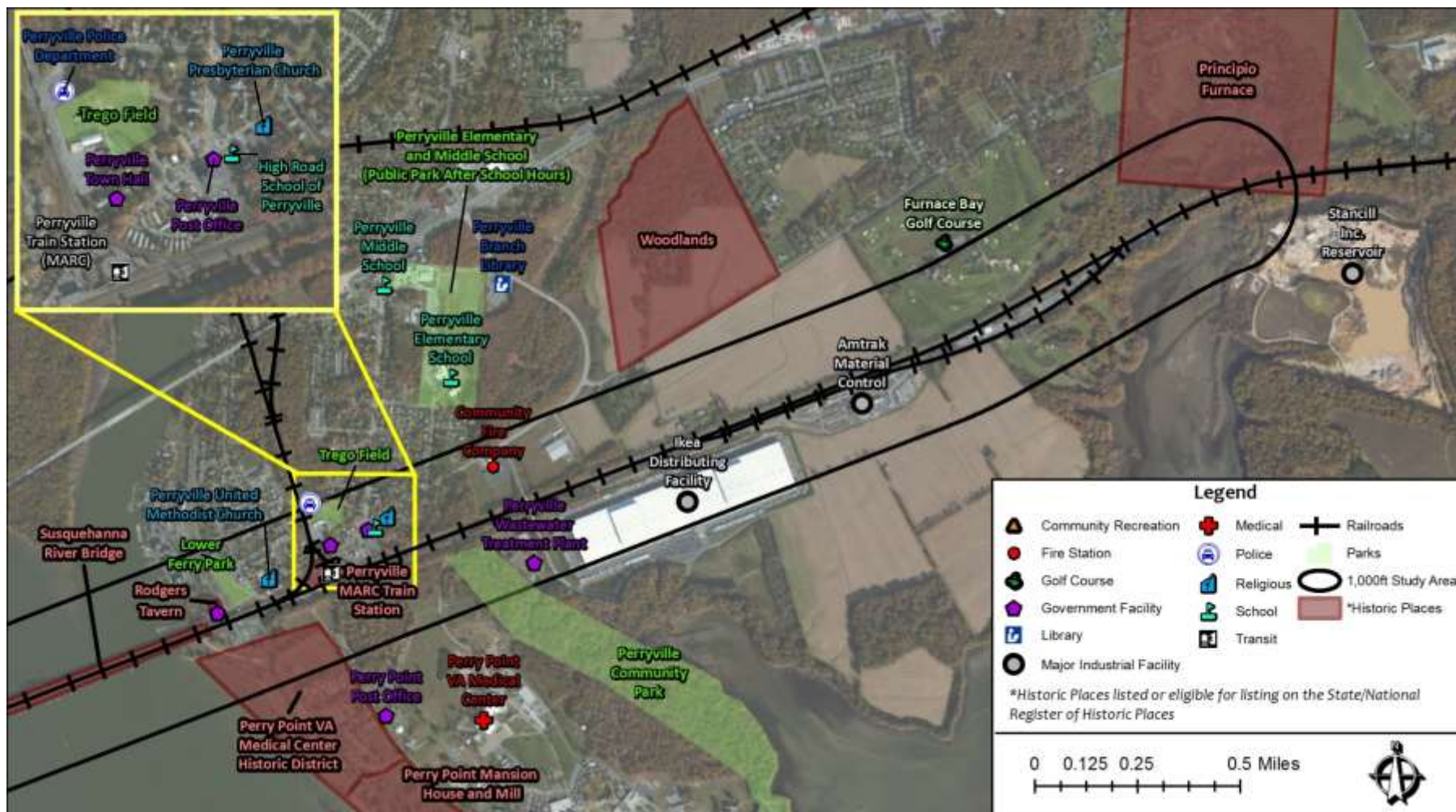
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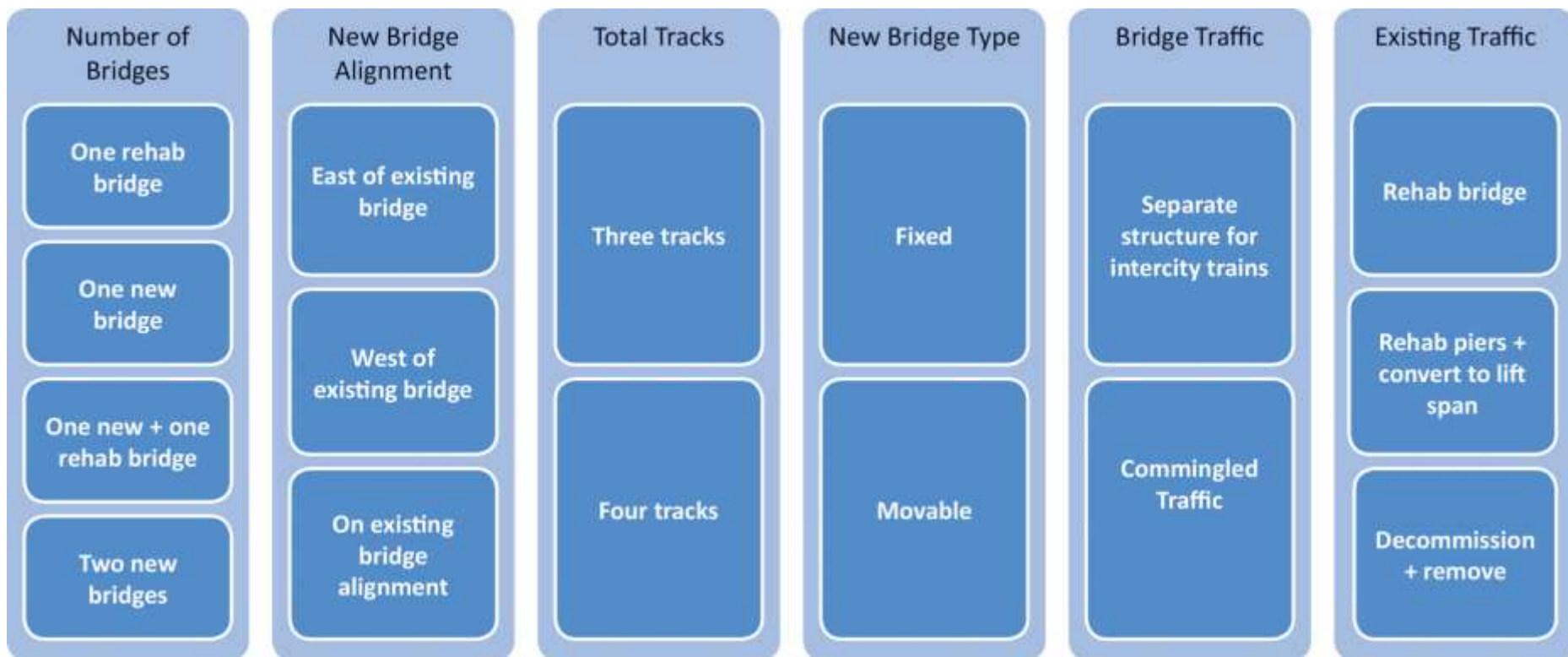
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- Incorporate feedback and proceed to Environmental Assessment
 - Robust analysis of any beneficial or adverse impacts to environmental, cultural, and socioeconomic resources within the primary project study area.
 - Consideration of indirect and cumulative impacts.

