

Susquehanna River Rail Bridge Project

Appendix F

Additional Correspondence and Outreach



May 2017



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

October 9, 2013

The Honorable David R. Craig
Harford County Executive
220 South Main Street
Bel Air MD 21014

Dear Mr. Craig:

In follow up to our August 19, 2013 meeting regarding the Amtrak Susquehanna Bridge Preliminary Engineering and Environmental Documentation Project, I am pleased to provide the following information in response to questions that you posed. You inquired as to the number of times the draw span of the railroad bridge has been opened in recent years. As of August 15, 2013, the bridge has been opened four times in 2013. A summary of bridge openings for each calendar year since 2007 follows:

<u>Calendar Year</u>	<u>Number of Bridge Openings</u>
2007	6
2008	7
2009	3
2010	5
2011	11
2012	5
2013 (Through August 15)	4
TOTAL	41

You also inquired as to the number of trains currently crossing the Susquehanna River Bridge. At this time, about seventy-nine (79) passenger and freight trains cross the bridge each day. A breakdown of the total by service follows:

<u>Operator</u>	<u>Long Distance</u>			<u>Revenue Commuter</u>	<u>Deadhead (Non-Revenue)</u>	<u>Freight</u>	<u>Total</u>
	<u>Passenger</u>	<u>Acela</u>	<u>Regional</u>				
Amtrak	6	20	22	0	0	0	48
MARC	0	0	0	13	4	0	17
Norfolk Southern	0	0	0	0	0	14	14
Total	6	20	22	13	4	14	79

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable David R. Craig
Page Two

We have received from the City of Havre de Grace, the mapping of sites within the city that could potentially be impacted by the construction of a new railroad bridge on Amtrak's Northeast Corridor across the Susquehanna River between Harford and Cecil Counties. Your concerns about potential impacts to existing parks and facilities in Havre de Grace, as well as the siting of the proposed new high school, have been noted by the Project team. It is not possible to identify the final alignment and potential impacts at this early stage of the Project, but the Project scope includes extensive environmental coordination as required by the National Environmental Policy Act (NEPA). The NEPA environmental documentation process will include identification of potential impacts through close coordination with the public and local governments, and identification of means to avoid or mitigate impacts so that the project will meet federal requirements for funding.

Work on the Susquehanna Bridge Project began in July 2013, and we anticipate completion of Preliminary Engineering and Environmental Documentation by June 30, 2017. Close coordination with Harford County and the City of Havre de Grace will be required to successfully complete this phase of the Project and enable moving forward to Final Design and eventual construction. We look forward to further discussions with County and City officials and staff on the development of NEPA environmental documentation based upon this coordination.

Thank you for your interest in the Susquehanna Bridge Preliminary Engineering and Environmental Documentation Project. If you have any questions or concerns regarding the project, please do not hesitate to contact me by telephone at 410-684-7063 or by email at hromano@mdot.state.md.us.

Sincerely,



Harry J. Romano II
Rail Program and Policy Manager
Office of Freight and Multimodalism

cc: The Honorable Wayne Dougherty, Mayor, City of Havre de Grace



City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078
www.havredegracemd.com

(410) 939-1800
(410) 575-7043

June 20, 2014

Jacqueline Thorne, Project Coordinator
Office of Freight and Multimodalism
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: NEPA Review for the Susquehanna River Rail Bridge Project

Dear Ms. Thorne:

This is in response to the Maryland Department of Transportation (MDOT) letter of inquiry dated May 16, 2014 for the Susquehanna River Bridge Project between the City of Havre de Grace in Harford County and the Town of Perryville in Cecil County for alternatives for an improved rail crossing. The following is a list of relevant environmental, cultural and community resources within the project study area for the City of Havre de Grace. Specific focus in the letter of inquiry included parks, recreation and trail-systems however I am trying to include all relevant resources as described in the NEPA review description, which includes environmental, cultural, and community resources as well. As defined by MDOT, the study area is approximately 1000' on either side of the existing Amtrak right-of-way and any immediately adjacent resources.

Parks and Recreational Resources (as identified from the waterfront and proceeding west)

- North Park Loop Trail, consisting of a 1.5 mile trail-system along Susquehanna River
- McLhinney Park, playground area
- Susquehanna Museum at the Lockhouse (National Register site) with canal basin, terminus of lock system, and grounds
- Water Street parkland acquisition; public acquisition of 4.29 total acreage, currently with .88 acres purchased by Harford County Government in 2014 and potential for 3.41 additional acres (four properties total)
- Jean Roberts Park, kayak and boat launch
- David Craig Park, Susquehanna River overlook
- Harford County Board of Education multi-use athletic field complex, including Harris Stadium (i.e. Havre de Grace High School stadium complex, completed 2013)
- Havre de Grace Activity Center (Harford County Department of Parks and Recreation primary indoor recreational facility serving the region, to include services provided by Harford County Office on Aging, a gymnasium and other indoor recreational facilities, and the Havre de Grace branch of the Boys and Girls Club of Harford County)
- Stancill Field Havre de Grace Little League complex

Trails (MDOT included a comprehensive list of trails with maps as an attachment to their letter. The following are minor corrections to their provided information.)

- Please include an aerial photo with 1000' study area for Havre de Grace similar to Perryville map, Figure 1. Figure 2 and 3 are identical maps of trails within the study area.
- Table 1 identifies the LSHG as private, but it should be listed as public.
- Please include Havre de Grace Old Town/New Town Trail on map of trails within the study area. This trail coincides with East Coast Greenway from Juniata Street to MD 155.
- Please indicate a river crossing connection between Harford and Cecil Counties on the trails within the study area map. ***A Susquehanna River pedestrian crossing is critical for the LSHG and East Coast Greenway physical connections.***
- Please include the City's waterfront walkway from North Park to the Promenade located at the south end of the City, which is bisected by the Amtrak right-of-way at David Craig and Jean Roberts Parks. This walkway is indicated by a brick-lined signature sidewalk along the waterfront and is intended to be continuous as new development (or redevelopment) projects and public park improvements occur. (See attached Heritage Corridor Plan which has been implemented for the past twenty years, Havre de Grace Comprehensive Plan.)

Community Resources

- Havre de Grace City Hall and Police Department Municipal Complex
- Havre de Grace Middle School
- Havre de Grace High School
- Havre de Grace Water Treatment Plant/Harford County Water Treatment Plant, with water intakes for municipal and county drinking water supplies just off-shore from plant location
- US Post Office
- Susquehanna Hose Company, Division 1; firehouse located on Juniata Street immediately to the north of the Amtrak right-of-way

Cultural Resources

- Havre de Grace National Register Historic District; HA-1617. The 344 acre district includes 129 individually documented sites, several individually listed National Register sites (such as the Concord Point Lighthouse and the Southern Terminal, Susquehanna and Tidewater Canal, otherwise known as the Lockhouse) and hundreds of contributing resources.
- American Legion building, formerly Lafayette Hotel (inventoried as Abraham Jarrett Thomas House, HA-790) is located immediately to the south of the Amtrak right-of-way; identified as National Register on site plaque.
- Over forty individually documented (Maryland Inventory of Historic Properties) structures within the 1000' study area; extensive contributing structures within study area
- Study area includes significant portions of the Havre de Grace Main Street District and the City's designated Arts & Entertainment District

Environmental

- Susquehanna River, Chesapeake Bay coastal areas and identified Critical Areas
- Substantial floodplain, tidal and non-tidal

New Opportunities for the “Human Environment” through the NEPA Review Process (not just impacts)

- Additional local rail considerations, i.e. MARC service expansion, regional connections to SEPTA and northern rail transit (Newark, DE station improvements), expansion of/improvements to current Aberdeen station, opportunity for MARC station in Havre de Grace
- Susquehanna River pedestrian crossing for LSHG and ECG; full interconnectivity between regional assets along major waterway and within an identified Maryland Heritage Area

Land & Water Conservation Fund: The only location for funding through the Land & Water Conservation Fund (LWCF) that may apply is for the Federal acquisition of Garrett Island, which is located just to the north of the Amtrak bridge, as part of the Blackwater National Wildlife Refuge. Garrett Island is included as part of the LSHG, ECG, and Captain John Smith Chesapeake National Historic Trail (National Park Service), all located within the scope of this study area.

Other deed-protected lands or conservation areas: Exelon properties along Susquehanna River; this is land on which the North Park Loop Trail is located.

Other developments planned or proposed within or adjacent to the study area:

- Proposed new Havre de Grace Middle School/ High School project on the Board of Education owned land, immediately south of the Amtrak right-of-way
- Water Street park improvements, pending acquisition of three remaining parcels
- Residential infill projects, i.e. Otsego Street townhouses, currently under construction, Ivy Hill townhouse development

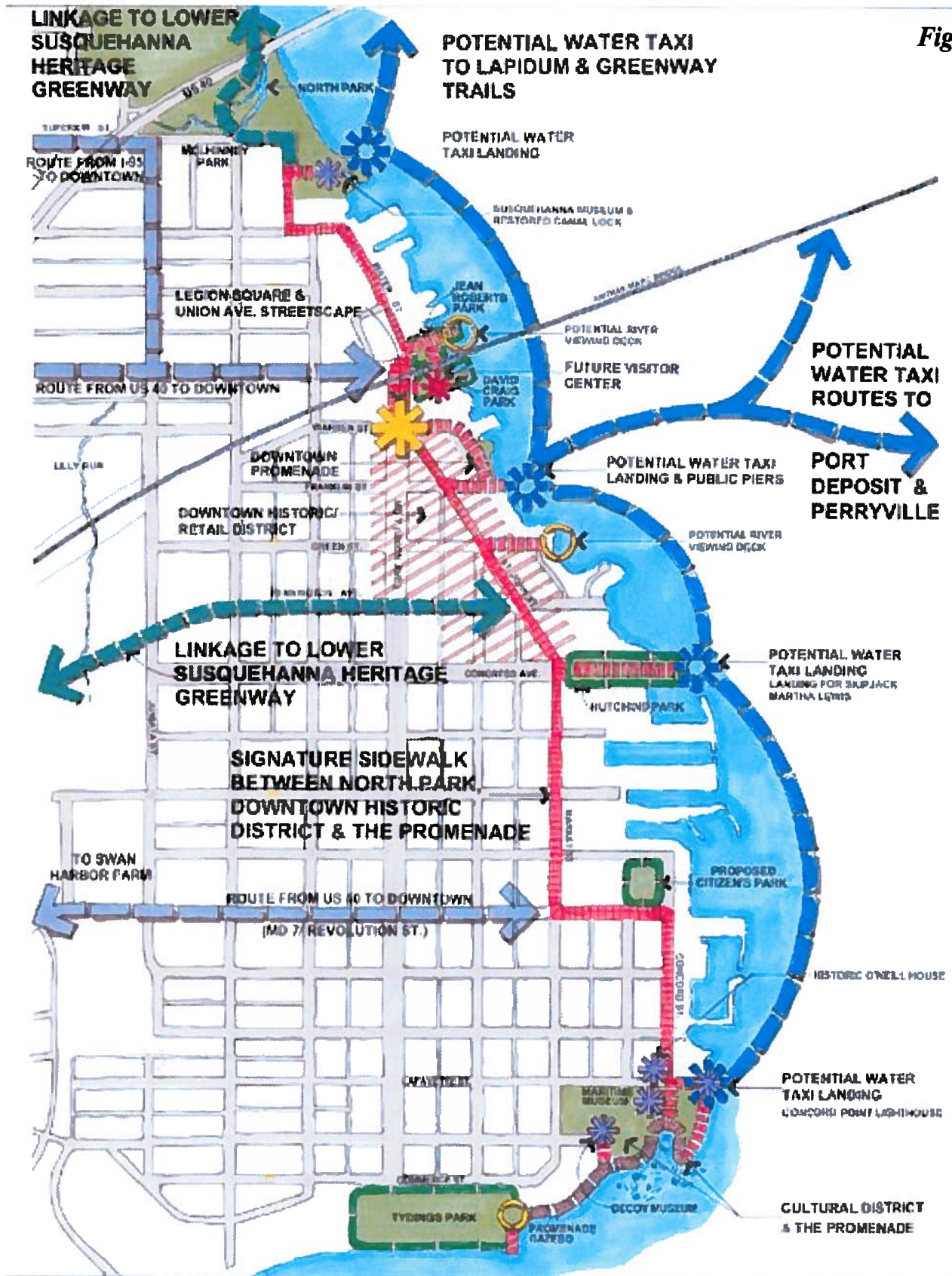
Thank you for the opportunity to comment on this very important project which is currently within NEPA review. If you have any questions about the provided information or would like to meet in relation to the City’s identified environmental, cultural or community resources, please feel free to call me to set up a time. I will make my staff available to clarify any information or answer your questions as related to this high-impact project.

