

Mayor
James L. Eberhardt
Town Administrator
Denise Breder



Commissioners
Robert Ashby
Alan Fox
Michelle Linkey
Raymond A Ryan III

August 7, 2017

Mr. Kevin McDermott, PE
Principal Engineer, Structural Design
National Railroad Passenger Corporation
Engineering-Structures Group
30th Street Station, 4S-070
Philadelphia, PA 19104

Re: Susquehanna River Rail Bridge Project

Dear Mr. McDermott:

This letter is written in follow-up to the meeting regarding the Susquehanna River Rail Bridge project held on July 28, 2017 at the VA at Perry Point. The plans presented at the meeting were shared with the Mayor and Commissioners of Perryville and they have the following comments:

The Town Board desires two-way traffic to continue in and out of Perry Point at the Broad Street entrance during construction of the bridge. Therefore, the Board is amenable to granting a temporary easement to Amtrak for the Town-owned property west of Rodgers Tavern, and outside of the historic easement, for the purpose of temporarily widening Broad Street to allow for two-way traffic to continue. In order to compensate for the temporary loss of use of the property, and to further Town revitalization plans, we request that Amtrak build a parking area between Broad Street and the track as shown on the attached concept rendering (Attachment A) showing the type of parking area we were hoping to have built.

In regard to the proposed plan to re-route Amtrak truck traffic, the Board requests that Amtrak work with the VA to utilize the truck access located off of Marion Tapp Parkway (Attachment B - map). There are several reasons why this request makes sense. First, the town has been trying to get truck traffic off of Aiken Avenue and Otsego Street for many years for both access and safety reasons. Aiken Avenue and Otsego Street are residential streets. Otsego in particular was never intended to be a truck route. The original truck route utilized Aiken Avenue to Broad Street, but due to the height limitation created by the railroad underpass in front of the train station and the ever-increasing height of trucks, truck traffic began utilizing Otsego Street. Otsego Street has a truck weight limit on it of 23,500 lbs. The new truck route utilizes Coudon Boulevard to MD7, to MD327 to Marion Tapp Parkway. Coudon was built specifically as an industrial access road to bypass the Perryville downtown and allow better truck access to the industrial areas. The VA, realizing the Broad Street and Otsego Street access problems, upgraded Marion Tapp Parkway a few years ago to accommodate truck traffic to the VA. Once trucks enter the VA from Marion

Tapp, they would easily access the existing Amtrak truck route via Avenue G. Second, the proposed widening of Roundhouse Drive at Broad Street to accommodate truck turn movements requires the taking of Town-owned property. The town recently built a park at the adjacent property and then acquired the parcel in question to further the town's plans for revitalization and economic development. The taking of that property would severely limit the Town's future plans for that property. Please see Attachment A for a concept rendering of the Town's plans for this area. Third, if the intersection at Roundhouse and Broad would need to be widened to accommodate the truck traffic into the VA. At minimum, additional improvements would also need to be made to accommodate trucks as they turn onto Otsego Street from Aiken Avenue further upstream. Fourth, we believe it could represent a substantial savings to the project to utilize an existing truck route versus building a new route. For all of these reasons, we hope that the VA and Amtrak can come to an agreement for shared use of the existing truck route.

Amtrak asked Perryville what formliner should be used for the wall across from Rodgers Tavern that runs the length of Broad Street. The treatment that the Board prefers is a look that mimics the stone on Rodgers Tavern as was shown in The Effects Assessment for Historic Architectural Resources, Photo 79 Figure 50. A copy of Figure 50 is attached (Attachment C) for your convenience.

We look forward to the Amtrak rail improvements as public transportation becomes increasingly important to our nation. Please contact Denise Breder at 410-642-6066 or dbreder@perryvillemd.org if you would like to meet to address any questions or concerns. Thank you for your consideration of our request.

Sincerely,



James L. Eberhardt
Mayor

Attachments:

- A – Concept Rendering of Broad Street near Rodgers Tavern
- B – Map depicting use of VA Truck Route to existing Amtrak Truck Route
- C – Effects Assessment for Historical Architectural Resources, Photo 79, Figure 50