Questions & Comments



Bicycle/Pedestrian Coordination Meeting

Bicycle/Pedestrian Path Feasibility Evaluation

December 2, 2014

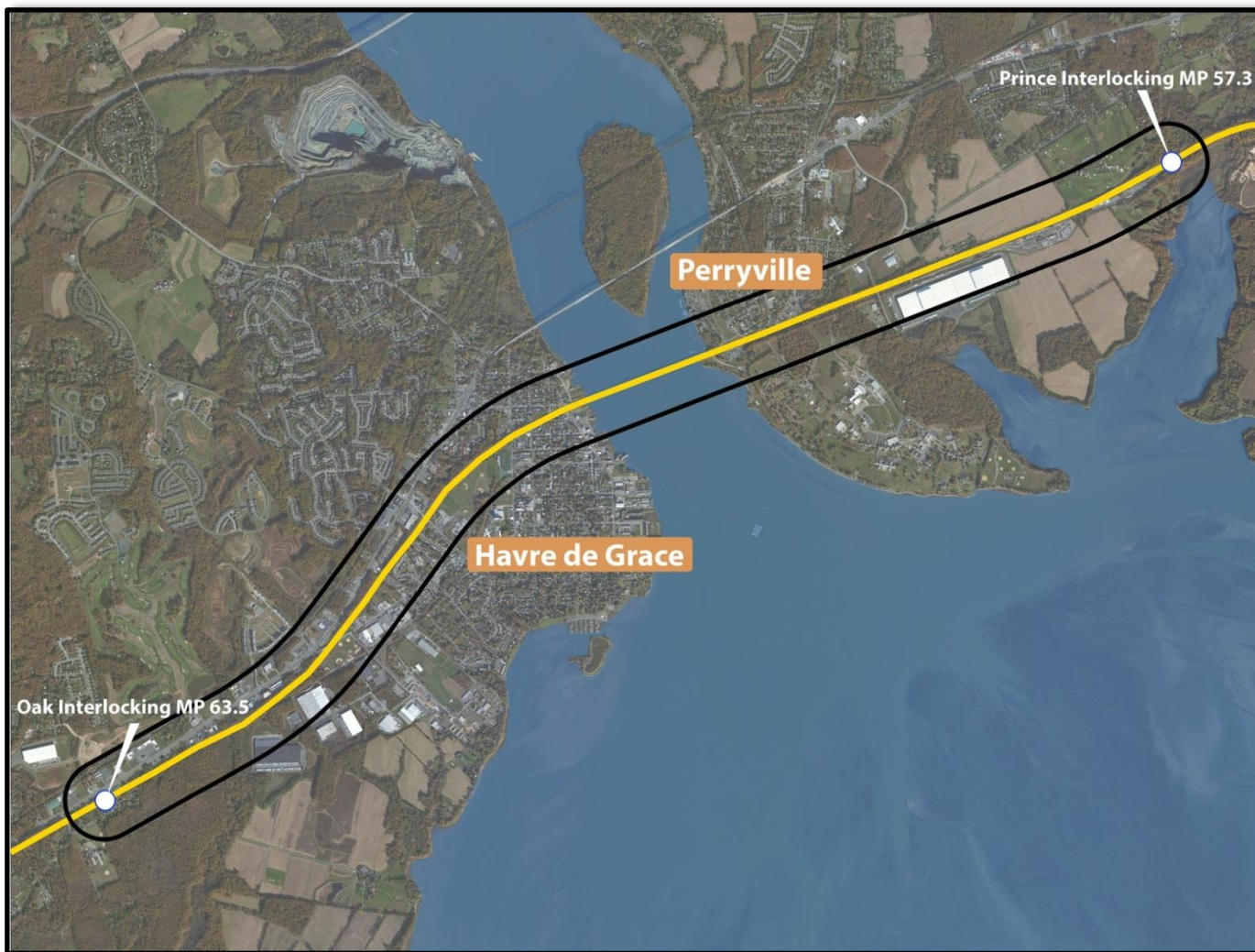
Purpose of Meeting

- Follow up from June 6, 2014 bicycle-pedestrian stakeholder meeting
- Review purpose and need of the Susquehanna River Rail Bridge Project
- Present public feedback received to date
- Discuss scope and approach for the bicycle-pedestrian feasibility evaluation
- Seek additional input on feasibility evaluation, opportunities, and challenges

Project Introduction

- The challenges posed by the existing Susquehanna River Rail Bridge include:
 - Functionally obsolete and aging infrastructure
 - Speed and capacity constraints
 - Operational inflexibility
 - Maintenance difficulties
 - Conflicts with maritime uses
- USDOT granted an award of \$22 million to MDOT for NEPA & PE through the High-Speed Intercity Passenger Rail (HSIPR) Program, which was created in 2009 to create a national network of high-speed rail corridors.
- The primary purpose of the Susquehanna River Rail Bridge Project is to provide continued rail connectivity along the Northeast Corridor (NEC).

Project Limits (defined by grant)



Public Input to Date

- Substantial public outreach program throughout NEPA process
- Public comments received through the project's website, email, PO Box, and public meetings
- Many comments have expressed support for a bicycle/pedestrian path across the Susquehanna River



Scope of Multi-Use Path Feasibility Evaluation

- Review prior studies of Susquehanna River bicycle-pedestrian crossings
- Understand missing link between Cecil and Harford Counties
- Ensure proposed project does not adversely affect existing bicycle and pedestrian trails within the evaluation area
- To the extent feasible, do not preclude potential for future multi-use path across the river
- Explore the feasibility of accommodating a multi-use path within the project limits in coordination with the High-Speed Rail project
- If deemed feasible, a separate project would be required for design, environmental review, and funding

Bicycle/Pedestrian Path Opportunities and Challenges

- Opportunities:
 - Provide connectivity for East Coast Greenway, 9-11 Memorial Trail, LSHG, and commuting and recreation option
- Challenges:
 - Establishing demand is sufficient to justify cost
 - River Width
 - River Navigation
 - Safety and Security (safe distances)
 - ❖ Bicycle/Pedestrian
 - ❖ Marine
 - ❖ Rail
 - Preliminary Cost Estimate: \$40 to 50M for crossing structure, plus additional expenditures for support facilities (e.g., parking and restrooms)



Bicycle/Pedestrian Options to be Explored

Separate Structure

East of New Rail Bridge

West of New Rail Bridge

Reuse Existing Infrastructure

Repurpose Existing Rail Bridge
Piers & Trusses

Repurpose Existing Rail Bridge
Piers Only

Share New Bridge

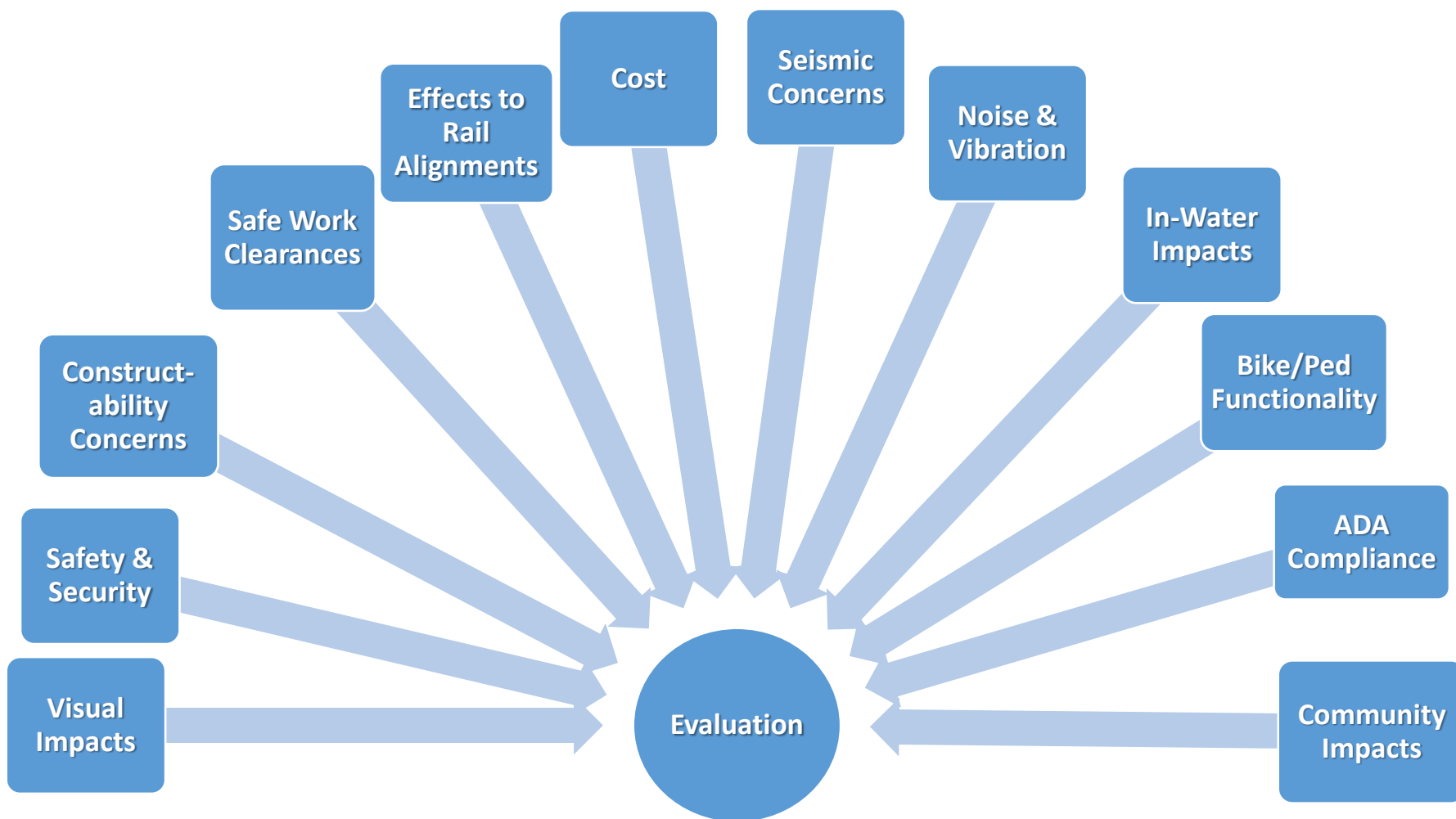
Shared bridge piers with separate superstructures