Respectfully,

Neal Mills, Director
Department of Planning
City of Havre de Grace

Cc: Wayne Dougherty, Mayor
Jay Bautz, Deputy Director
Dianne Klair, Planner
John Van Gilder, Special Projects

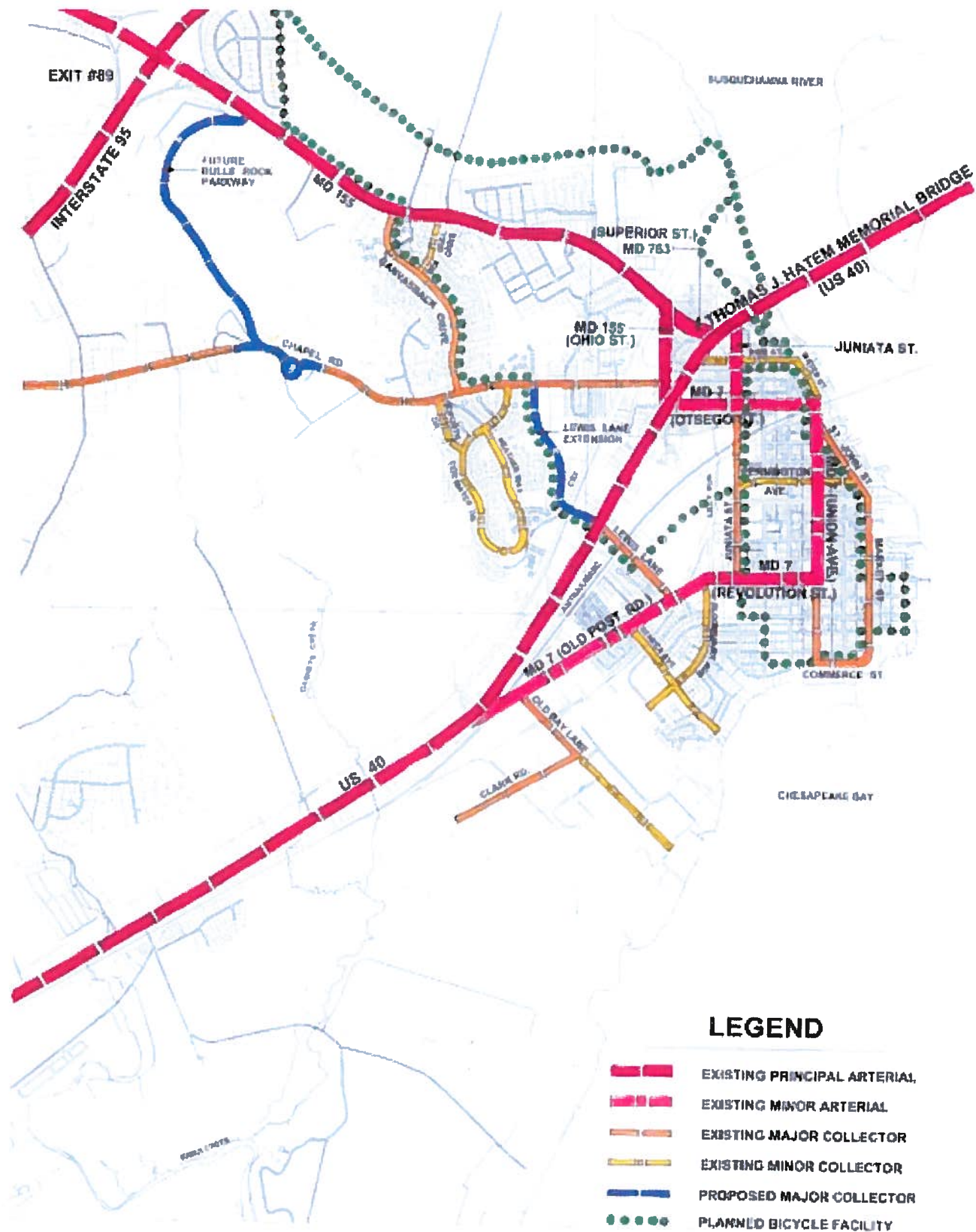
Figure 3.4



HERITAGE CORRIDOR PLAN

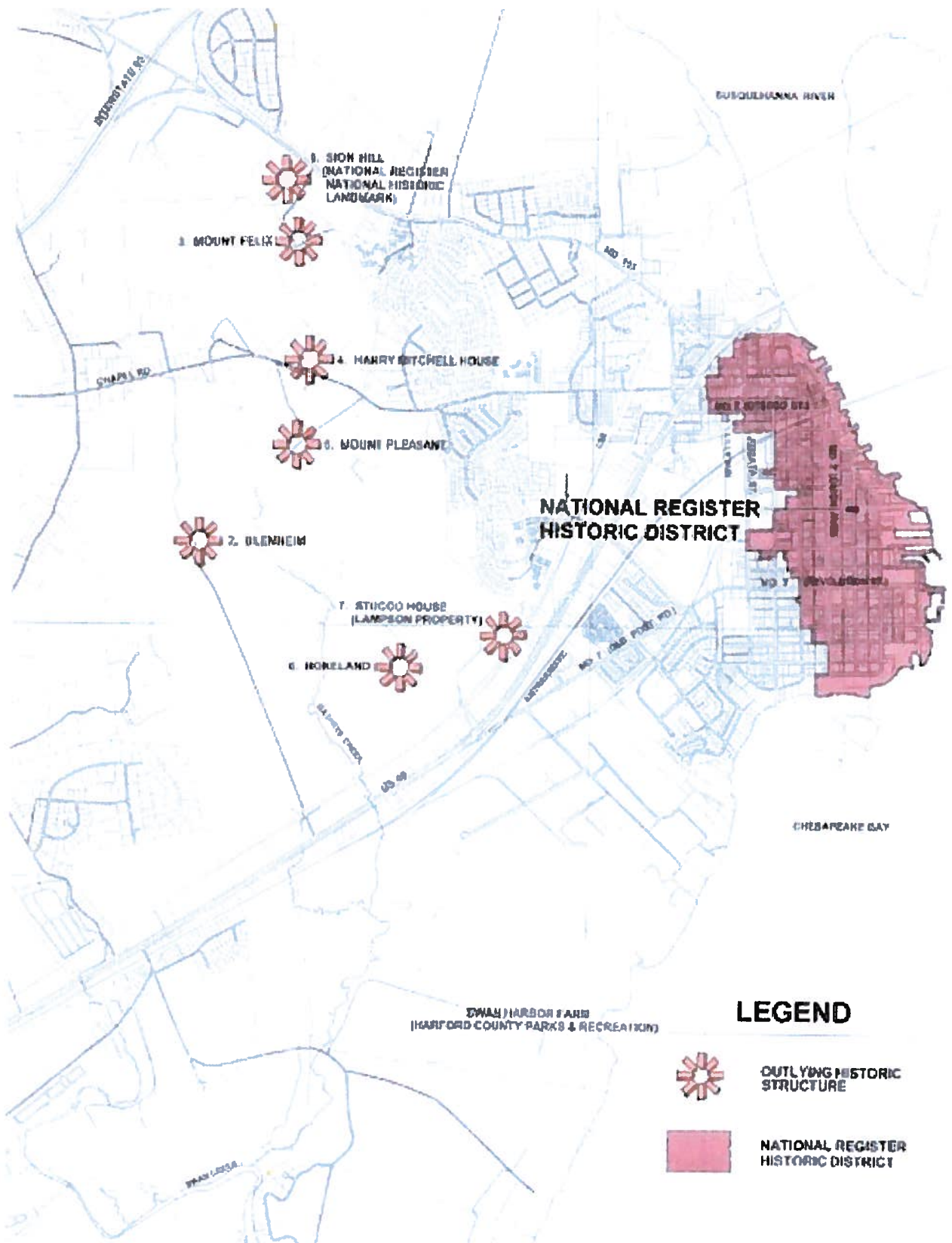
City of Havre de Grace Comprehensive Plan

Figure 7.1



TRANSPORTATION

Figure 9.1



HISTORIC RESOURCES



Google earth

feet
km





Google earth

miles
km





Havre de Grace National Register Historic District

500 0 500 1000 1500 Feet



Map also refers to Local Historic District for amendments to Ordinance No. 815



Town Commissioners of Perryville

515 Broad Street, P.O. Box 773
Perryville, Maryland 21903-0773
(410) 642-6066
(410) 642-6391 (Fax)
Email: townhall@perryvillemd.org

Mayor
James L. Eberhardt

Commissioners
Barbara A. Brown
Alan Fox
Michelle Linkey
Raymond A. Ryan III

Town Administrator
Denise Breder

MDOT

JUL 01 2014

Freight Logistics

June 30, 2014

Jacqueline Thorne-Project Coordinator
Office of Freight and Multimodalism
The Secretary's Office
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Ms. Thorne:

Thank you to you and your team for attending the June 17, 2014 Perryville Mayor and Commissioner work session to present an update on the status of the Susquehanna River Rail Bridge Project. Understanding the constraints that are faced in determining the best location for the bridge, we very much appreciate that you have taken Perryville's comments and concerns seriously and are doing what you can to design and ultimately construct a project that has minimal negative impact on the Town of Perryville.

During the presentation it was mentioned that you need to know the various planned developments and development proposals that fall within the study area. Therefore, attached to this letter are a concept design for the Perryville Municipal Complex and a Final Landscape Plan showing the various planned improvements to Lower Ferry Park. Both of these projects are projects initiated by the Town; additionally, there is information being provided regarding grant funded projects and projects initiated by property owners that are also in the study area.

The concept for the Municipal Complex includes the construction of a new police department, town hall, mini-park, Little League field and related parking and pedestrian access improvements. The police department, Phase I, is currently being designed, while the civil site work design is in process for Phases II and III of the project. The complex is being designed to best utilize the existing town property, which is behind the current Town Hall located at 515 Broad Street, Perryville, and across Broad Street from the MARC train station.

