

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

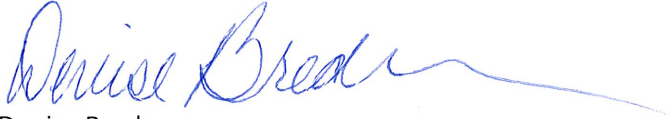
I request that you make direct outreach to those property owners whose properties adjoin the rail line along Broad Street / Maryland Route 7 in Perryville. While it is likely that these property owners received notification of the public outreach sessions, whether by postcard, newspaper or other means, 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

Potential MOA Stipulations

The following measures have been proposed:

- Prepare HAER documentation for bridges and tower
- Develop interpretive material for HdG and Perryville and an educational document (film?)
- Salvage key bridge elements (for interpretation)
- Use traditional design features in two new bridges to ensure that the bridge and piers are compatible with former bridge and adjacent bridges
- For undergrade bridges, use form liner that emulates look and color of stone; provide consulting parties with an example and rendering. Include lighting within the underpasses.
- Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping, if possible.
- Design new retaining walls in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*
- Develop and implement a Construction Protection Plan (CPP) for historic district structures and Rodgers Tavern
- Move the Interlocking Tower to avoid demolition
- Conduct Phase IB archaeological investigation, including for submerged resources
- Develop a procedure for handling discovery of an unanticipated resource or effect
- Continue design consultation with MHT and consulting parties





Town Commissioners of Perryville

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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 DeSignore, 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