Multi-use path underneath new bridge

Other Suggestions Provided to Date (not part of evaluation)

- Repurpose remnant piers to support new bike-ped structure
 - Prior study (MD SHA 1999) determined aged piers in poor condition; cost-prohibitive to raise and strengthen piers to meet navigational requirements and design criteria
- Improve legal Route 1 Conowingo Dam crossing
 - Beyond scope of this feasibility evaluation
- Route 40 Improvements
 - Prior MDTA study determined bike/ped crossing infeasible
- Move CSX operations to new rail bridge and convert existing CSX bridge to bike-ped use
 - Beyond scope of this feasibility evaluation
- Build separate bike-ped structure upstream (recommendation from prior 2002 study)
 - Beyond scope of this feasibility evaluation

Factors to be Considered



Next Steps

- Obtain input from stakeholders on feasibility evaluation alternatives and factors to be considered
- Solicit additional ideas and suggestions (today and ongoing)
- Continue to coordinate with the communities, local elected officials, and other stakeholder groups—mariners, business owners, railroads

Stay Connected

- More suggestions are welcome
- Visit the project website at www.susrailbridge.com
- Send a letter to:
Susquehanna River Rail Bridge
PO Box 68
Elkton, MD 21922





Suggestions, Questions, & Comments

SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

Section 106 Consulting Parties

March 9, 2015





INTRODUCTION TO SECTION 106 PROCESS



Section 106 & Cultural Resources

Cultural Resources (Historic Properties)

- Includes architectural and archaeological resources

Federal Cultural Resources Regulations

- National Environmental Policy Act (1969)
- National Historic Preservation Act (NHPA) of 1966
 - Established the National Register of Historic Places
 - Established system of state historic preservation offices (SHPOs)
 - Established Section 106 Process



Section 106 & Cultural Resources

Federal Cultural Resources Regulations (cont.)

- Section 4(f) of the U.S. Department of Transportation Act of 1966

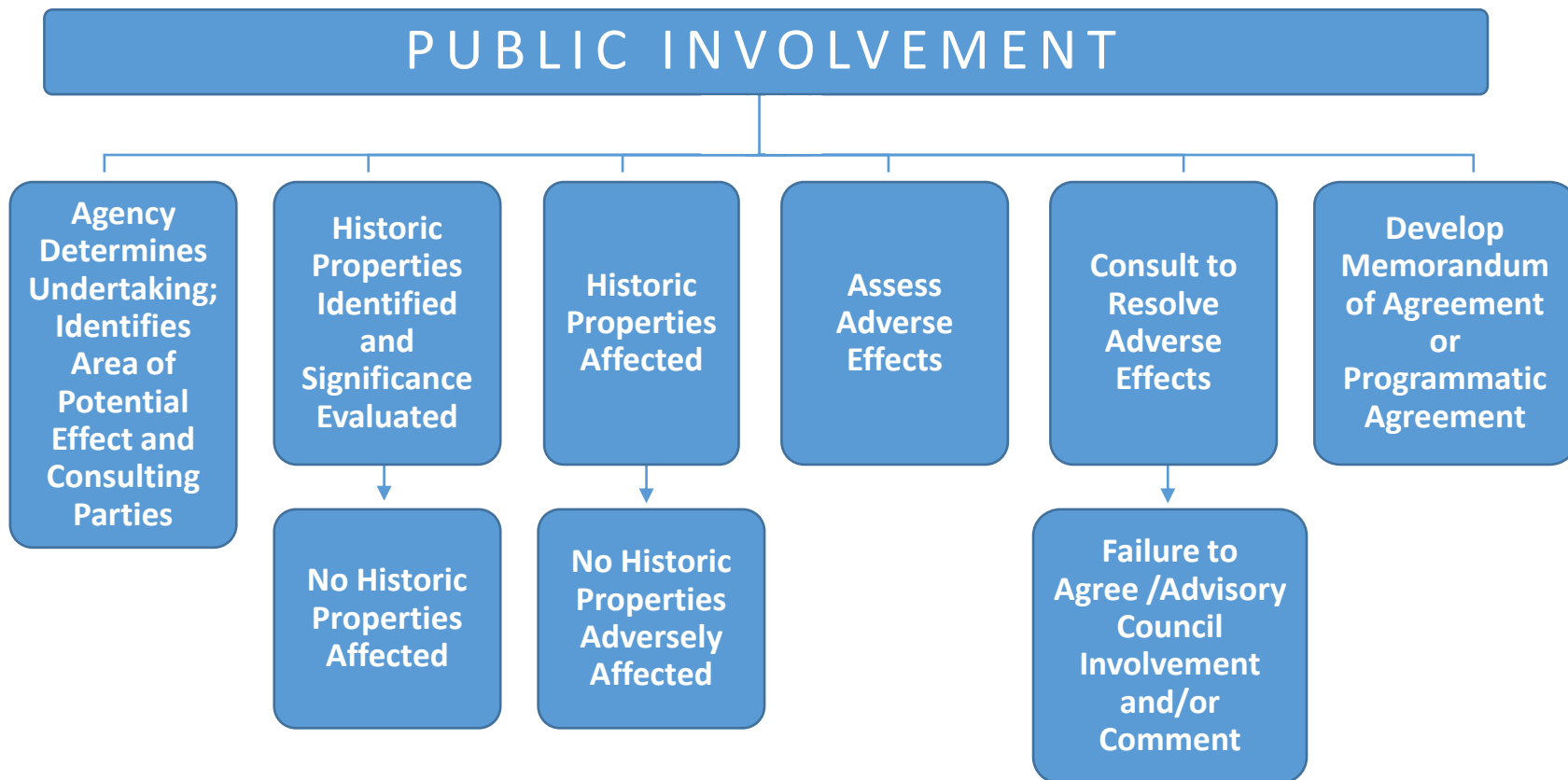
USDOT may not approve use of land from a public park, recreation area, wildlife/waterfowl refuge, or historic site unless:

- There is no feasible and prudent alternative to use
- Action includes all possible planning to minimize harm