The Lower Ferry Park design is also attached to this letter. Lower Ferry Park is located at the intersection of Broad Street and Roundhouse Drive, Perryville, and is across Roundhouse Drive from Historic Rodgers Tavern. The plans for the park include the

construction of a comfort station, a band shell, playground equipment, walking paths, landscaping, bio-retention areas, and some supportive parking.

In addition to the above mentioned town initiated projects, Perryville has made Revitalization and Façade Grants available to property owners within town limits. Some of the property owners that have received grants are within the study area (Front Street, Broad Street, Elm Street and Aiken Avenue), and the projects typically include improvements and replacements of windows, steps, siding and roofing. There is one property owner that is undertaking major improvements. The property, which houses businesses with residential units above, is located at 631 Broad Street. Within the last two years the upper roof was replaced and new lighting was installed. Attached is a concept drawing showing some other improvements planned for the building. While grant money is covering some of the costs, the property owner has also invested capital in the project to get this worthwhile work completed.

Finally, the owner of the property located at 950 Principio Furnace Road (at the intersection of Principio Furnace Road and IKEA Way) has submitted plans to construct a warehouse.

Please contact Ralph Ryan, Town Engineer, at 410-642-6068 if you have questions about the Municipal Complex plans. Please contact Mary Ann Skilling, Planning Director, at 410-642-6066 if you have questions about Lower Ferry Park, the Revitalization and Façade Grants and the proposed warehouse construction. However, all final written comments should be directed to my attention at the above address or via email at dbreder@perryvillemd.org.

Again, I thank you for your consideration of Perryville's comments as they related to the Susquehanna River Rail Bridge Project.

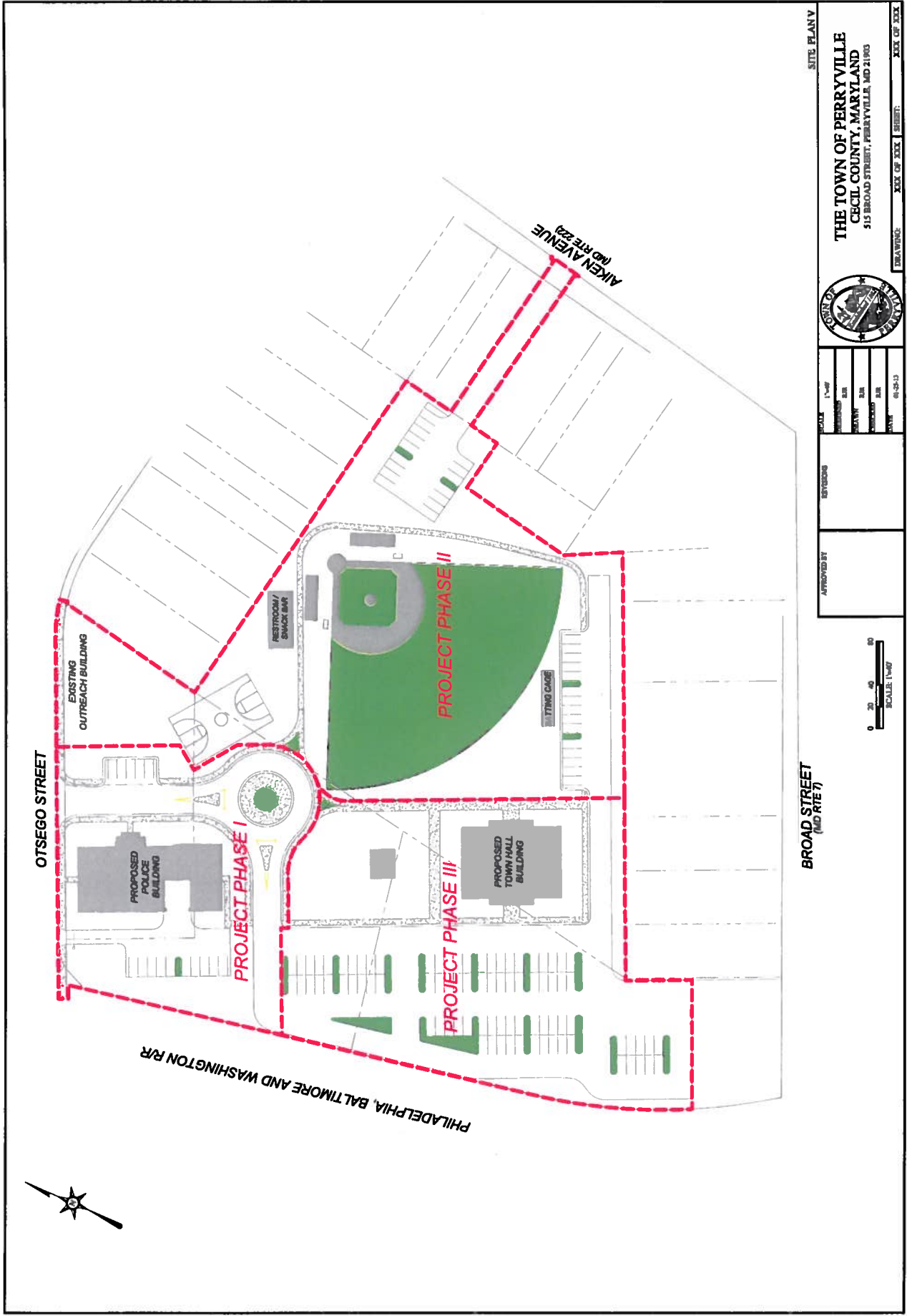
Sincerely,

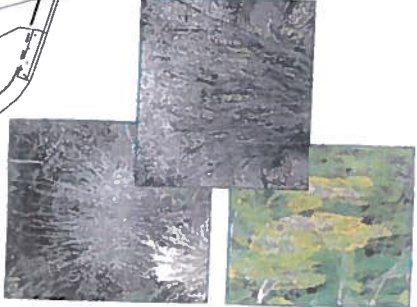
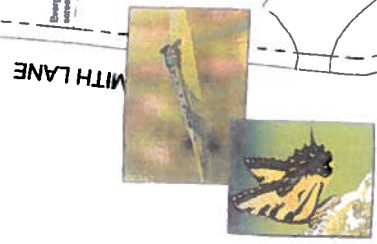

Denise Breder
Town Administrator

Attachments

CC: Mayor and Commissioners, Town of Perryville
Delegate David Rudolph
Tari Moore, County Executive, Cecil County
Robert Hodge, President and the Cecil County Council
Mary Ann Skilling, Perryville Planning Director
Ralph Ryan, Perryville Town Engineer
Harry Romano II, MDOT Rail Program and Policy Manager

Municipal Complex Concept





FINAL LANDSCAPE PLAN

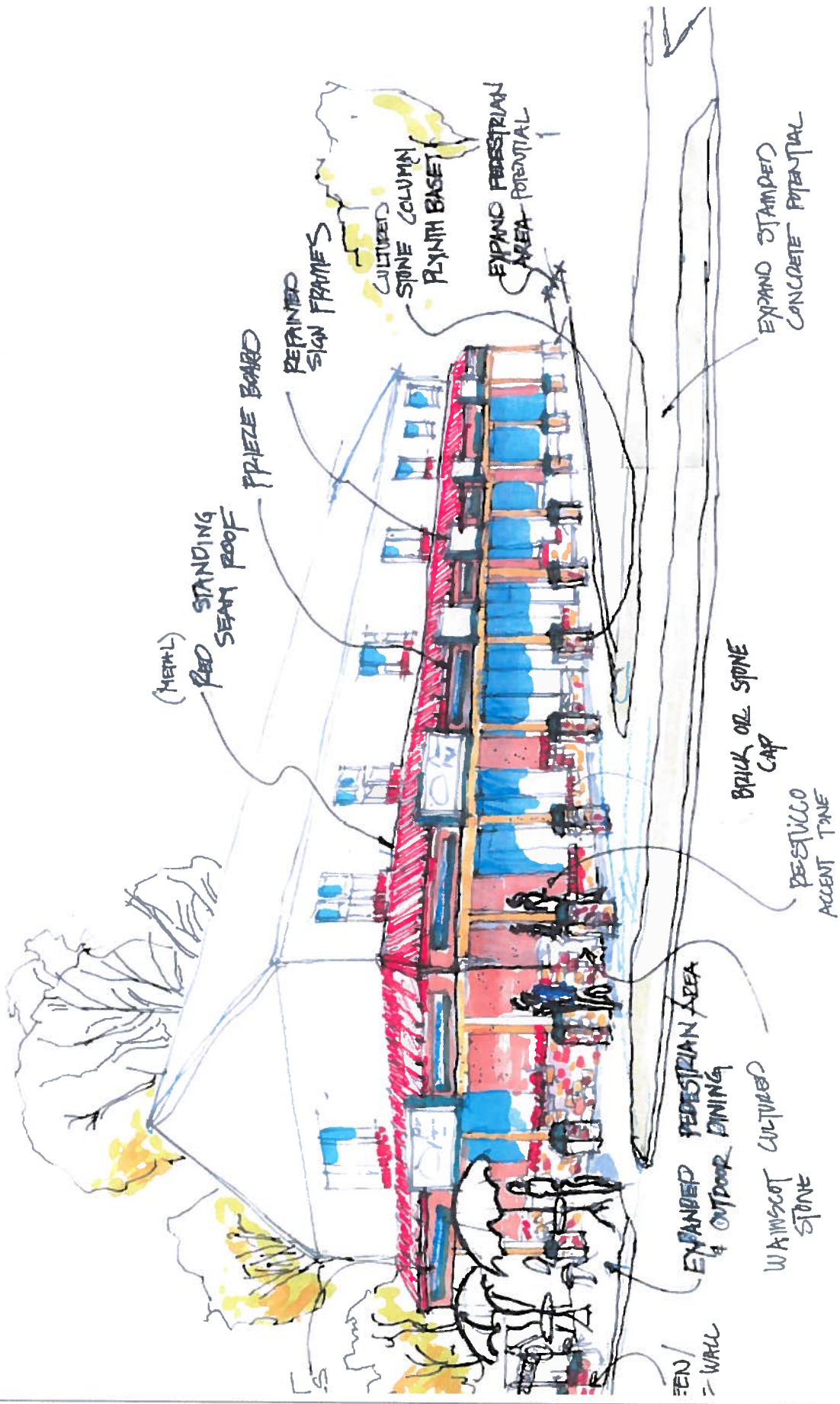
LEGEND

- Grass Filter Area
- Retention Area
- Perennial Tree Lot
- Escarpment and Branching Trees
- Planting Beds
- Shrub Zone
- Native Grasses and Wildflowers
- Grass Trees
- Water Paved Path
- Clear Grass Area
- Additional Zone
- Planting Beds
- Shrub Zone
- Native Grasses and Wildflowers

