



City of Havre de Grace

EXHIBIT A

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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 #7
Bridge Architecture
November 18, 2014

Background

The Advisory Board, during its first meeting on October 6, 2014, determined that the overall appearance of the proposed Susquehanna River Rail Bridge is of the highest priority of importance to the Town of Perryville, City of Havre de Grace, surrounding communities, both counties, and the State of Maryland. This discussion was preceded by the strong opinion of many citizens and elected officials that bridge architecture is their most pressing concern. Advisory Bulletin #2, containing the same recommendations provided in this bulletin, was issued to the Mayor and City Council of Havre de Grace on October 21, 2014, and endorsed by formal Council resolution on November 17, 2014.

The new bridge complex will be a major feature of the downtown and waterfront areas of Perryville for the next century or more. It will also become the gateway to the Lower Susquehanna Heritage Greenway, being positioned at the mouth of the greatest eastern river in our nation as it flows into the world's largest estuarial bay. This new bridge should also symbolize the future of Amtrak and of rail transportation as a national asset and environmental ally, given its unique location, intense rail activity, and imposing dominance.

Architectural Recommendations

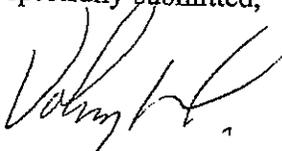
1. In the likely event that new twin bridges with two tracks each are constructed, both bridges should be identical in height and architecture, and should be aligned as closely to each other as possible to give the appearance of one bridge.

2. The bridges should be entirely open-decked, with each span having graceful shallow-arched symmetry using massive closed-webbed steel beams that present an overall solid appearance. Emphasis should be placed on pleasing lines of curvature, with properly balanced span and arch dimensions.
3. Bridge support piers should be taller, more slender, and spaced farther apart than the existing piers to improve navigation and open up the viewscape.
4. Both bridges should be carried on the same elongated pier structures to emphasize the appearance of "one bridge" and to better resist river-borne collisions.
5. The catenary system should be suspended from a series of single, architecturally graceful solid-form towers mounted directly on the piers between the bridges, with high-line arms at the very top and wide catenary arms extending in cantilever over the double-track bridge decks along both sides. This will do much to reduce the visual effect of catenary "clutter" while emphasizing the towers as central architectural features of the bridge complex.
6. The bridges and towers should be painted in a light metallic color, such as a golden platinum, to produce a distinctive daytime natural glow from great distances.
7. The entire bridge span, as viewed from upriver and downriver, should be provided with night-time accent lighting to create a warm glow along the outer face of each of its arches, in such a way that subtle arches of light are always visible at night.
8. All existing piers and abutments, whether supporting the current bridge or the previously removed rail/automobile bridge, should be removed down to the river bed to eliminate clutter, enhance the viewscape, and greatly improve barge and boat navigation.

Recommended Action

The Advisory Board proposes that the Mayor and Town Commission of Perryville consider these recommendations under a formal resolution, communicating the same to the SRRBP project team, as typical of the style of architecture the Town of Perryville and surrounding communities would expect and want to embrace. The recommendations of this advisory, having been submitted previously as Advisory Bulletin #2 and tailored to the perspective of Havre de Grace, should require no additional action on its part at this time.

Respectfully submitted,



Volney H. Ford
Chairman



City of Havre de Grace

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Susquehanna River Rail Bridge Project
Advisory Board
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Advisory Bulletin #9
River Navigation
December 9, 2014

Background

The Advisory Board met on November 25, 2014 to develop recommendations for the accommodation of large vessel navigation and safe passage under the proposed new rail bridge system, at the main channel location. The principal concerns were vertical clearance, horizontal clearance, and a protective fender system. This advisory assumes removal of all existing piers that support the current Amtrak bridge and the adjacent abandoned piers from the long-ago demolished rail/highway bridge, as recommended in Advisory Bulletins #2 for the City of Havre de Grace and #7 for the Town of Perryville.

The Board relied heavily on advice and recommendations from representatives of Vulcan Materials Corporation, which operates a large stone quarry just upstream of the bridge site, from which stone is barged out on a near daily schedule. These concerns and recommendations were expressed by Vulcan's Marine Operations Manager and its local tugboat captain at the recent joint meeting between the Advisory Board and the SRRBP Project Team held on November 6, 2014. Advisory Bulletin #8, containing the same recommendations provided in this bulletin, was issued to the Mayor and City Council of Havre de Grace on December 4, 2014.

Design Recommendations

Vertical clearance at the main channel under-passage should reach sixty-five (65) feet if at all possible, to be consistent with inland waterway standards and sailing vessels that are now designed to those standards and berth at upstream marinas. The absolute minimum clearance should be no less than sixty (60) feet.

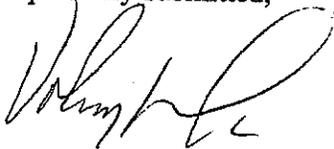
Horizontal clearance at the main channel under-passage should be no less than two hundred (200) feet net width between fenders, which may require a pier spacing of up to 240 feet center-to-center. Such a clearance will safely accommodate a single barge with opposing traffic and can safely accommodate a double-wide barge movement without opposing traffic.

Three types of fender systems were considered for protecting piers and large vessels at the main channel under-passage: Concrete, wood and composite plastic. Concrete fenders are the least resilient and can cause considerable damage to barges and other vessels. Wood pile and wale fenders are more resilient and less damaging to vessels, but are themselves easily damaged, more costly to maintain, and can become ragged eyesores long before replacement becomes necessary. The Board strongly recommends a composite plastic pile and wale fender installation as the most resilient, least damaging, longest lasting, easiest to maintain, and most attractive system for this unique and important gateway location.

Recommended Action

The Advisory Board proposes that the Mayor and Town Commission of Perryville, and surrounding communities, take necessary steps to consolidate these or similar recommendations into a formal communication to the SRRBP Project Team as soon as possible. The recommendations of this advisory, having been submitted previously as Advisory Bulletin #8 to the City of Havre de Grace, should require no additional action on its part at this time.

Respectfully submitted,



Volney H. Ford
Chairman