

# **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

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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



# 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

IN REPLY REFER TO:

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

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**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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[Click here](#) to complete a three question customer experience survey.

**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:410-537-3442) 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:410-537-3315) for additional information regarding solid waste activities and contact the Waste Diversion and Utilization Program at [\(410\) 537-3314](tel:410-537-3314) for additional information regarding recycling activities.
3. The Waste Diversion and Utilization Program should be contacted directly at [\(410\) 537-3314](tel:410-537-3314) 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:410-537-3437).

**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**

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### **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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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.

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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.

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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.

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- 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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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**

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 the Priority Funding Area (PFA). 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 the approval of an exception for compliance with the PFA law. Based on this meeting, the Committee voted to approve this exception to the requirements of the PFA law. It was determined that the proposed undertaking would be a growth-related project involving a commercial or industrial activity, that due to its operational or physical characteristics, must be located away from development (State Finance and Procurement Article §5-7B-06(a)(iii)3, Annotated Code of Maryland).

#### **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.

Mr. Brandon Bratcher

April 20, 2017

Page 7

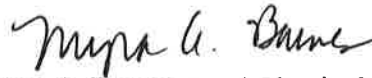
State Application Identifier: MD20170321-0224

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

17-0224\_CRR.CLS4.doc





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

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

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, HAYRE DE GRACE, MARYLAND 21078 410-939-1800  
WWW.HAVREDEGRACEMD.COM

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.

## 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, 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

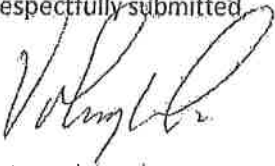
1. Modify the wye curve entering northbound onto Amtrak so that its radius is eased as it merges with the nearest station boarding track. Flange squeal is most intense alongside the east parking lot of the station, suggesting very tight curvature at this point.
2. Modify the wye curve entering southbound 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

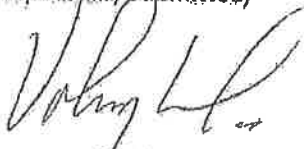
1. The existing divided-lane underpass opposite Front Street, which provides truck access to the Amtrak repair facility and portions of the Perry Point VA grounds, should be retained.
2. Whether modified to accommodate track realignment or not, the north face and wing walls of this underpass should be 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

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.