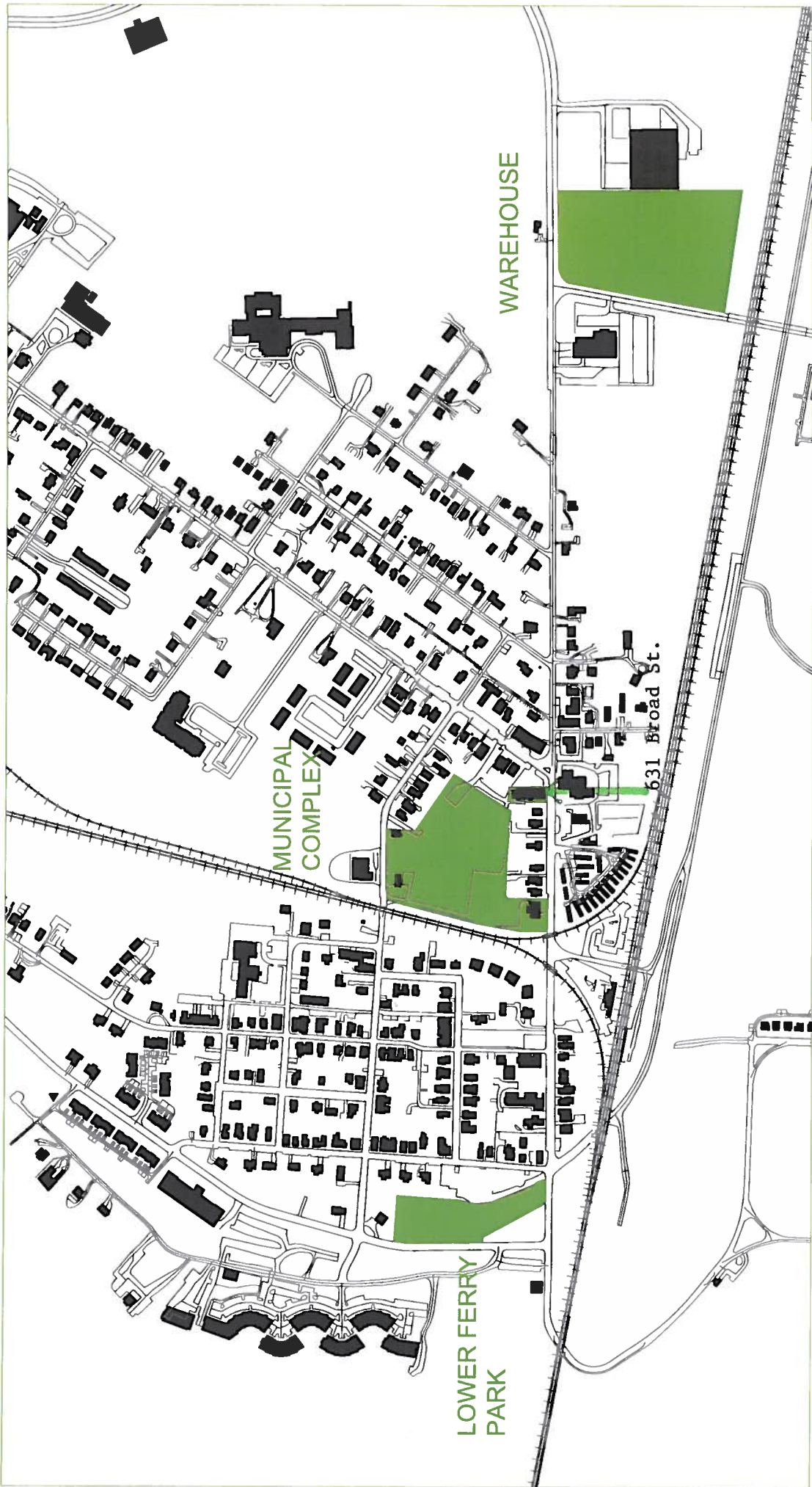
1" = 10' (Scale)

1" = 10' (Scale)

Not For Construction



MS
1.13.2019



MUNICIPAL
COMPLEX

WAREHOUSE

LOWER FERRY
PARK

631 Broad St.

President Robert J. Hodge, District 5

Vice President Dr. Alan McCarthy, District 1

Councilwoman Joyce Bowsbey, District 2

Councilman Michael W. Dunn, District 3

Councilwoman Diana Broomell, District 4



James Massey
Council Manager

County Council Office
410.996.5201

County Information
410.996.5200
410.658.4041

COUNTY COUNCIL OF CECIL COUNTY

Cecil County Administration Building
200 Chesapeake Boulevard, Suite 2110, Elkton, MD 21921

July 1, 2014

Andrew Dentamaro, Federal Legislative Officer
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: Susquehanna River Rail Project: Bike and pedestrian component

Dear Mr. Dentamaro:

We write regarding the preliminary engineering study for the replacement of the 108 year old Susquehanna River Rail Bridge. The replacement of the rail bridge is a priority for Cecil County in providing safe, efficient transportation across the river.

We are pleased that Amtrak, the Federal Railroad Administration and Maryland Department of Transportation are working to accomplish the NEPA study and the 30% preliminary engineering for the bridge. At a recent Open House there was much public engagement and one of the components that was very favorable to the public was the inclusion of a pedestrian and bicycle component with the rail bridge NEPA study and 30% engineering study.

The Cecil County Council requests that Amtrak, the Federal Railroad Administration, and Maryland Department of Transportation include the pedestrian and bicycle component in the NEPA study and the 30% design documents that are to be completed in this phase of the project.

Furthermore the Cecil County Council supports the pedestrian and bicycle component of the Amtrak bridge. This is a very significant opportunity for tourism, creating trail towns and spurring on the development of world class destinations via non-motorized transportation.

Thank you for your consideration of our request.

Sincerely,

COUNTY COUNCIL OF CECIL COUNTY

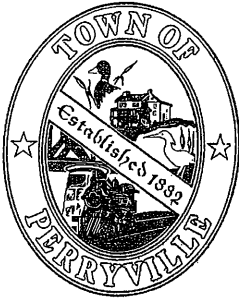
Alan J. McCarthy
Vice President

Joyce Bowsbey
Council, District 2

Michael W. Dunn
Council, District 3

Diana Broomell
Council, District 4

Robert J. Hodge
Council President



Town Commissioners of Perryville

515 Broad Street, P.O. Box 773
Perryville, Maryland 21903-0773
(410) 642-6066
(410) 642-6391 (Fax)
Email: townhall@perryvillemd.org

Mayor
James L. Eberhardt

Commissioners
Barbara A. Brown
Alan Fox
Michelle Linkey
Raymond A. Ryan III

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

Mary Lynn Snyder
Carey Alan Snyder
300 Bourbon Street
Havre de Grace, MD 21078

David Valenstein
Division Chief, Environmental and Systems Planning
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Concerns regarding Private Property impairment from the new railroad bridges in Havre de Grace, MD

July 18, 2016

Dear Mr. Valenstein,

We are writing in regards to the proposed new railroad bridges over the Susquehanna River in Havre de Grace, MD. We would like to work with all parties involved to address our sincere concerns about the construction and resulting bridges to ensure a successful outcome for everyone. It is our desire to be a constructive part of the process and to vigorously represent our interests as local property owners.

As the owners of property that will be impacted by both the construction and final position of the railroad bridges we believe that it is critical to begin a dialog early in the process to prevent any impairment of the properties during or after the construction of the railroad bridges. We have extensively reviewed all publicly available project information, especially information related to property impacts. Just because a property is not in the direct path of the new bridges does not mean that there are no adverse impacts to adjacent properties. The adverse impacts to adjacent properties must be considered since they will materially impair the value of those properties and damage the owners and tenants of those properties.

The impacted properties are 600, 604 and 606 Water Street in Havre de Grace, MD. All three of these properties are income producing rental units that are highly desirable due to their view of the beautiful Susquehanna River and access to the Jean Roberts Park.

600 Water Street

600 Water Street is 90' from the current train bridge. The new bridge will be located 48' further West (*Effects Assessment for Historic Architectural Resources*, June 2016 – pg 5-21 Table 3) towards the property making the distance a mere 20' from the property line and 42' from the building. The new bridge will also be higher in elevation. The resulting impact is that the new train bridge will dwarf the building, block all sunlight and obstruct the current view of the Susquehanna River.

604 and 606 Water Street

600 Water Street is 138' from the current train bridge. The new bridge will be located 48' further West (*Effects Assessment for Historic Architectural Resources*, June 2016 – pg 5-21 Table 3) towards the property making the distance 82' from the property line and 90' from the building. The new bridge will also be higher in elevation. The resulting impact is that the new train bridge will dwarf the building, block sunlight during large portions of the day and obstruct the current view of the Susquehanna River.

The property impairment concerns are:

- Restricted access to the property during construction of the bridges
- Construction disruption (noise, vibration, debris. Etc.) during construction of the bridges
- Structural damage to the property from vibration and falling debris during construction of the bridges
- Loss or impaired access to the Jean Roberts Park due to construction and/or the new train bridges
- Loss or impairment of parking on the property due to construction and/or the new train bridges
- Loss or impaired view of the Susquehanna River and Jean Roberts Park due to construction and/or the new train bridges
- Loss or impaired property access or parking due to the reconfiguration of Otsego and/or Water Streets due to the new train bridges
- Loss or impairment of property access, parking or view due to the configuration and placement of the new bridge piers due to the new train bridges
- Areas under the bridges are not landscaped, adequately maintained or are blocked from public access due to the new train bridges
- Loss or impaired access to direct sunlight due to the new train bridges
- Noise, vibration, dust and track debris when the new bridges are operational
- Increased frequency of trains when the new bridges are operational

If any of the items listed above occur, they will clearly damage both the rental tenants and the property owners. The negative impact will be on both the value of the property for resale and the ability of the property to produce rental income.

We are requesting the following occur before, during and after the construction of the new train bridges:

- 1) Conduct a study that examines the potential adverse impacts to property owners that are immediately adjacent to the new train bridges.
 - a. The study should consider both the construction and operational phases of the bridges
 - b. The study should be conducted by a mutually agreed upon independent third party
 - c. The study should be funded as part of the overall bridge construction project
- 2) Conduct private meetings with each impacted property owner (that desires a meeting) to review in specific detail how the impairment concerns listed above will be addressed.
 - a. If the concerns cannot be adequately addressed, establish a mutually agreed upon process to ensure that the property owner is fairly compensated
- 3) Conduct open meetings with the impacted property owners to discuss and address concerns.
 - a. Once every 3 months Pre and Post Construction
 - b. Monthly during Construction

Our hope is that by opening a mutually beneficial dialog early in the process we can avoid any unfortunate misunderstandings or negative impacts that would result in legal action and delay the bridge project. We can be contacted via email at alan@cas-advisors.com or via phone at 571-237-7099.

Sincerely,


Mary Lynn Snyder


Carey Alan Snyder

CC:

Angela Willis – Maryland Transit Administration

Jacqueline Thorne – Maryland Department of Transportation

Bradley Killian – Harford County Planning and Zoning

Volney Ford – City of Havre de Grace

Susquehanna River Rail Bridge Project

Lower Susquehanna
Heritage Greenway, Inc.
4948 Conowingo Road
Darlington, Maryland 21034
410-457-2482
lshginfo@comcast.net
www.hitourtrails.com



July 18, 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

**RE: Consulting Party Comments: Susquehanna Rail Bridge
Effects Assessment for Historic Architectural Resources**

Dear Mr. Johnsen:

We are grateful for the opportunity to review and provide comments for the Susquehanna Rail Bridge project. We believe this to be the most significant capital project to impact our community, heritage area and byway for the past 110 years. Further, it is our position that this project will significantly impact the communities of Havre de Grace, Perryville and surrounding areas for the next 100+ years or so; therefore, we all need to get it right.

The Lower Susquehanna Heritage Greenway Inc. (LSHG) is a non-profit organization who administers a state certified heritage area and state scenic byway. The above project is within the boundaries of both, therefore the following comments reflect our opinion as to consistency or not with both the heritage area and byway plans. The activities of the LSHG and all other state certified heritage areas is supervised by the Maryland Heritage Areas Authority (MHAA), an independent unit of state government that oversees the implementation of local management plans within a system of certified heritage areas. Heritage area certification requires the legislative adoption and maintenance of the area management plan and its incorporation into local master plans.

