SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

Section 106 Consulting Parties

October 11, 2016

Maryland Department of Transportation

AMTRAK

Welcome & Introduction

- Project Updates
  - Historic Architecture: Effects Assessment; MHT concurrence
  - Archaeology: APE; Phase IA Assessment; Recommendations for Phase IB Investigations; MHT Concurrence
  - Environmental Analysis
  - Alternative 9A selected as preferred for Environmental Assessment
  - Continued design development

Goals for Today's Meeting

- Archaeological update
- Adverse Effects: Steps to avoid / minimize / mitigate
- MOA: Develop stipulations

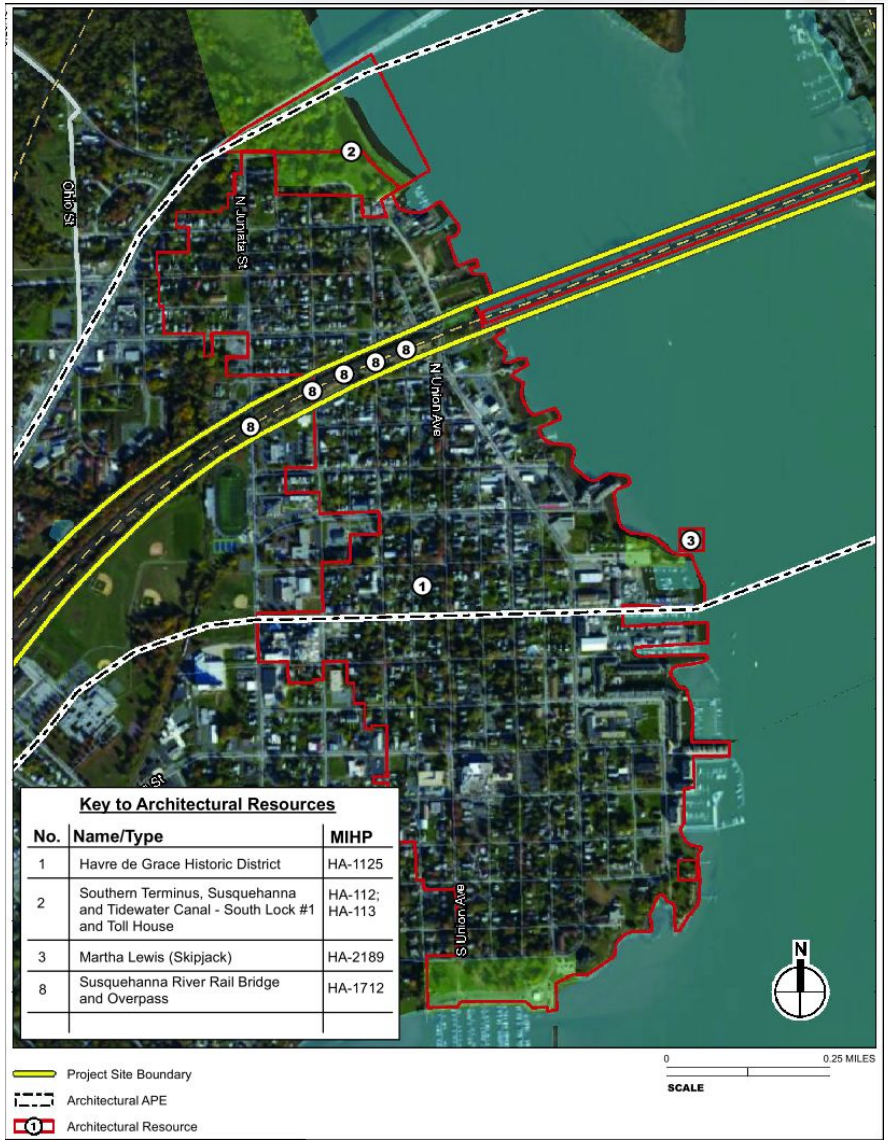
Areas to be Tested in Phase IB for Potential Archaeological Resources

- Havre de Grace Train Station
- Havre de Grace – Susquehanna Riverfront
- Susquehanna River (Underwater Survey)
- Perry Point & Rodgers Tavern Site (18CE15)
- Wye Track Realignment Area

Historic Resources Adversely Affected

- Susquehanna River Rail Bridge
- 8 (out of 9) Overpass Bridges
- Havre de Grace Historic District
- Rodgers Tavern
- Perryville Railroad Station complex