Section 106 Process

Section 106 of the NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties





Section 106 Participants

PROJECT TEAM

- Federal Railroad Administration (FRA), lead federal agency
- Maryland Department of Transportation (MDOT), project sponsor
- Amtrak, bridge owner and operator

OTHER PARTICIPANTS

- Advisory Council on Historic Preservation (ACHP)
- SHPO—Maryland Historical Trust (MHT)
- Consulting Parties
- General Public

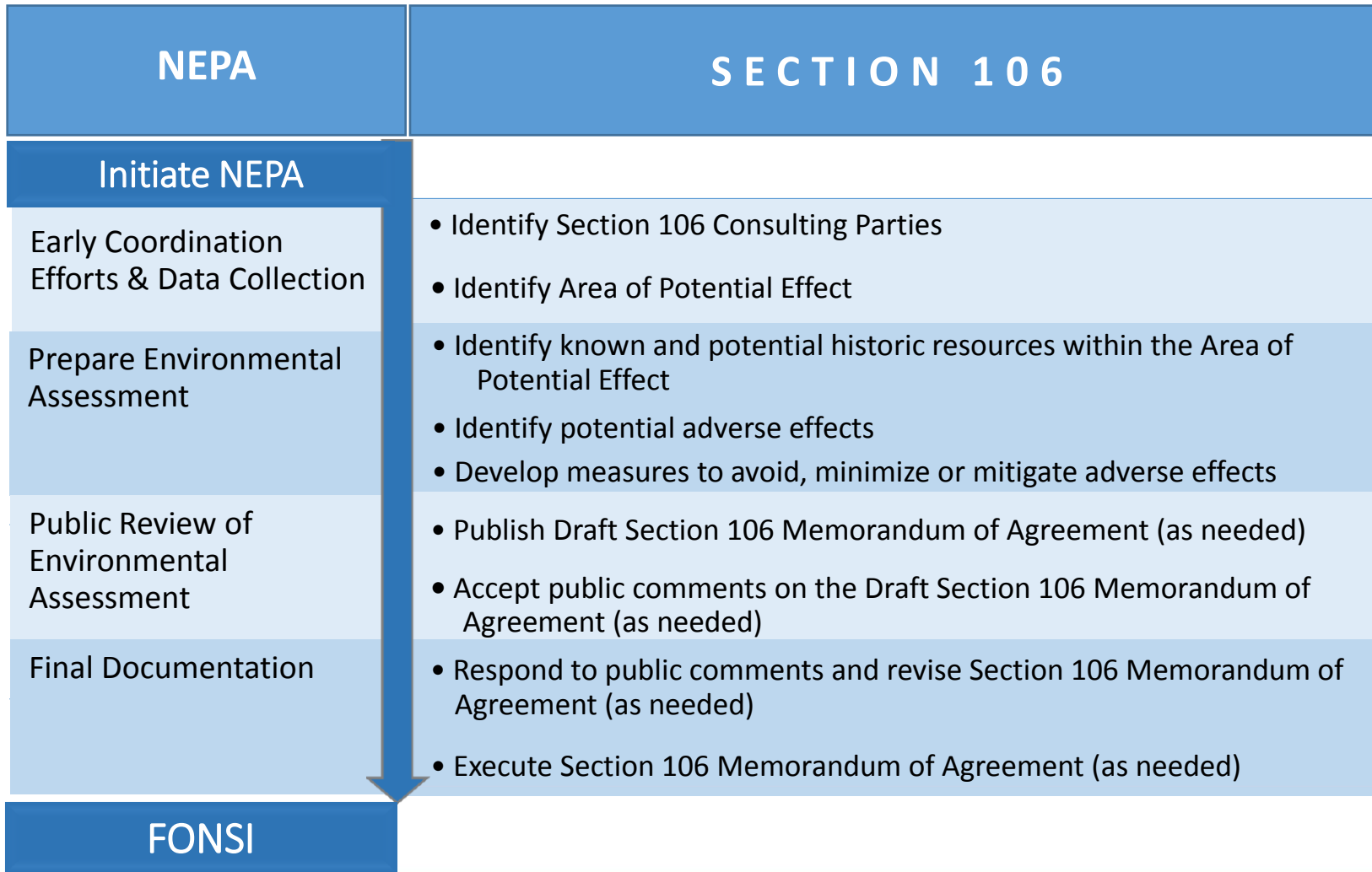


Federal Regulations: Section 106 Consultation

- Consultation is “the process of seeking, discussing, and considering the views of other participants and where feasible, seeking agreement with them regarding matters arising in the Section 106 process”
- The consultation process is used to identify historic properties, assess effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties



NEPA and Section 106 Coordination





What is an Area of Potential Effect?

Section 106 defines APE as:

*“the geographic area or areas within which an undertaking may **directly** or **indirectly** cause alterations in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking”*



Architectural Resources

Architectural Resources Survey

- Identify designated resources in APE
 - Designated Architectural Resources
 - National Historic Landmarks
 - National Register (NR)-Listed Resources
 - NR-Eligible Resources
- Conduct survey to identify other architectural resources that meet the NR Criteria in APE



Architectural Resources

Potential Architectural Resources (properties that meet the National Register Criteria) are identified through:

- Review of Local Landmarks
- Field Survey
- Documentary Research



National Register of Historic Places

Criteria of Historic Significance

- The quality of significance in American history, architecture, archaeology, engineering, and culture is present in **districts, sites, buildings, structures, and objects over 50 years old**, that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:





National Register of Historic Places

- A. That are associated with **events** that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of **persons** significant to our past; or
- C. That embody the **distinctive characteristics** of a type, period, or method of construction, or that represent **the work of a master**, or that possess **high artistic values**, or that represent a **significant and distinguishable entity** whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, **information important in prehistory or history**.



Archaeological Resources

Archaeological Resources Survey

- Establish Area of Potential Effect (APE)
 - Includes all locations potentially subject to direct ground-disturbing activities
- Phase 1A Archaeological Sensitivity Assessment
- Phase 1B Archaeological Survey
- Phase 2 Archaeological Site Investigation(s)



Archaeological Resources Survey

Phase 1A Archaeological: Sensitivity Assessment

- Conduct background research
- Note previously identified archaeological sites
- Define historic context(s) for project site
- Document past land use and prior ground disturbance
- Site visit/walkover
- Evaluate potential for archaeological sites to be present

Phase 1B Archaeological Survey: Presence and Absence Testing

- Devise testing plan
- Conduct archaeological testing
- Inventory artifacts
- Document soil stratigraphy
- Determine need for Phase 2 site investigation

Phase 2 Archaeological Site Investigation(s): Significance Determination

- Determine limits and integrity of archaeological deposits
- Test/sample archaeological features
- Artifact analysis
- Evaluate significance relative to historic context(s)
- Determine need for Phase 3 data recovery excavations (mitigation)



Section 106 Effects Analysis

“An **adverse effect** is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, setting, materials, workmanship, feeling, or association.”