In accordance with the Maryland Heritage Areas' statute (Financial Institutions Article, Title 13, Subtitle 11, Annotated Code of Maryland), state government agencies are required to cooperate and coordinate within certified heritage areas to assure compatibility of their actions with the management plan for the

heritage area. I have enclosed the program guidance for state units (Attachment 1), and hereby request a compatibility review and consultation on the following topics:

1. Architectural design of the bridge; Over-pass rail bridges and retaining wall design;
2. Impact mitigation on the Havre de Grace historic district/ Perryville historic resources; specifically, the Abraham Jarrett Thomas House (HA-790) which was left out of the study;
3. The proposed road network and gateway into two national trail systems, a proposed national scenic byway through the historic towns of Havre de Grace and Perryville;
4. Elimination of the 1866 bridge piers; and
5. Reestablishment of a bicycle / pedestrian river crossing that existed from 1866-1943 between Perryville and Havre de Grace on the abandon piers.

General Comments:

We have reviewed and support the comments provided by the City of Havre de Grace and the Town of Perryville specifically with regard to their request for participation in the architectural design related to the materials used for the bridge piers, overpass and retaining walls. We join them in expressing our desire to collaborate and ultimately achieve compatibility with minimal negative community impact.

The loss of the stone undergrade bridges will have a major impact on the “character” that the railroad imparts to the community. Their unique character, which is an iconic American feature, is part of the “draw” for railroad enthusiasts. Additional renderings of what will replace these undergrade bridges should be provided. It is unclear if you propose to emulate the existing stone in pattern and color.

Based on the proposed bridge height, this report states that the Martha Lewis will no longer be able to travel north to Port Deposit and Susquehanna State Park. Is bridge clearance the only limitation now and in the future? How does this movement restriction impact the use and operation of our “floating museum”. What comments have you received from the Martha Lewis? What mitigation efforts will you offer the vessel?

Additional renderings of proposed changes should be included in the report so there is some record of what is expected to occur. The consulting parties will likely offer additional comments once visual representations are provided.

Page by page comments:

Page/Section Summary / Comment or Request

1-5; paragraph 3 **Information used to prepare this report will also be used in the development of an Environmental Assessment (EA).**

The LSHG wishes to review baseline information and have the opportunity to consult and comment on the EA.

1-6, paragraph 1 **Project team considered input provided through public outreach efforts, coordination with local officials, Section 106 consulting party meetings, interagency review meetings, and other stakeholder meetings.**

Outreach, information and input should also be sought from state and federal elected officials given the size, scope and financial support needed for this project.

Page 1-8, paragraph 4 **Approach Structures: This will require extending the culvert at Lilly/ Lewis Run crossing.**

Lilly run is the source of city-wide flooding problems during certain weather conditions. The City of Havre de Grace commissioned the Lilly Run Improvement Plan (May 9, 2007) and filed a Join Permit Application to MDE in March of 2010. It appears that the culvert referenced in the project may have an impact on the plan as it is near the Oak interlocking MP63.5. Additionally, The Harford County Board of Education has selected the adjacent parcel for the construction of a new Havre de Grace High School. Remediation efforts for Lilly Run are part of the over-all high school construction plans. Design is complete and construction is pending the availability local funding to match State of Maryland funds. See the diagram on the next page. Consultation with the City of Havre de Grace and Board of Education capital planning division is necessary. I'm happy to direct you to the appropriate personnel.

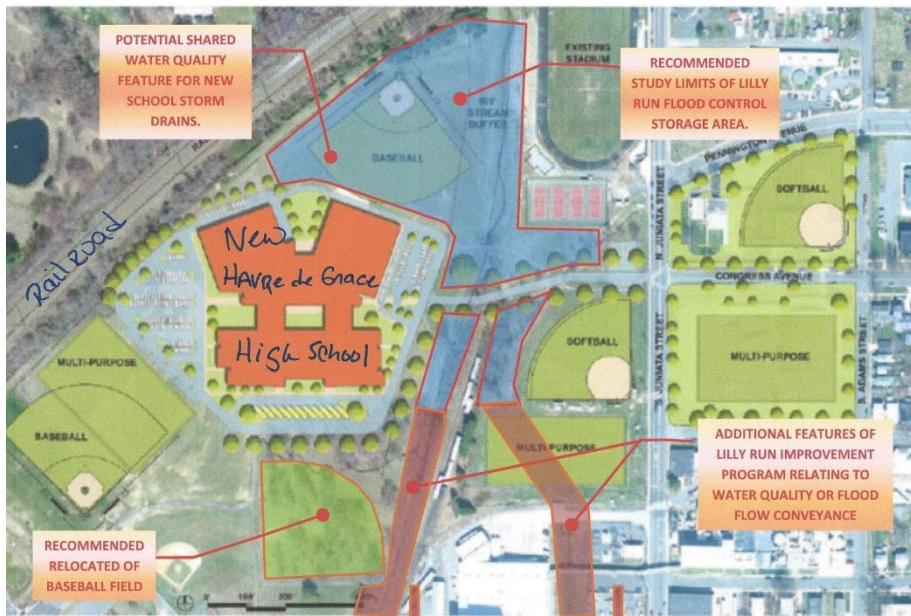


EXHIBIT 2: Revised 2013 concept for Lilly Run Improvement Program Flood Control area

Page 2-1, paragraph 3

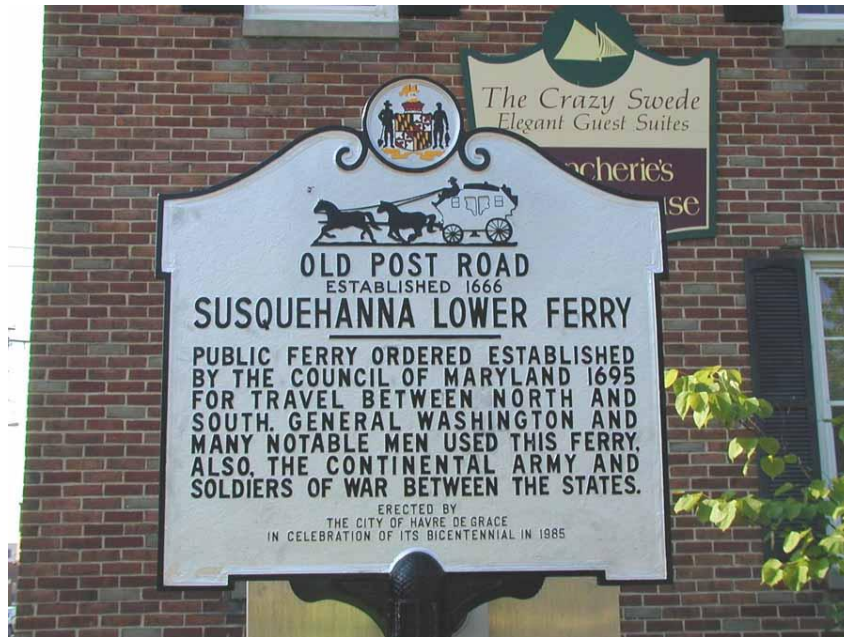
MHT approved the list of consulting parties

After review of this document, we recommend that the following organizations be permitted to provide technical input: Havre de Grace Historic District Commission, Havre de Grace Main Street Inc., Harford and Cecil County Archeological Society, Captain John Smith National Historic Trail office, and the Chesapeake Conservancy.

Page 2-1, paragraph 6

Project should have a strong historic transportation theme.

We strongly agree and recommend interpretation of American Indian trails; the Kings highway; ferry boat routes, canal routes, rail and vehicle crossings that all occurred within the project area. The King's highway was a roughly 1,300-mile (2,100 km) road laid out from 1650 to 1735 in the American colonies. It was built on the order of Charles II of England who directed his colonial governors to link Charleston, South Carolina and Boston, Massachusetts. Today in this area, it follows portions of MD Rt. 7 (Old Post Road) and crosses the Susquehanna at Susquehanna Lower Ferry (modern day Havre de Grace at the American Legion and Perryville Rodgers Tavern).



Page 2-2, last paragraph **Phase IA Archeological Assessment has been completed.**

The LSHG requests the opportunity to review and provide comments on this document as it has not been made available to the consulting parties. Given the sensitivity of this information, we request the opportunity to consult with the Maryland Commission of Indian Affairs.

Page 3-1, paragraph 2 **Initial European Contact (1600-1650)**

It is well documented, and archeological evidence shows, that the project area had human presence during the Paleo-Indian periods (13,000-7,500 B.C.) with habitation during the late Archaic and Early Woodland Periods. Specifically, Garrett Island is a documented American Indian settlement. It is a serious over-site to begin a description of the area's history in European context, thus excluding thousands of years of human activity. The minor references that have been made are not area, but region specific. It is our recommendation that further investigation be conducted in this area and at such time we request the opportunity to consult with appropriate parties and review any additional information as it relates to this project.

Page 3-3, paragraph 2 **John Rogers Ferry**

The Harford County site of the ferry (opposite Rodgers Tavern in Perryville) is at the present day American Legion.

Page 3-3, paragraph 4 **Garrett Island trading post – additional important information**

Garrett Island is the only rock island in the tidal waters of the Chesapeake and in 1622 was awarded to Edward Palmer as part of a land grant by King James I of England. In 1637, it was established by William Claiborne as a trading post and the 1643 Proprietary Government of Maryland (now the Maryland General Assembly) ordered its fortification and on it built Fort Conquest. Garrett Island was the first settlement in Cecil County and once home to John C. Paca, grandson of William B. Paca signer of the Declaration of Independence and Governor of Maryland. We request this additional significant information be included in this report.

Page 3-4 paragraphs 1-2 **Agricultural – Industrial Transition Period (1815-1870)**

The National Underground Railroad Network to Freedom: The underground railroad played a role in our local history. The Perryville Railroad Ferry and Station Site has been evaluated by the National Park Service and has been deemed the site as making a significant contribution to the Underground Railroad. Details are discussed in the attached article (Attachment 2) on Amtrak's website, A History of America's Railroad, <http://history.amtrak.com/blogs/blog/exploring-underground-railroad-heritage-sites>

Page 3-4 paragraph 3 **Industrialization and Modern Period: Railroad**

Reference to the 1866 Susquehanna Bridge is given little significance; however, it was used for pedestrian and vehicular travel between Perryville and Havre de Grace linking the northeastern corridor of the United States from 1866 - 1943. This double-decker bridge pre-dates the US Route 40 Hatem and I-95 Tydings Bridges.