SUSQUEHANNA RIVER RAIL BRIDGE PROJECT



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 Overpass	HA-1712

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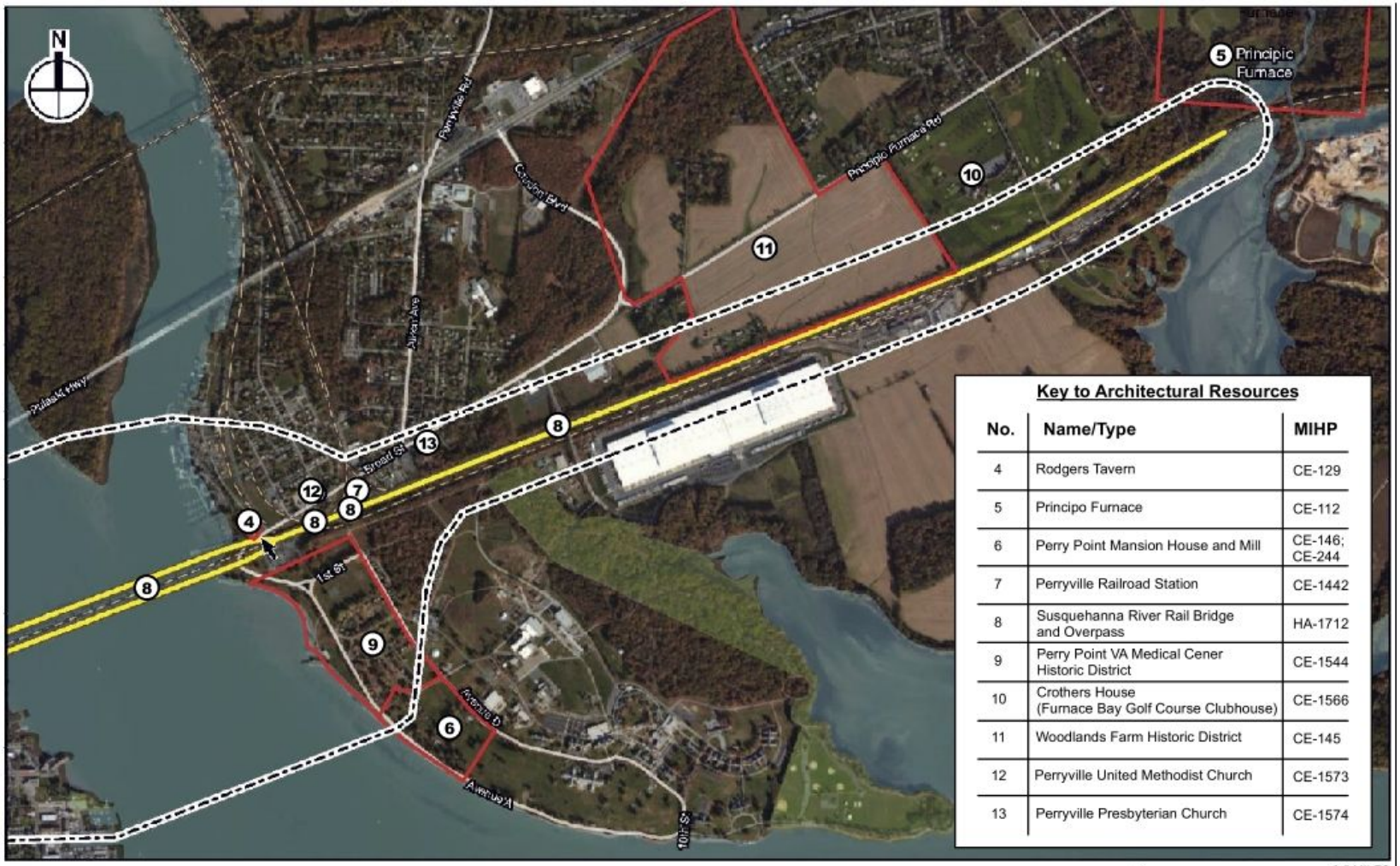


Key to Architectural Resources

No.	Name/Type	MIHP
4	Rodgers Tavern	CE-129
5	Principo 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 Overpass	HA-1712
9	Perry Point VA Medical Cener 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

0 0.5 MILES
SCALE

Design Input from Previous Consultation

- Susquehanna River Rail Bridge:
  - Increased proposed girder spacing from 150’ to 170’ typical to reduce # of piers
  - Designed aesthetic pier shape with opening for “sleek” appearance
- HdG Historic District / Overpass Bridges:
  - Moved HdG abutment further south to accommodate requested roadway realignment
  - Utilizing form liner with stone pattern and staining for retaining walls to provide masonry appearance
- Rodgers Tavern:
  - Moved Perryville abutment further north adding a span to improve viewshed
  - Utilizing form liner with stone pattern and staining on retaining wall to provide masonry appearance
- Perryville Station:
  - Relocating Perry Tower on Amtrak ROW to preserve structure
- HdG and Perryville:
  - In lieu of chain link fencing, use aesthetic fencing