Direct and Indirect Effects

Direct Effect Examples

- Physical destruction, damage, or alteration to all or part of a historic property
- Removal of a property from its historic location

Indirect Effect Examples

- Change of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features



Resolution of Adverse Effects

- Section 106 consultation seeks ways to avoid, minimize, or mitigate potential adverse effects on historic properties
 - “Mitigation” means to compensate for adverse effects to historic properties and is distinct from the terms “avoid” and “minimize”
- Consultation with Consulting Parties and SHPO to resolve adverse effects through measures stipulated in a Memorandum of Agreement (MOA)
- SHPO and the ACHP (if participating) sign MOA; Consulting Parties may sign MOA as concurring parties

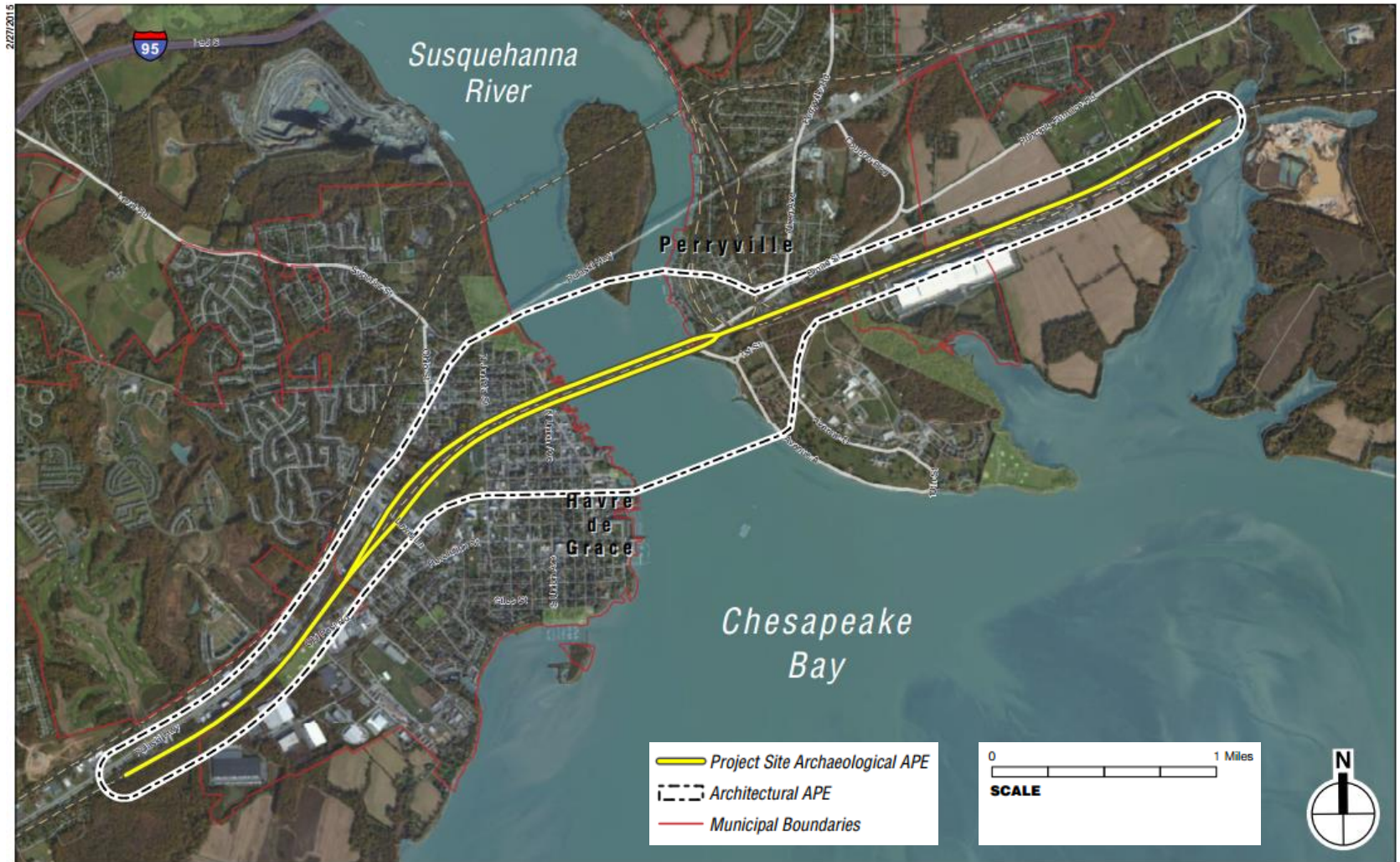


SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

STATUS OF SECTION 106



Area of Potential Effect





Historic Resources



Amtrak Railroad Bridge over the
Susquehanna River



Perryville Station complex—Perryville
Station, Perry Interlocking Tower,
stone-arch bridge



Historic Resources—Havre de Grace/Harford County (Examples)



Southern Terminus, Susquehanna and
Tidewater Canal - South Lock #1 and Toll House



Havre de Grace Historic District



Historic Resources – Perryville/Cecil County (Examples)



Rodgers Tavern



Principio Furnace (Principio Iron Works)



Perry Point Mansion House and Mill



Crothers House

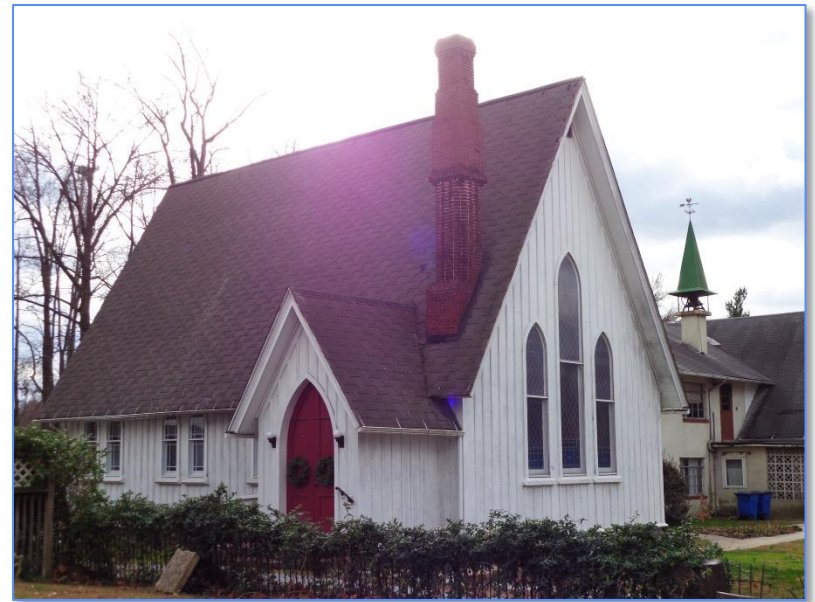


Potential Historic Resources

- Potential architectural resources (properties that appear to meet the National Register Criteria for Eligibility) identified within the APE



Perryville United Methodist Church



Perryville Presbyterian Church



Archaeological Resource Efforts

- Established APE in consultation with MHT
- Conducted a Phase IA Archaeological Study
 - Identified 5 study areas, 4 of which have the potential to contain archaeological resources
 - Evaluated the potential for submerged cultural resources to exist in the Susquehanna River
- MHT concurred with the findings of the Phase IA and noted additional Phase IB investigation needed for submerged resources



Adverse Effects Identified To Date

- All build alternatives require:
 - the decommissioning and removal of the Susquehanna River Rail Bridge, which is an S/NR-eligible architectural resource
 - the removal of Perry Interlocking Tower and alteration of the stone-arch bridge, which are contributing structures within the Perryville Station complex (S/NR-eligible), located at 650 Broad Street in Perryville
- Additional adverse effects may be identified as the eligibility of potential historic resources is confirmed



Elimination of Rehabilitation Alternative

Bridge Inspections

- 1996 Report: Worn/cracked metal pins, loose connections at eyebar members, improper seating of swing span ends
- 2013 Report: Section loss, cracks, corrosion, and deterioration; heavy freight exacerbating losses
- Superstructure poor to fair structural condition; some cracking & moisture leakage in stone abutments and piers
- Low bridge fatigue ratings, even at 30 mph; bridge may have exceeded theoretical fatigue life



Elimination of Rehabilitation Alternative

The project team evaluated rehabilitation of the swing span and rehabilitation of the lift bridge.

Rehabilitation alternative was eliminated because:

- Retaining existing bridge with new bridge would increase right-of-way impacts and/or reduce achievable speed
- Not suitable for continued freight rail and/or passenger rail use
- Would not allow required level of rail service during construction



Possible Mitigation Measures for Susquehanna Bridge Removal

- Produce Historic American Engineering Record (HAER) documentation of the Susquehanna River Rail Bridge, including narratives, photographic documentation, and detailed measured drawings
- Produce educational materials for use by local libraries, historical societies, and educational institutions
- Develop an interpretive exhibit in a park, greenway, or public space
- Alternate measures to be developed in conjunction with Consulting Parties



Possible Mitigation Measures for Perryville Station

- Continue consultation regarding the design of alterations to the stone-arch bridge to minimize changes to the fabric and/or appearance of the structure
- Complete HAER recordation to document the two contributing resources that would be altered and/or removed
- Install signage interpreting the history of the Perryville Station



Suggestions, Questions, Comments?