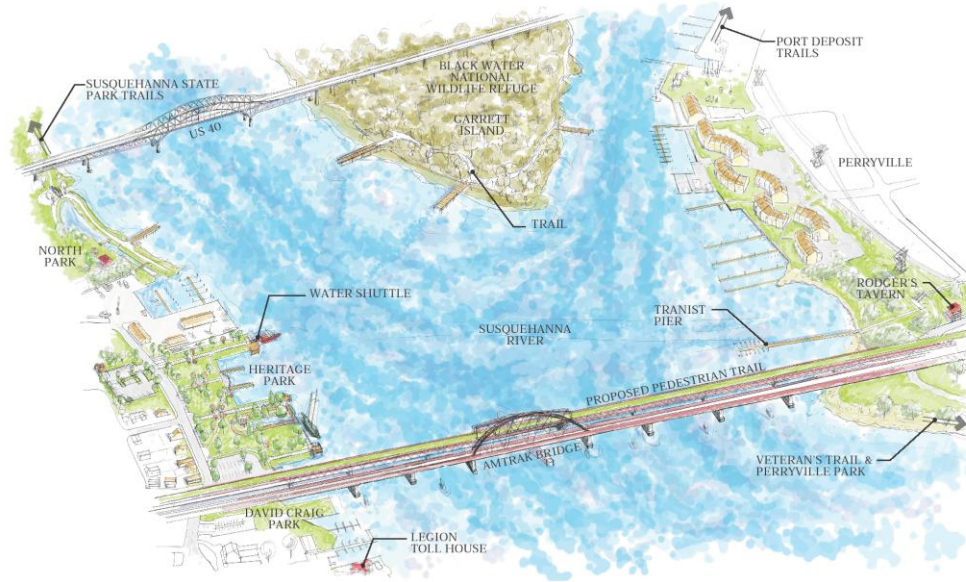


In 1943, as the United State entered into WWII, scrap metal was scarce, therefore the double-decker bridge was sacrificed for re-use to make 60 tanks for our national defense.

The stone piers ID # HA-836 (Maryland Historic Site Survey), designated in the Lower Susquehanna Heritage Greenway Management Plan as architectural resources, are an important reminder of the perils of war and community sacrifice. (Attachment 3)



The stone piers should be maintained and repurposed for a pedestrian crossing in accordance with the Lower Susquehanna Heritage Greenway Management Plan. This project is described in-depth throughout the LSHG plan, therefore we are requesting consultation on this issue in accordance with the guidance document provided.



REGIONAL CONNECTIONS
GATEWAY TO NATIONAL TRAILS
BIRD'S-EYE PERSPECTIVE VIEW
OCTOBER 2013

Page 3-4 paragraph 4 **Industrialization and Modern Period: Railroad**

Reference to the Wiley Company should also include that 32 tunnel sections for the I-95 tunnel under Baltimore Harbor, each of which was 320 feet long by 82 feet wide by 40 feet deep was made on site in Port Deposit.

Page 4-3 and 4-4; **Properties considered not eligible for NR**

I have attached a list of historic properties in Perryville and Havre de Grace from the LSHG Management Plan. Each property listed meets the State of Maryland standards for historic property income tax credit. This list should be reviewed and compared with those identified in this assessment. (Attachment 4)

Please explain why the 43 structures in Perryville that were evaluated were deemed not eligible for designation. In subsequent appendices it is noted that the reason for not including part of Perryville in the National Register was that the structures lacked sufficient material integrity. It would be helpful if this was noted in the main text and an explanation of sufficient material integrity was provided.

Property item # 70 – Havre de Grace train station ruins. This site is specifically listed in the LSHG Management Plan master capital project list for re-development on or near the original platform. The goal is to compliment the Perryville station on the north side with a Havre de Grace station on the south side. Details can be provided upon request.



Page 4-5 Identification of cultural resources eligible for NR

It is notable that two architectural resources listed as significant for protection in the LSHG Management Plan are not listed in this assessment:

1. The Abraham Jarrett Thomas House (HA-790) at 501 St. John Street, Havre de Grace was not evaluated. A copy of the Maryland Historic trust site survey is attached (Attachment 5)
2. Old railroad bridge pilings (HA-836). A copy of the Maryland Historic trust site survey is attached (Attachment 3).

The LSHG requests consultation and further review of these sites for action and mitigation of adverse effects. A list of the National Register of Historic Places properties within the heritage area is attached for review. (Attachment 6)

Page 4-7 **Havre de Grace Architectural Resource Map (Figure 5)**

This map should be updated to reflect individual properties instead of lumped into a “district”. It should be similar to the Perryville map (Figure 6).

Page 49, paragraph 4 **Havre de Grace Historic District**

It appears that the integrity of the district in totality is heavily weighted against the significance of individual sites, therefore different standards are applied to Havre de Grace and Perryville. The characterization of the district as having “suffered from a loss of architectural integrity, along with some modern intrusions” seems to influence the valuation of your assessment. The LSHG requests that more work be done on individual sites provided from our management plan.

Page 4-11 **Havre de Grace Historic District Photo Key (Figure 8)**

This map illustrates the varied styles of architecture found in the historic district; however, it is not representative of the properties listed in my Attachments 4 and 6. Updates should be made or a separate map included.

Page 4-12 **Photo 8**

This photo is labeled the American Legion and former Lafayette Hotel which is correct; however, it is also the Abraham Jarrett Thomas House (HA-790) at 501 St. John Street. This property is historically significant and has not been properly identified or reviewed. As noted earlier, a copy of the Maryland Historic trust site survey is attached (Attachment 5).

Page 4-13 **Photo 10**

It is unclear why this photo is listed to show a house that has been moved. It has been verified that the house is still there.

Page 4-15 **Photo 14**

This is the first permanent Roman Catholic Church in Havre de Grace. Previously a small framed mission church, it was built in what is now Mt. Erin Cemetery overlooking the City of Havre de Grace. The mission church operated from 1840-1847. The church pictured in photo 14 was erected of Port Deposit granite in 1847 and operated until 1908 when St. Patrick’s moved to its current location on corner of Congress Avenue and Stokes Street. This property should be evaluated given the age, history, architectural design and proximity to the rail project although it is briefly referenced on pages 4-25 and 4-26 and in Figure 22.

The connecting parcel known as was the rectory for St. Patrick's Catholic Church. This property is located at 425N. Stokes Street (HA-1175) was built in 1862. A copy of the Maryland Historic trust site survey is attached. (Attachment 7). This property should be evaluated given the age, history, architectural design and proximity to the rail project.

Page 4-26 and 4-27, **references to Freedom and Centennial Lanes**

Havre de Grace was a primary destination on the eastern route of the [Underground Railroad](#) in Maryland. Slaves were able to ferry across the Susquehanna from Havre de Grace to Perryville in route to safe sites above the Mason Dixon line in the free states of Pennsylvania and New York. Freedom and Centennial Lanes and undergrade bridges (proposed to be replaced) honor the paths that slaves took to freedom and the people of Havre de Grace that offered aid and comfort. It is our recommendation that further investigation be conducted in this area to determine the relationship to the Underground Railroad. If additional information is uncovered, the LSHG requests the opportunity to review and consult with the appropriate parties on how this might impact the project.

In October of 2014, Amtrak announced the acceptance of the Perryville Railroad Ferry and Station Site into the National Underground Railroad Network to Freedom. See Attachment 2.

Page 4-31 **Principio Furnace**

Joseph Whitaker built a Mansion House on property in 1836. It is used as an interpretative site for the history and culture of the Iron Works. The Mansion should be evaluated for architectural significance to the area and additional information should be included in this assessment.

Page 4-33 **Existing Railroad bridge, adjacent granite pilings and 9 undergrade bridges.**

It is noted in this report that the railroad bridge, granite pilings and 9 undergrade bridges have been evaluated and determined not to be eligible for National Register. The bridge HA-1712 (Attachment 8) and pilings HA-836 (Attachment 3) are eligible for state designation. All are listed as important resources within the LSHG Management Plan therefore we are requesting consultation on this issue in accordance with the guidance document provided.

Furthermore, the dismissal of the idea to re-use the granite pilings for a pedestrian crossing or scenic overlook is in direct conflict with the LSHG Management Plan and various river-crossing initiatives. Additionally, it denies these communities the ability to regain the lost connection between Havre de Grace and Perryville that was used for 77 years.



In 2002, the Maryland Department of Transportation conducted the Susquehanna River Pedestrian Bridge Crossing Feasibility Study. A copy of the report is available upon request. Among the long-term recommendations was a pedestrian bridge between Havre de Grace and Perryville. Recently MDTA implemented one of the study's non-bridge alternatives by permitting bicyclists on the Rt 40 Hatem Bridge.

It is our belief that the existing abandoned piers could be re-purposed and / or segments salvaged and incorporated into a new pedestrian bridge. The pedestrian bridge could be constructed at the appropriate height to permit navigation or have a cantilever or drawbridge design. Alternatively, the second span of the "new railroad bridge" can be designed to accommodate a pedestrian path like on the Amtrak Bridge in Portland, Oregon, Harper's Ferry, Virginia and Cologne, Germany. See next page.



Photo credit: Amtrak passenger train shares bridge with trail over Willamette River, Portland, Oregon; photo by Stuart Macdonald, August, 2008





Harper's Ferry, Virginia



Cologne, Germany

We have determined that community mitigation is necessary, should all of these resources be demolished as planned. In addition to actions listed, we asking for a re-evaluation of the materials used for the bridge piers, overpass and retaining walls. Form line concrete may be inconsistent with the historic character of the community.

We would like to work with you to develop a sufficient interpretative, recreation and educational plan for the project area. We believe there are substantive themes such as transportation paths and trails that can address American Indian, ferry, canal, rail, vehicular and pedestrian movement.

Page 5-4 and Pages 5-11 – 17 **The Undergrade Bridges**

Existing and proposed renderings should be developed and shared with the consulting parties for input.

Page 5-6 and 5-7 **Photo 46 and 49**

We recommend the design style of arched piers with girder approach with main arch span to be architecturally consistent with the Rt 40 bridge and existing structures.

Page 5-19 **Lilly Run Undergrade Bridge**

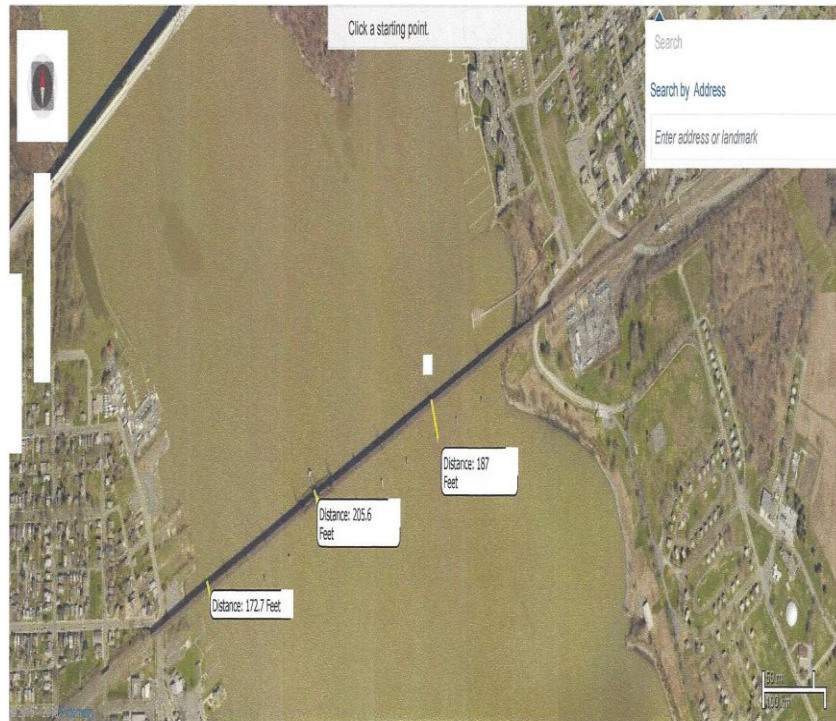
See previous comments concerning Lilly Run Improvement Plan and construction of a new Havre de Grace High School.