Adverse Effects include…

- Physical destruction, damage, or alteration of all or part of the property
- Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the NR
- Introduction of visual, audible or atmospheric elements that are out of character with the property or alter its setting
- Neglect of a property resulting in its deterioration or destruction
- Transfer, lease, or sale of the property (36 CFR Part 800.5[2])

Avoid…Minimize…Mitigate

Adverse Effect to Susquehanna River Rail Bridge

Demolition = adverse effect

- AVOIDANCE is not feasible

Minimize

Use traditional design features in the two new bridges

(supported by input at 12/10/14, 11/10/15, and 04/14/16 public meetings)

Mitigate

- Educational:
  - Document bridge
  - Develop historic interpretive material
  - Salvage key parts
- Design: continued consultation with MHT and consulting parties

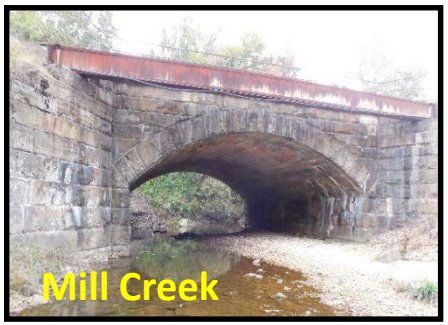
Consulting Parties' Comments:
Susquehanna River Rail Bridge

- Bridge and piers:
  - aesthetically pleasing
  - architecturally consistent with existing structures
  - Utilize pier form elements of past 2 bridges?
- Longer span over the HdG Historic District?
- Save piers from earlier bridge?

Adverse Effect to Overpass Rail Bridges

Bridge Replacement or Extension (all except Lily Run)

- AVOIDANCE of replacing or extending bridges not feasible
- MINIMIZE or avoid through use of stone not feasible
- MINIMIZE by using a form liner that emulates look and color of stone
- MITIGATE through preparation of Historic American Engineering Record (HAER) Documentation


Mill Creek


North Freedom Lane


Perryville Railroad Station


Centennial Lane

Adverse Effect to Overpass Rail Bridges
(cont'd)

Possible adverse effect with construction of adjacent retaining walls

- AVOID additional adverse effect by ensuring design of the new walls is in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*

Consulting Parties' Comments:
Overpass Bridges

- Concern for loss of bridges:
  - Rail corridor has huge visual impact on HdG
  - Explain engineering reasons for not using stone in new design
  - Will form liner be visually appealing? see example? rendering?
- Safety and maintenance concerns with extension of tunnels (specifically Freedom and Centennial Lanes). Possible lighting within these overpasses?

Adverse Effect to Havre de Grace Historic District

Visual adverse effect due to widening

- MINIMIZE:
  - Locate bridge abutment further south
  - Construct retaining walls, in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*

Possible adverse effect with construction-related Damage

- AVOIDANCE through development and implementation of a Construction Protection Plan (CPP)

Consulting Parties' Comments:

Havre de Grace Historic District

- Larger span overland due to the constriction of gateway into HdG?
- Additional adverse effect for the interference with HdG HD and main road entrance due to reduced pier span distance?
- Effect on entire historic district
- All existing walking trails, signature sidewalks, and streetscape improvements reconstructed?
- Consulting parties provided with:
  - Details to evaluate the impact on structures within HD
  - Explanation why the widening was deemed to have no impact on structures
  - Depictions or examples from other areas showing what is proposed

Adverse Effects to Rodgers Tavern

Visual adverse effect from the widening and new retaining wall

- MINIMIZE through:
  - aesthetic treatment for wall
  - landscaping, if possible

Possible adverse effect with construction-related damage

- AVOID through development and implementation of a Construction Protection Plan (CPP)

Consulting Parties' Comments:
Rodgers Tavern

- **Concerns:**
  - Visual / noise effects
  - Design of retaining wall: stone face?
  - Impacts to Broad Street / Avenue A
  - Design of landing in Perryville

Adverse Effects to Station Complex

Possible adverse effect from demolition of interlocking tower

- AVOID by shifting the Interlocking Tower within ROW
- MITIGATE:
  - 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

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.

Potential MOA Stipulations (cont'd)

- 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
- Conduct Phase IB archaeological investigation, including for submerged resources

Potential MOA Stipulations (cont'd)

- Develop procedure for handling discovery of an unanticipated resource or effect
- Continue design consultation with MHT and consulting parties

Next Steps

- Prepare Memorandum of Agreement (MOA) for review and final execution.
- Continued design refinement and consultation with consulting parties and MHT
- Include the draft MOA in the Environmental Assessment

Suggestions, Questions, Comments?

For more information visit:

Project website at http://www.susrailbridge.com/section_106.php for:

- Phase IA Archaeological Assessment
- Effects Assessment for Historic Architectural Resources

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

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