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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