Page 5-21 **Alternative 9A or 9B**

After review of the design plans provided with this report and the potential property impact graphic for both alternatives, it is critical that the consulting parties be provided with more details to properly evaluate the impact. The chart on page 5-21 illustrates the distance from each building to the track for both alternatives; however, I would like to see a chart that shows the distance from all eight properties /clusters to the tracks for both alternatives. There is discussion in this section of moving the tracks closer to historic structures, but there is no explanation of why this relocation was deemed to have no impact on the structures. Depictions or examples from other areas showing what is proposed would be helpful in understanding potential impact

The visual and noise effects of moving the tracks 44 feet closer to Rogers Tavern is a concern. The graphic depicting the retaining wall is helpful in understanding the visual impact. A stone facing wall would likely match the historic character of the area.

In contrast, we have utilized pictometry to determine that the abandoned pilings are between 172.7 feet and 205.6 feet from the closest new rail line. This is more than sufficient distance for a pedestrian crossing. It will be interesting to contrast the proximity to effected private properties.



Page 5-25

Additional information on how the use of stone does not meet current engineering design standards should be provided. Given that it is used internationally as a reliable building source, was the determination base upon cost, policy or agency preference?

Page 5-27

Additional study is needed on the potential loss of these sites. Are any of these properties listed on the Harford County or State of Maryland registry of historic

properties? The LSHG is requesting additional information and evaluation of each site so that a determination can be made. What community mitigation is proposed? Should these properties be removed from the Havre de Grace Historic District?

Page 5-30

The LSHG supports the Town of Perryville's request to participate in the architectural design and materials used in the retaining wall. The materials selected should be consistent with and compliment the architectural design of Rodger's Tavern. At this time, we have concerns over the use of concrete form liner that emulates stone. Natural stone may be a better alternative due to the scale and proximity to Rodgers Tavern.

Page 6-1 **Summary Recommendations**

Can you provide this chart electronically so that we can respond to each adverse effect with a summary of our above comments and recommendations? We will expedite the return to that completed document.

Page 6-3 **Mitigation measures**

We concur with the measures listed; however, the LSHG wishes to work with the consulting parties to develop a sufficient interpretative, recreation and educational plan for the project area. We propose that the plan will address input submitted from all consulting parties. We believe a community mitigation plan is necessary and should be developed by the community consulting parties priority to construction permit approval.

Finally, Underneath the existing rail bridge on the Havre de Grace side is a stone sign that reads "Havre de Grace". The stone used in this sign was re-purposed during the addition to Havre de Grace City Hall in 2002. Originally those stones were part of a set of exterior columns and were mined locally. It is my hope that when the sign is demolished the stone will be salvaged and re-used for a similar purpose.



Thank you for the opportunity to provide our comments. We look forward to working with you as a consulting party and as we fulfill our statutory heritage area obligation.

Please feel free to contact me at 410-808-6118 or at maryann@upperbaytrails.com if you would like more information or explanation of these comments.

Sincerely,

Mary Ann Lisanti
Executive Director

Maryland Heritage Areas Authority Program Guidance

Coordination between State Units and Certified Heritage Area Management Entities

Introduction

The Maryland Heritage Areas Authority and the Maryland system of recognized and certified heritage areas were established in 1996 by Chapter 601 (House bill 1), 1996 Laws of Maryland (Financial Institutions Article, Title 13, Subtitle 11, Annotated Code of Maryland - the heritage areas statute). This legislation is designed to promote historic preservation and areas of natural beauty in order to stimulate economic development through tourism. Heritage areas are discrete geographic areas or regions with a distinctive sense of place embodied in their historic buildings, neighborhoods, traditions, and natural features. They may be rural or urban places, where private ownership is anticipated to predominate but where development can be creatively guided to attract tourism.

The Maryland Heritage Areas Authority (MHAA), an independent unit of State government created by the heritage areas statute, oversees implementation of this heritage preservation and tourism initiative. The Authority is housed in the Maryland Department of Housing and Community Development (DHCD) and is provided administrative staff by DHCD's Division of Historical and Cultural Programs.

The statute establishes a process for heritage areas to become recognized and certified by meeting certain criteria, including the development of a heritage area management plan. Heritage area management plans must set forth the strategies, projects, programs, actions, and partnerships that will be necessary for an area to achieve its goals. The purpose of the management plan is threefold:

- to provide a strategic action blueprint for coordinating the many collaborative efforts required to develop a successful heritage area;
- to enable the key stakeholders to reach consensus on the roles each will play in implementation of the management plan; and
- to determine the optimum investment of public resources necessary to trigger the significant private investment commitments of dollars, energy, and programmatic support that will make the heritage area sustainable over time.

If the Maryland Heritage Areas Authority approves the management plan, the heritage area is designated as a **Certified Heritage Area (CHA)** and becomes, in shorthand, a "heritage enterprise zone." Certified Heritage Area benefits include eligibility for grants and loan assistance for acquisition, development, public interpretation, and programming, as well as tax incentives for the rehabilitation of non-designated historic buildings and non-historic buildings in active tourism use. In addition, State government agencies are

required to cooperate and coordinate within CHAs to assure compatibility of their actions with the management plan for the heritage area.

This Program Guidance offers suggested strategies for CHA management entities and State Units to fulfill their respective responsibilities under the statute. The MHAA encourages CHA management entities and State Units to develop effective working relationships and partnerships that foster open communication, cooperation, and coordination. Through coordinated planning efforts, State Units and CHA management entities can help ensure that the actions of State Units are developed and implemented in an appropriate manner that not only meets the needs and goals of specific State Unit activities, but also are consistent with the strategies and interests of the relevant CHA.

Background

The heritage areas statute establishes specific responsibilities for State Units and defined roles for the CHA management entities and MHAA when State Units conduct or support activities affecting a CHA. Specifically, Financial Institution Article § 13-1112 (b) states that:

(b) Units of State Government that conduct or support activities affecting a CHA shall:

- 1) Consult, cooperate, and, to the maximum extent feasible, coordinate their activities with the unit or entity responsible for the management of each certified heritage area;
- 2) To the maximum extent practicable, carry out the activities of the unit in a manner that is consistent with the approved management plan for the certified heritage area; and
- 3) When conducting a review of State funded, licensed, or permitted activities under Article 83B, §§ 5-617 and 5-618 of the Code, assure that the activities will not have an adverse effect on the historic and cultural resources of the certified heritage area, unless there is no prudent and feasible alternative.

In this way, the statute gives CHA management entities formal opportunities to consult, cooperate, and coordinate with State Units to facilitate and ensure the consistency of state sponsored or supported activities with the approved management plan for a given CHA. In addition, the statute provides additional opportunities for CHA management entities to participate as consulting parties in the state historic preservation review process established under the Maryland Historical Trust Act of 1985, Article 83B, §§ 5-617 through 5-618, Annotated Code of Maryland (Article 83B), when State Units are conducting or sponsoring activities within CHAs.

The processes outlined in the heritage areas statute encourage, but do not mandate, preservation of a heritage area's historical, cultural, and natural resources and consistency with approved heritage area management plans. Sometimes there is no way for a needed project to proceed without some effect on a heritage area management plan or heritage area resources. Such effects may be either beneficial or adversarial. The review does, however, ensure that a heritage area's goals and strategies are factored into State Unit's planning and decision making processes.

This Program Guidance recommends mechanisms for CHA management entities and State Units to fulfill their respective responsibilities under the three items specified in the heritage areas statute, and to coordinate those responsibilities with the Article 83B consultation process, when applicable. This document is intended to serve as general guidance. The Authority encourages CHA management entities and State Units to develop more detailed procedures for cooperation, coordination, and consultation relevant to their particular areas of interest and program goals and objectives. State Units may choose to include such procedures as part of the State agency program statements required by the heritage areas statute (Financial Institution Article § 13-1112 (a)). State Units required to prepare program statements detailing actions in the areas of planning, development, use, assistance, and regulation that support and assist the establishment and management of certified heritage areas include the Departments of Housing and Community Development, Business and Economic Development, Natural Resources, Transportation, and General Services and the Commission on Higher Education.

Roles and Responsibilities

The heritage areas statute identifies responsibilities for State Units and roles for the CHA management entities for consultation, coordination, and cooperation. Consultation does not mandate a specific outcome. Rather, it is the process of seeking consensus about coordinating activities, ensuring consistency of State Unit activities with the approved management plan, and minimizing project effects on historic properties within CHAs. The consultation process is a negotiation conducted between the State Units and CHA management entities, and other appropriate parties.

State Units: State Units are responsible for initiating the consultation process with Maryland heritage area management entities. The extent of consultation for a specific program or project will vary depending upon the State Unit's planning process, the nature of the action, and its potential to impact heritage resources of the CHA. In developing procedures for consultation, State Units should take advantage of existing mechanisms for sharing information, such as the Maryland Department of Planning's State Clearinghouse. Through the consultation process, State Units will acknowledge responsibility for effects resulting from their activities within heritage areas and accountability for their decisions.

Certified Heritage Areas: The CHA management entity must determine how actively it wishes to participate in consultation with State Units for given programs and projects.

As a consulting party in this process, CHA management entities are entitled to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with the State Unit and other consulting parties. The heritage areas statute confers consulting party status on the CHA management entity only. Heritage area stakeholders and partners may participate in the consultation process if invited jointly by the CHA management entity and the State Unit.

As a consulting party, the CHA management entity has a role to share information, comments, and recommendations with the State Unit regarding the effects of a proposed activity on heritage resources of the CHA and the consistency of the proposed action with the approved CHA management plan. The State Unit should take into account the comments and recommendations of the CHA management entity in its decision making process. Based on the comments provided by the CHA management entity, the State Unit is expected to carry out its activities to the maximum extent practicable in a manner that is consistent with the heritage area management plan.

Please note that the CHA management entity is not required to participate in the consultation process. However, failure by the CHA management entity to consult with the State Unit once the State Unit has attempted to initiate consultation in good faith may limit future opportunities for the CHA management entity to influence project outcomes.

Applicability - Determining State Unit and Certified Heritage Area Involvement

To determine whether a given State Unit must consult with the CHA management entity, the State Unit and CHA management entity must first determine:

- 1) Whether the activity constitutes an action or program conducted or supported by a State Unit; and
- 2) Whether the State Unit activity (action or program) is located within a CHA or may affect a CHA.

State Unit Action: If CHAs are concerned about a proposed State activity and whether the MHAA may be asked to resolve any specific dispute, the CHA management entity must first determine whether a State Unit is involved. Will a State agency fund or carry out the project? Is a State permit or license needed? The Authority is authorized to resolve disputes regarding activities within heritage areas if a State Unit action is involved, so confirming State involvement is a necessary first step.

If it is unclear whether the State is involved in a project, the CHA management entity should contact the project sponsor to obtain additional information and to inquire about State involvement. The CHA management entity then may write to the agency to request a project description, ask about the status of project planning, ask how the agency plans to comply with the consultation, cooperation, coordination, and other requirements under the heritage areas statute, and voice concerns. CHA management entities should keep the

Maryland Heritage Areas Authority advised of their interest and contacts with the State Unit.

Certified Heritage Area: In order for State Units to meet their consultation requirements under the statute, they must determine the CHA's boundaries within Maryland and review the approved management plan for the areas. The Maryland Historical Trust's website www.marylandhistoricaltrust.net lists under its Heritage Tourism section the current CHAs, contact information, and links to CHA websites. State Units should contact those CHAs to obtain copies of the approved management plans and establish contacts with the CHA management entity. Heritage area boundary GIS layers are available from the Maryland Historical Trust upon request; contact Jennifer Cosham at 410-514-7649.