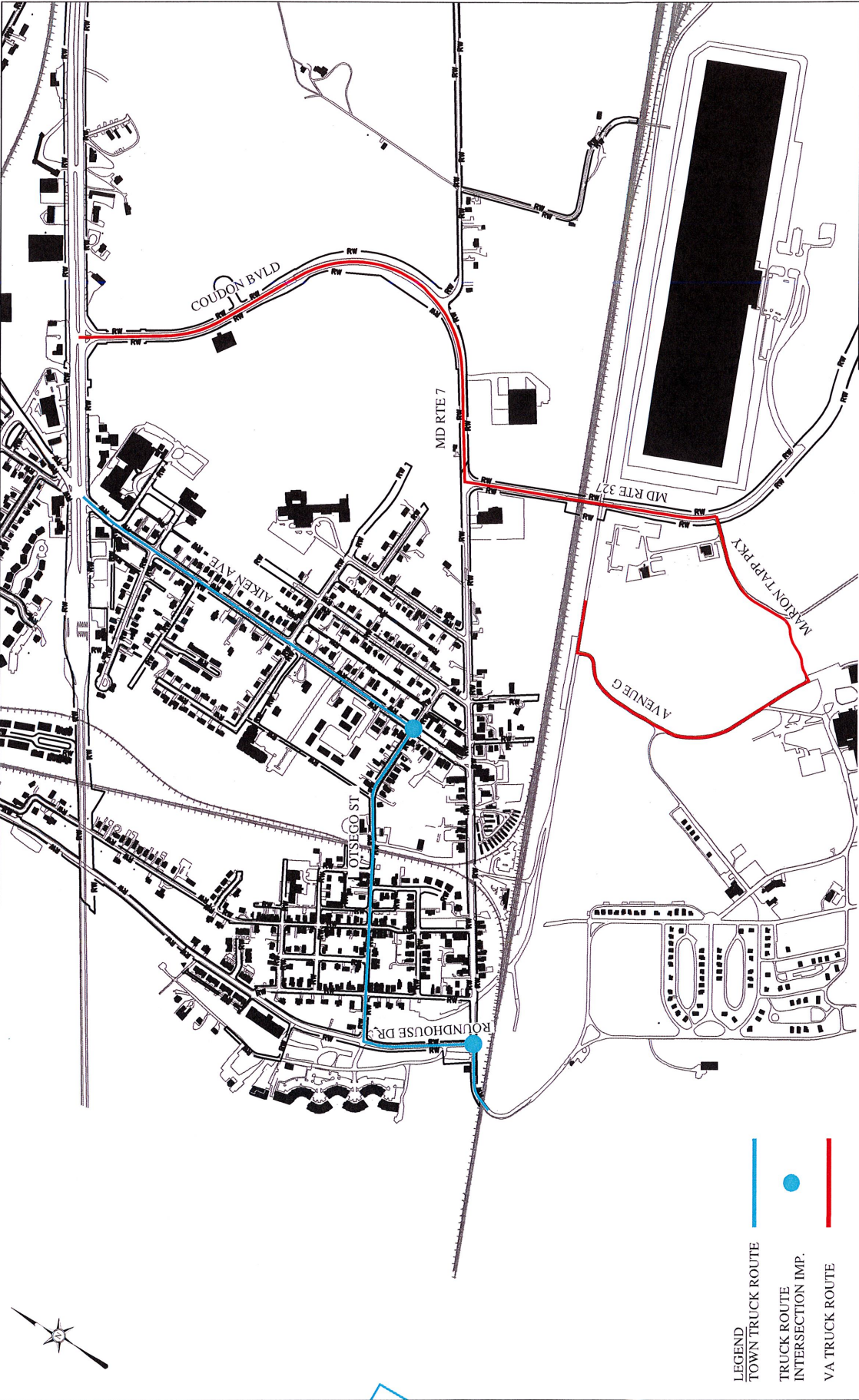
CC: Commissioners of Perryville
Ms. Denise Breder, Town Administrator, Perryville
Mr. Ralph Ryan, P.E., Town Engineer, Perryville
Dr. Adam M. Robinson, Jr., Director, VA Maryland Healthcare System
Mr. Marc Dallaire, P.E., Associate Chief, Projects Section, Department of Veterans Affairs
Mr. Jeffrey Konrad, P.E., Sr. Project Manager, HNTB Corporation

ATTACHMENT A



* PLANNED USE OF PROPERTY
* PARKING AREA

DESIGN COLLECTIVE | WILMAPCO



THE TOWN OF PERRYVILLE
 CECIL COUNTY, MARYLAND
 515 BROAD STREET, PERRYVILLE, MD 21903

ATTACHMENT B -
 AMTRAK TRUCK DETOUR MAP

- TOWN TRUCK ROUTE
- TRUCK ROUTE INTERSECTION IMP.
- VA TRUCK ROUTE



Photo 78: View looking west along Broad Street at the Rodgers Tavern.



Photo 79: Rendering showing the proposed retaining wall to be constructed in front of Rodgers Tavern, with a possible aesthetic design solution.

Front of Rodgers Tavern /
Rendering of Proposed Retaining
Wall in Front of Rodgers Tavern

Susquehanna River Bridge Project
Havre de Grace and Perryville, MD

Figure 50