For more information visit:

The project website
susrailbridge.com

The Citizen's Guide to Section 106
achp.gov/docs/CitizenGuide.pdf

**For additional project information,
please contact:**

Angela Willis

Environmental Planner

Maryland Transit Administration

[410.767.4080](tel:410.767.4080)

Awillis1@mta.maryland.gov



SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

Section 106 Consulting Parties

August 18, 2015





Welcome & Introduction

Prior Section 106 Consulting Parties (CP) Meetings

- Aug 2014 Public Info Session / CP Meeting No. 1
Environmental/cultural resources, conceptual alternatives, fatal flaw screening
- Dec 2014 Public Info Session / CP Meeting No. 2
Detailed screening, potential property impacts
- Mar 2015 CP Meeting No. 3
Section 106 process, historic & archaeological resources, rehabilitation alternative, anticipated impacts and mitigation ideas



Welcome & Introduction (cont.)

Today's Meeting—Aug 2015 CP Meeting No. 4

- Section 106 update:
 - Identification of historic resources
 - Resource-specific discussion:
 - Potential impacts
 - Possible mitigation measures
- Alternatives matrix: cultural resources impacts
- Next steps



SECTION 106 PROCESS



Cultural Resources & Regulatory Overview

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- Consulting Parties
- General Public

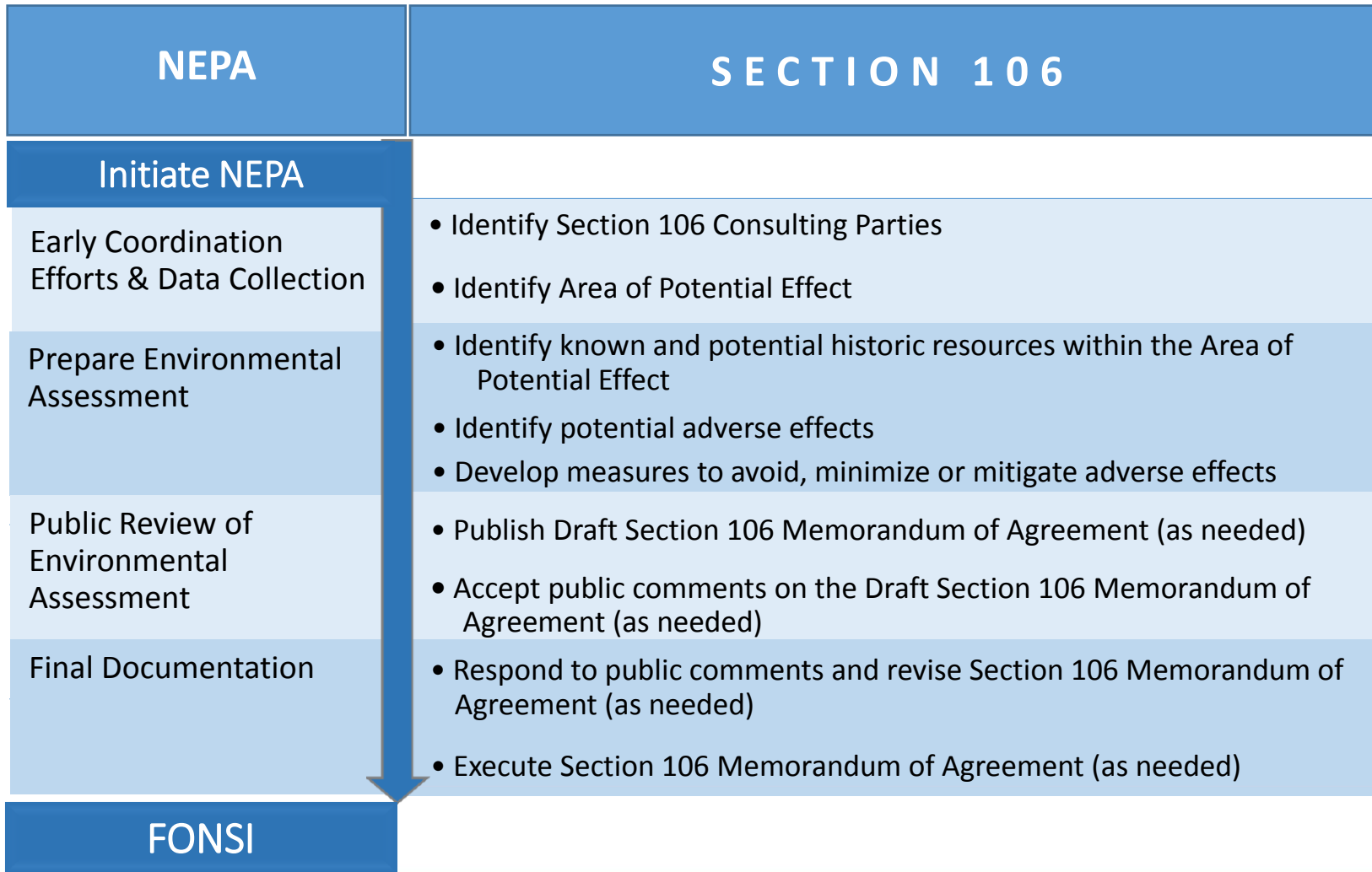


Federal Regulations: Section 106 Consultation

- Consultation is “the process of seeking, discussing, and considering the views of other participants and where feasible, seeking agreement with them regarding matters arising in the Section 106 process”
- The consultation process is used to identify historic properties, assess effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties