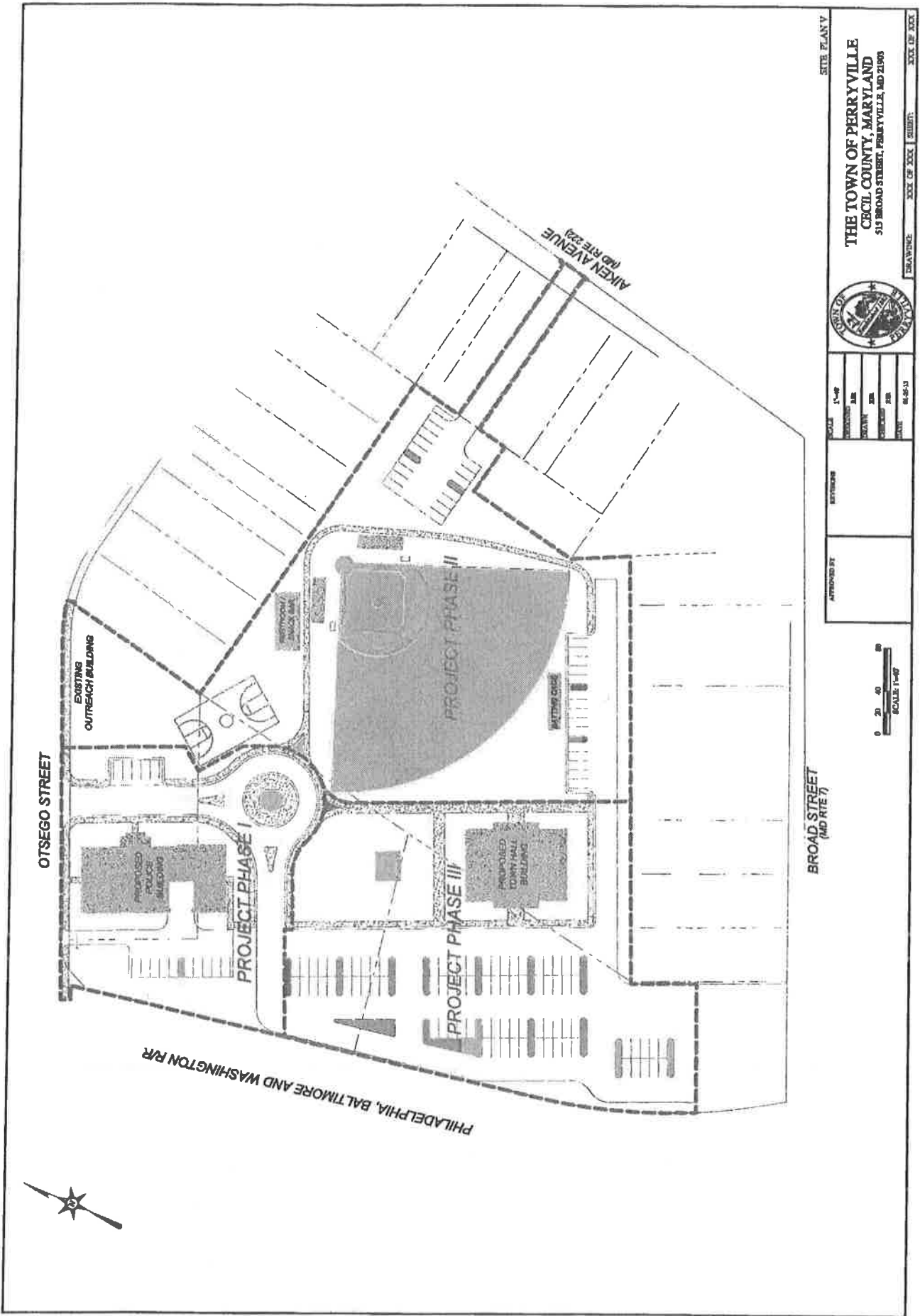
Sincerely,

  
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  
PROPOSED POLICE BUILDING

PROJECT PHASE II  
PROPOSED TOWN HALL BUILDING

PROJECT PHASE III  
PROPOSED POLICE BUILDING

AIKEN AVENUE  
(MD RTE 229)

PHILADELPHIA, BALTIMORE AND WASHINGTON R/R

BROAD STREET  
(MD RTE 7)

