

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 3rd 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 #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

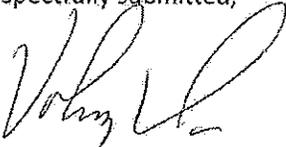
1. The existing bridge abutment just east of Avenue A should be entirely rebuilt to ensure a consistent architectural appearance, using modern materials that can be expected to maintain a good appearance for the next 120 years or more.

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

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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

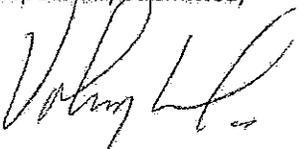
1. The existing divided-lane underpass opposite Front Street, which provides truck access to the Amtrak repair facility and portions of the Perry Point VA grounds, should be retained.
2. Whether modified to accommodate track realignment or not, the north face and wing walls of this underpass should be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

A handwritten signature in black ink, appearing to read "Volney H. Ford". The signature is fluid and cursive, with a large initial "V" and "F".

Volney H. Ford
Chairman



City of Havre de Grace

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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

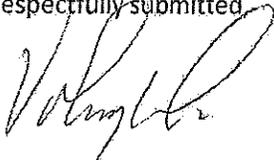
1. Modify the wye curve entering northbound onto Amtrak so that its radius is eased as it merges with the nearest station boarding track. Flange squeal is most intense alongside the east parking lot of the station, suggesting very tight curvature at this point.
2. Modify the wye curve entering southbound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