NEPA and Section 106 Coordination

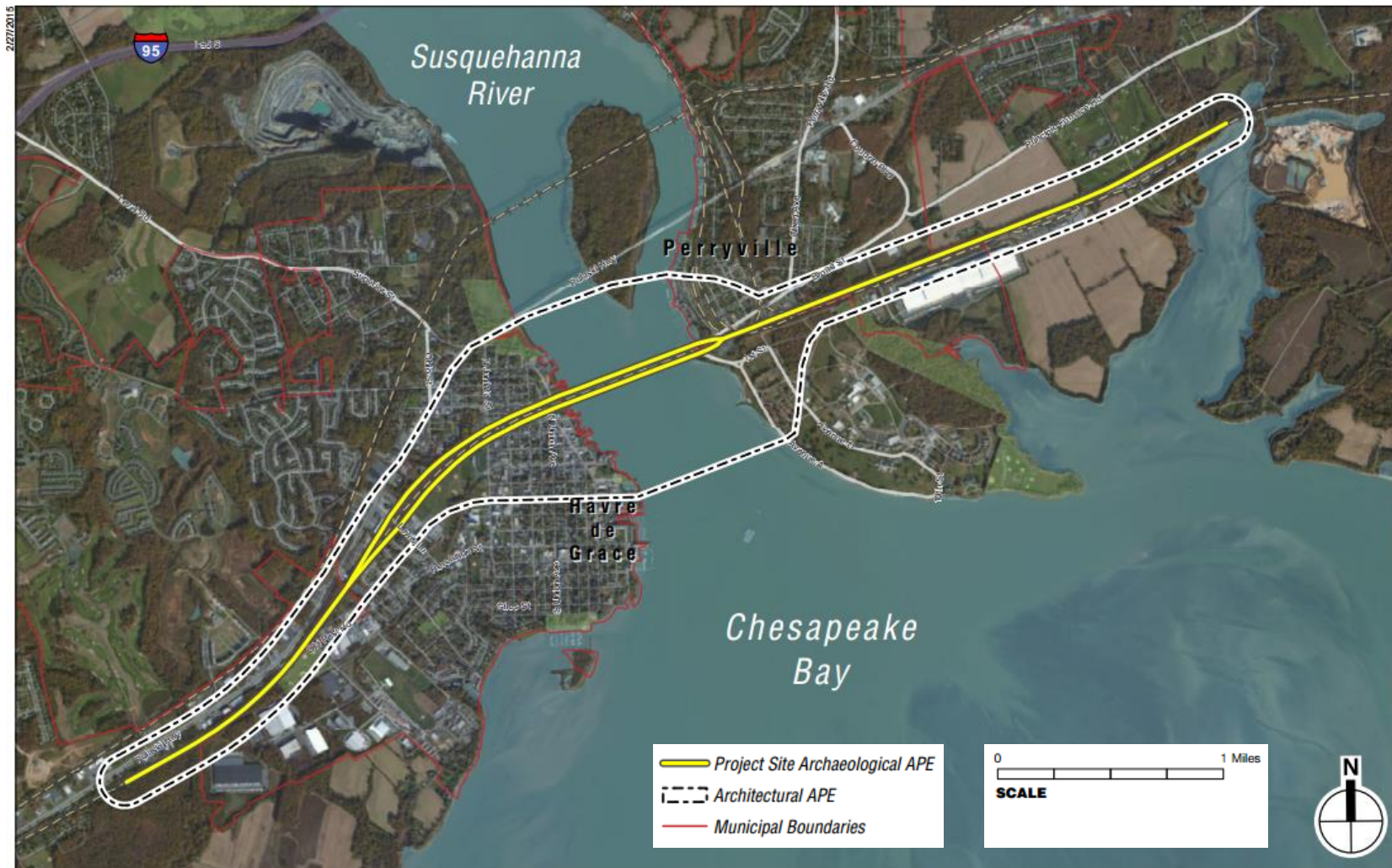




DETERMINE AREA OF POTENTIAL EFFECT (APE)

Area of Potential Effect

(all possible alternatives)





IDENTIFY HISTORIC ARCHITECTURAL RESOURCES



Historic Architectural Sites Survey Results

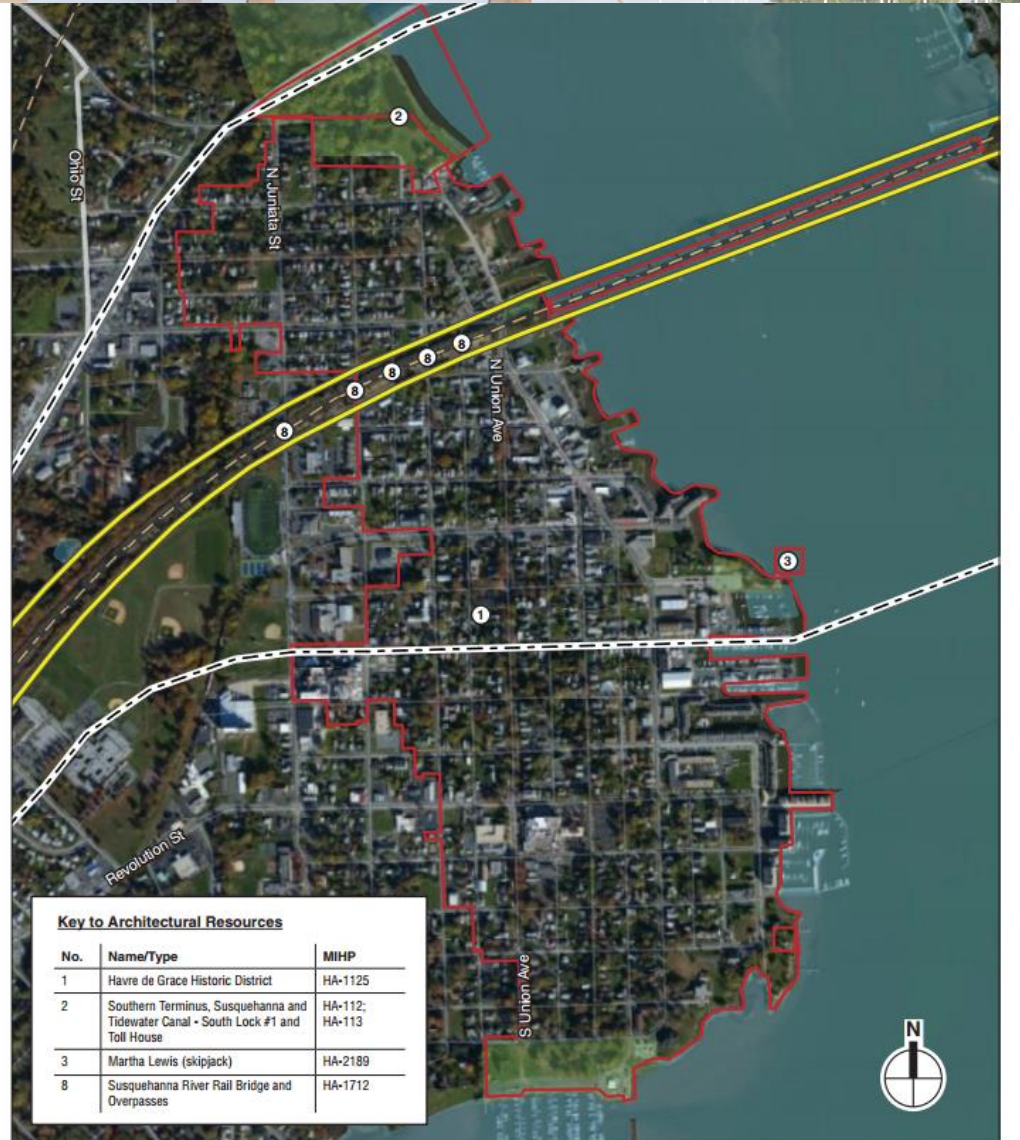
- 11 previously designated architectural resources (S/NR-listed and eligible)
- 3 architectural resources evaluated as S/NR eligible and MHT concurred:
 - Susquehanna River Rail Bridge and Overpasses
 - Perryville United Methodist Church
 - Perryville Presbyterian Church
- 73 properties that met the S/NR age criterion evaluated as not eligible for the S/NR; MHT concurred



POTENTIAL IMPACTS TO HISTORIC ARCHITECTURAL RESOURCES



Havre de Grace Architectural Resources



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

0 0.25 MILES
SCALE



Havre de Grace Historic District (S/NR-Listed)



- Mix of 19th and early 20th century buildings
- S/NR-listed based on architectural and historic significance
- Major commercial & transportation center in northern Maryland
- Strong relationship to waterfront



Havre de Grace Historic District

- The Susquehanna River Rail Bridge and associated rail infrastructure located within the historic district
 - Individually eligible
 - Contributing features to the historic district's transportation history
- While all 10 alternatives would acquire some properties within the Historic District (0.04 to 0.86 acres), none are contributing resources





Susquehanna River Rail Bridge (S/NR-Eligible)

- Constructed in 1906
- Determined eligible for listing on the S/NR under Criteria A and C
- Example of early 20th century railroad bridge built by important American railroad company and example of engineering that acknowledges two different modes of transportation
- As part of this project, 9 overpass bridges historically associated with the Susquehanna River Rail Bridge were determined S/NR-eligible





Susquehanna River Rail Bridge (including overpasses)

- All 10 alternatives would decommission and remove the existing Susquehanna River Rail Bridge (S/NR-eligible)
- All 10 alternatives would impact some of the associated masonry rail overpasses