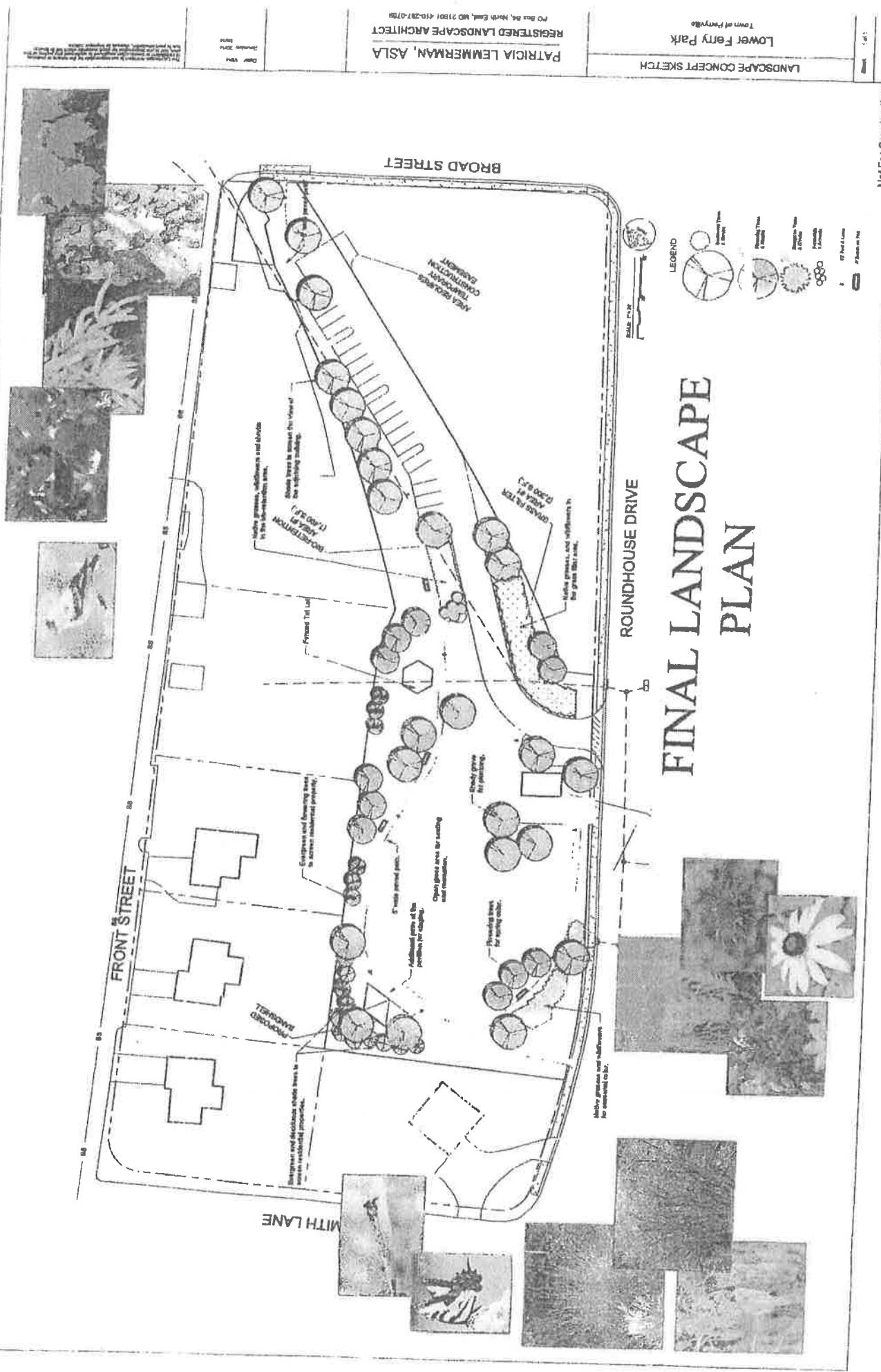
SITE PLAN V  
 THE TOWN OF PERRYVILLE  
 CECIL COUNTY, MARYLAND  
 515 BROAD STREET, PERRYVILLE, MD 21900  
 DRAWING NO. 000 OF 000 SHEET 000 OF 000



SCALE	1"=40'
DESIGNED BY	AK
DRAWN BY	AK
CHECKED BY	AK
DATE	8-6-01



34



1. This plan is intended to be used in conjunction with the site plan and other documents prepared by the architect. It is not to be used as a construction document.

DATE: 10/10/10  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

PATRICIA LEMMERMAN, ASLA  
 REGISTERED LANDSCAPE ARCHITECT  
 PO Box 84, North East, MD 21091 410-287-0788

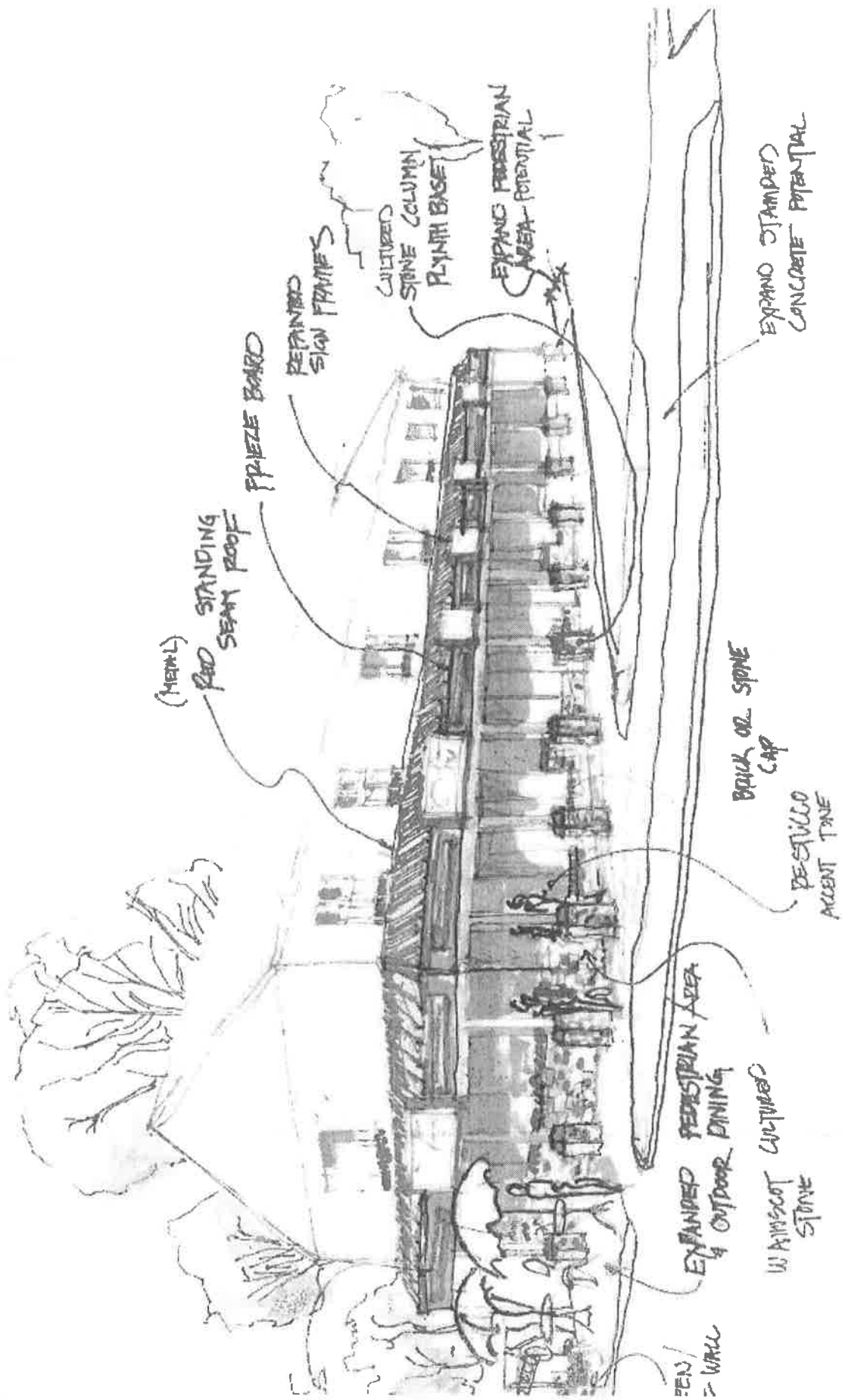
Lower Ferry Park  
 Town of Perryville  
 LANDSCAPE CONCEPT SKETCH  
 Project No. 12016  
 Sheet 1 of 1