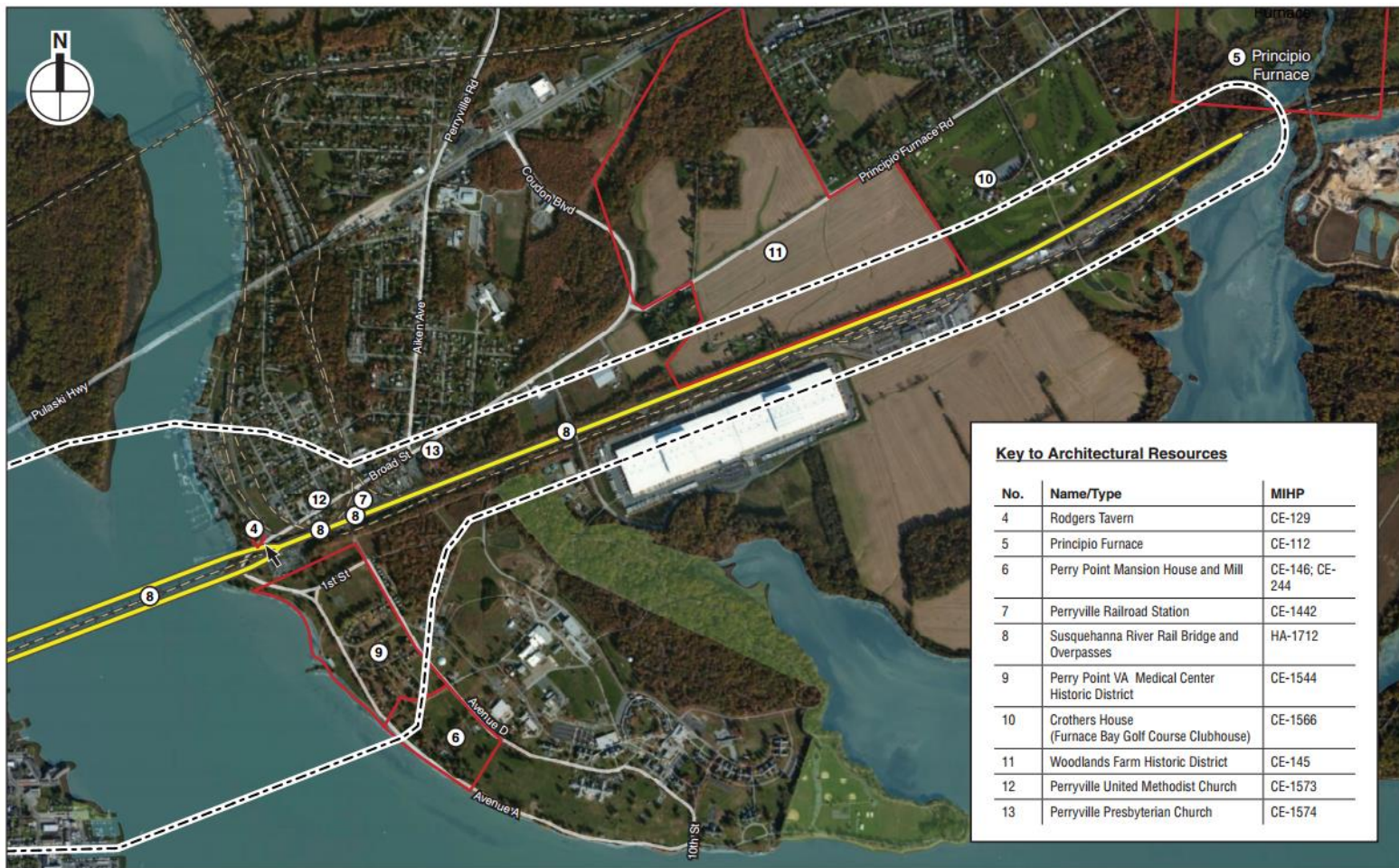


Possible Mitigation Measures for Susquehanna Bridge Removal

- Produce Historic American Engineering Record (HAER) documentation of the Susquehanna River Rail Bridge, narratives, photographic documentation, detailed measured drawings
- Produce educational materials for use by local libraries, historical societies, and educational institutions
- Develop an interpretive exhibit in park, greenway, or public space
- Minimize effects to overpasses through design measures and architectural treatment, including possible reuse of river stone



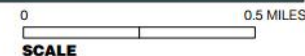
Perryville Architectural Resources



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	Crothers 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





Rodgers Tavern (S/NR-Listed)



- Dates back to mid-18th century
- Listed on the S/NR based on its association with prominent national figures such as George and Martha Washington, Marquis de Lafayette, and Lieutenant General Rochambeau
- Example of 18th century building construction and materials
- MHT Deed of Easement provides perpetual protection



Rodgers Tavern

- Alternatives directly impacting Rodgers Tavern were eliminated during the fatal-flaw screening
- All 10 remaining alternatives would include a retaining wall and/or raised embankment at varying distances
- The proposed retaining wall would not:
 - Alter historically significant aspects of the setting of Rodgers Tavern;
 - Isolate it from important aspects of its setting; or
 - Change the characteristics that qualify the Tavern for inclusion in the National Register
- The retaining wall would be integrated with the surrounding environment through architectural treatment and/or vegetative plantings





Perryville Railroad Station (S/NR-Eligible)

- The Perryville Station, including Perry Interlocking Tower and stone tunnel (UG Bridge No. 59.39), constructed circa 1905
- Determined S/NR-eligible under Criteria A and C
- Example of an early 19th century colonial style train station
- Associated with larger pattern of system-wide upgrades during the railroad industry's golden age





Perryville Railroad Station

- None of the alternatives would impact the station building
- All alternatives would require an addition to UG Bridge No. 59.39
- Alternatives 9A and 9B would require the removal of the Perry Interlocking Tower





Possible Mitigation Measures for Perryville Railroad Station

- Consultation regarding the design of alterations to the stone-arch bridge to minimize changes to the fabric and/or appearance of the structure
- HAER recordation to document the two contributing resources that would be altered and/or removed
- Install signage interpreting the history of the Perryville Station and/or museum improvements
- Continue to study feasibility of shifting Perry Interlocking Tower outside area of impact



Architectural Resources Not Impacted

None of the 10 alternatives would impact the following architectural resources identified within the APE:

- Southern Terminus, Susquehanna and Tidewater Canal - South Lock #1 and Toll House
- Skipjack Martha Lewis
- Principio Furnace (Principio Iron Works)
- Perry Point Mansion House and Mill
- Perry Point Veterans Administration Medical Center Historic District
- Crothers House (Furnace Bay Golf Course Clubhouse)
- Woodlands Farm Historic District
- Perryville United Methodist Church
- Perryville Presbyterian Church



Alternatives Comparison Matrix: Cultural Resources Impacts

Preliminary impact assessments:

- Alternatives 1B, 4B, 4C, 4D, 4E, 8A, 8B, and VE would impact the Susquehanna River Rail Bridge and the Havre de Grace Historic District, and have the potential to impact one contributing resource of the Perryville Railroad Station
- Alternatives 9A and 9B would impact the Susquehanna River Rail Bridge and the Havre de Grace Historic District, and have the potential to impact one or two contributing resources of the Perryville Railroad Station



Next Steps

- Complete detailed screening to identify alternatives retained for detailed effects assessment and study in Environmental Assessment
 - Compare / contrast each alternative's ability to meet specific project goals to:
 - Improve rail service reliability and safety
 - Improve operational flexibility and accommodate reduced trip times
 - Optimize existing and planned infrastructure
 - Accommodate future freight, commuter, intercity, and high-speed rail operations
 - Maintain adequate navigation and improve safety along the Susquehanna River
 - Evaluate environmental/cultural/socioeconomic/property impacts



Next Steps

- Obtain input on measures to minimize and mitigate any adverse effects to architectural and archaeological resources
- Complete Section 106 Effects Assessments
- Prepare Memorandum of Agreement (MOA) or Programmatic Agreement (PA)
 - Prepare and implement in coordination with ACHP, MHT, and consulting parties
 - Include commitment for Phase IB archaeological investigation needed for submerged resources
 - Assess need for Construction Protection Plans



Suggestions, Questions, Comments?

For more information visit:

The project website
susrailbridge.com

The Citizen's Guide to Section 106
achp.gov/docs/CitizenGuide.pdf

For additional project information, please contact:

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