# FINAL LANDSCAPE PLAN

Not For Construction

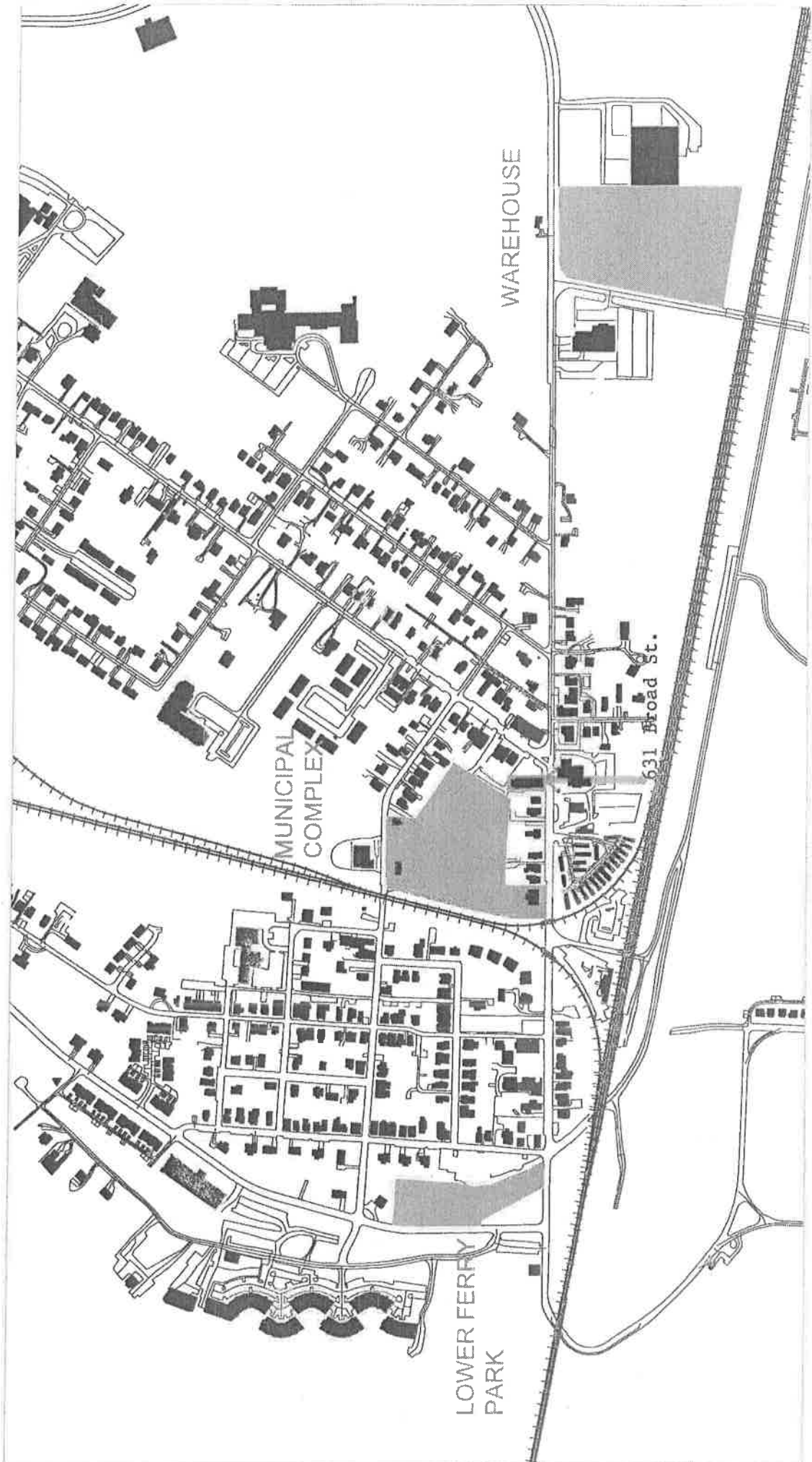
35

Lower Ferry Park



105  
1-13-2019





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

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



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Michael A. Dawson  
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*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,

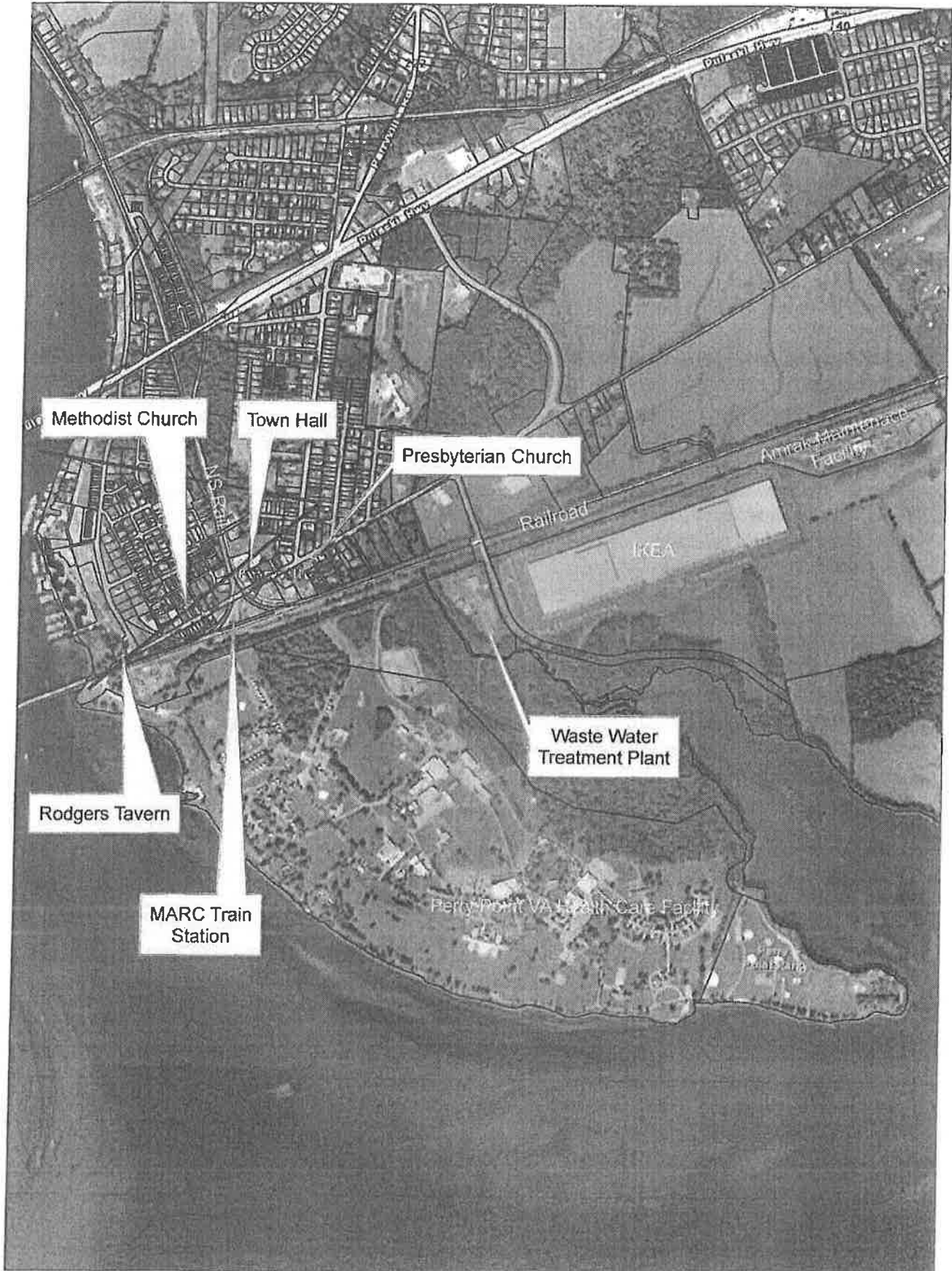


Denise Breder  
Town Administrator

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.



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

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#### **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.

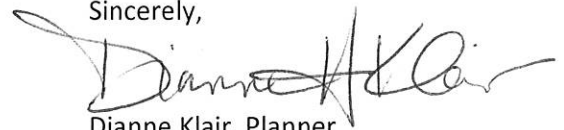
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of the length of the bridge with keyhole piers in its visual preference survey for the Girder Approach/Main Arch Span structure. It would be great have a more understated, timeless aesthetic due to the historic communities in this eastern seaboard 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**

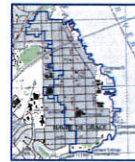
Date Listed: **3/25/1982**

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

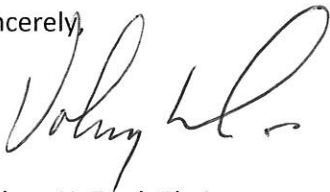
downtown district, and should have the most minimal impact on the aforementioned dwelling at the corner. The first pier would be positioned just behind the rear corner of this dwelling, giving it the most open frontal and southerly side view scape possible, with a very broad landscaped area along its 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



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MD 20170321-0224

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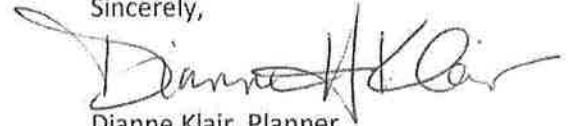
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Sincerely,

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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

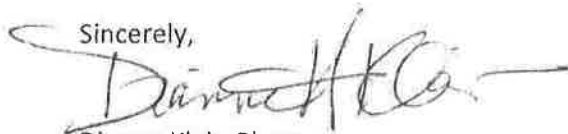
right-of-way improvements are completed through Havre de Grace – safety, security and maintenance are issues. In addition, the project team has also committed to looking into water and mineral deposit seepage in the tunnels and road overpass bridges to develop solutions to address this, whether through 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.

MD20170321-0224

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,

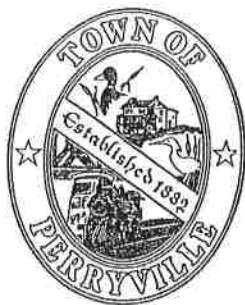


Denise Breder  
Town Administrator

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

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**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.