Specific Coordination Requirements

Cooperation and Coordination: Two requirements of the heritage areas statute require that:

(b) Units of State Government that conduct or support activities affecting a certified heritage area shall:

- (1) Consult, cooperate, and, to the maximum extent feasible, coordinate their activities with the unit or entity responsible for the management of each certified heritage area;
- (2) To the maximum extent practicable, carry out the activities of the unit in a manner that is consistent with the approved management plan for the certified heritage area.

Financial Institutions Article, § 13-1112(b) (1) and (2)

When a proposed activity entails any State Unit involvement (including financial assistance, permits, licenses, or other activities that may affect a certified heritage area), the heritage areas statute requires consultation between the agency (or its designee) and the heritage area management entity to evaluate whether the activity is consistent with the approved management plan for the CHA and to develop measures to avoid, reduce, or mitigate any adverse effects the activity is expected to have on the goals and strategies outlined in the management plan.

The State Unit conducting the activities must assure that those activities are consistent with the heritage area goals or strategies provided that it is practicable to do so. In this case, "practicable" is defined as capable of being done with currently available or reasonably obtainable means, resources, methods, technologies, and practices. Given a range of options, a State Unit must select an alternative that is consistent with a CHA's management plan unless no alternative is practicable.

When the State Unit concludes that an action may affect a CHA management plan, the State Unit should contact the CHA management entity and provide written notification and description of the proposed action. The State Unit should also offer its assessment of how the action may affect the CHA's goals and strategies and the extent to which the action is consistent with the CHA's approved management plan, and request input from the CHA management entity. The CHA management entity should provide the State Unit with its comments regarding the effect State Unit action may have on heritage area goals and strategies.

When the State Unit and the heritage area management entity determine that an action may be inconsistent with the heritage area management plan, both parties will consult to develop measures to resolve the inconsistency. Consultation may include other invited parties (such as local governments, owners of affected properties, or affected groups) who have a legitimate interest in the implementation of the heritage area management plan. Through the consultation process, the parties should seek to resolve issues of concern and ensure consistency of the action with the approved management plan.

The resolution of inconsistencies of the proposed action with the approved management plan may result in the negotiation and execution of a Memorandum of Agreement (MOA) that specifies the measures the State Unit will ensure are carried out in order to resolve issues of concern and ensure consistency of the action with the approved management plan. Each MOA is developed on a project specific basis.

Project Review Under Article 83B: A third requirement of the heritage areas statute requires that:

(b) Units of State Government that conduct or support activities affecting a certified heritage area shall:

- 3) When conducting a review of activities under Article 83B, §§ 5-617 and 5-618 of the Code, assure that the activities will not have an adverse effect on the historic and cultural resources of the certified heritage area, unless there is no prudent and feasible alternative.

Financial Institutions Article, § 13-1112(b)(3)

When a proposed project entails any State Unit involvement (including financial assistance, permits, or licenses), it is subject to review under Article 83B, §§ 5-617 through 5-619. This historic preservation law requires the involved State Unit to consider the effects of the proposed project on significant historic properties, including architectural and archeological resources. Part of the review process involves consultation between the agency (or its designee) and the Maryland Historical Trust (Trust) to identify and evaluate historic properties that may be affected by the project and to develop measures to avoid, reduce, or mitigate any adverse effects on significant historic properties. When the project may affect historic properties located within a

CHA, the review process should also involve the relevant CHA management entity as an invited party in the consultation efforts.

The Trust annually reviews approximately 1500 actions of State Units for their effects on historic properties. These projects comprise a wide range of activities including actions undertaken by State Units (such as transportation and park improvements or other state facilities) and actions that are funded, permitted, or licensed by State Units (such as housing rehabilitation, community development activities, sewer and water improvements, school facilities, and more). While the Trust typically finds that the vast majority of projects have no effect or at least no adverse effect on historic properties, adverse effects are sometimes unavoidable given project needs, priorities, and constraints. Through the State project review process, the Trust works with State Units and other involved parties to seek solutions that balance project needs and historic preservation objectives in the best interests of the State and affected historical and cultural resources.

The State Unit conducting the activities must assure that those activities will not adversely affect resources located within a CHA that are eligible for listing in the Maryland Register of Historic Properties¹ unless there is no prudent and feasible alternative to carrying out the activity as proposed. In this case, “feasible” refers to the constructability of a project – whether or not it can be built using currently known construction methods, technologies, and practices. The term “prudent” refers to how reasonable the alternative is – in essence, whether or not it makes sense in terms of cost, public safety, community disruption, and other factors. Given a range of options, a State Unit must select an alternative that avoids impacts on a CHA’s historical and cultural resources unless there is no alternative that is prudent and feasible. This review only applies to historic and cultural resources in the CHA but does not apply to natural resources and other resources within the CHA.

When the State Unit and the Trust determine that an action may adversely affect Maryland Register-eligible resources, both parties will consult to develop measures that will avoid, reduce, or mitigate the adverse effect. Consultation may include other invited parties (such as local governments, owners of affected properties, or affected groups) who have a legitimate interest in the project or affected resources. The State Unit should invite the heritage area management entity to be a consulting party in the resolution process. However, it is up to the CHA management entity to decide whether it chooses to participate.

Typically, the resolution of adverse effects results in the negotiation and execution of a Memorandum of Agreement (MOA) that specifies the measures the State Unit will ensure are carried out in order to avoid, reduce, or mitigate the project’s adverse effects on Maryland Register-eligible resources. Mitigation measures may include actions such

¹ Properties are eligible for listing in the Maryland Register of Historic Properties if they are listed in or eligible for listing in the National Register of Historic Properties.

as recordation and documentation of important resources, rehabilitation and preservation of resources in accordance with professional standards, public education and interpretation, recovery of data from archeological sites, or other steps. Each MOA is developed on a project specific basis. The State Unit should invite the CHA management entity to participate in the consultation process when the project may adversely affect historic properties in the CHA, and may invite the entity to be a signatory party to the MOA if the entity has defined roles and responsibilities under the agreement.

When the State Unit concludes that an action may adversely affect Maryland Register-eligible resources within a CHA, the State Unit should contact the CHA management entity and provide written notification and description of the proposed action. The State Unit should also offer its assessment of how the action may affect the CHA's Maryland Register-eligible resources. The CHA management entity should provide the State Unit with its comments regarding Maryland Register-eligible resources that may be relevant to the project. Through the consultation process, the parties should seek to resolve issues of concern. The CHA management entity may be invited to be a signatory or concurring party to any Memorandum of Agreement developed to resolve the adverse effects of an action on Maryland Register-eligible resources in the CHA.

Resolving Disputes and Appeal Mechanism

The Maryland Heritage Areas Authority is required to resolve any disputes that are submitted to the Authority by the affected CHA management entity in connection with the consultation process under the heritage areas statute. Disputes arising as a result of the Trust's review of State activities should be resolved through the consultation and resolution process specified in Article 83B. The management entity of the CHA may not request Authority involvement in such disputes until either consultation under Article 83B is satisfactorily resolved and a Memorandum of Agreement is executed, or consultation is terminated.

Examples of disputes that may arise and be brought by the CHA management entity to the Authority for resolution include:

- failure of a State Unit to comply with the procedures required under Article 83B, including failure of a State Unit to consult with a CHA management entity, and failure of a State Unit to consult, cooperate, and coordinate their activities with a CHA management entity;
- lack of agreement between a State Unit and a CHA management entity that the proposed State Unit activity will have adverse effects on a heritage area management plan;
- lack of agreement between a State Unit and a CHA management entity that there are practicable means to carry out a State Unit activity in a manner consistent with a heritage area management plan;

- lack of agreement between a State Unit and a CHA management entity that there are prudent and feasible alternatives to the proposed State Unit activity.

The heritage areas statute empowers the Authority to review and resolve such disputes and outlines in the broadest terms how the Authority shall exercise this power. The Authority by regulation has adopted procedures to manage the dispute resolution process (COMAR Title 14, Subtitle 29, Chapter 5). These procedures permit, but do not require, the Authority to delegate conduct of the initial hearing to an Administrative Law Judge (ALJ) at the Office of Administrative Hearings (OAH), who then submits to the Authority proposed findings of fact, proposed conclusions of law, and a proposed decision. Based on these submittals, the Authority then decides whether to accept, reject, or accept with modification those findings, conclusions, and decision.

The heritage areas statute also identifies a limited appeals process through the Office of Administrative Hearings should the CHA management entity or the State Unit involved in the dispute be dissatisfied with the Authority's resolution. Third parties have no formal standing in either the initial hearing or appeals process. The Authority's dispute resolution procedures authorize OAH to decide appeals of the Authority's decision.

Alternatively, in specific cases and at the Authority's discretion, the Authority may consult directly with State Units involved in a dispute with a heritage area management entity to clarify the responsibilities of State Units under the heritage areas statute. The Authority may also consult directly with a State Unit when the Authority has questions or concerns about a State Unit action that appears to be inconsistent with heritage area management plans. This consultation may include a meeting with the Authority to allow the Authority to hear from interested local parties as well as State Unit representatives.

Conclusion

This Program Guidance recommends a framework for cooperation, coordination, and consultation between State Units and CHA management entities to meet their respective roles and responsibilities under the heritage areas statute. The consultation process should be based on flexibility, good faith effort, and the open exchange of information and ideas. For project-specific coordination, State Units should incorporate relevant heritage area responsibilities into the historic preservation review process under Article 83B. State Units and CHA management entities should work to develop more specific procedures for consultation that meet their respective program needs and interests. Through coordinated planning efforts, State Units and CHA management entities can help ensure that actions and programs are developed and implemented in an appropriate manner that not only meets the needs and goals of the State Unit activity but also are consistent with the strategies and interests of the affected CHA.

Exploring Underground Railroad Heritage Sites — Amtrak: History of America's Railroad

February 2, 2015

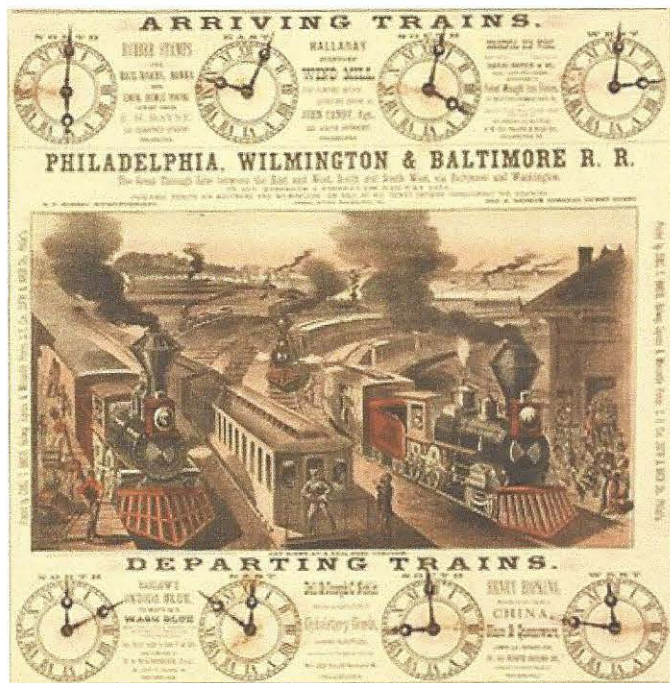
Black History Month provides additional opportunities to highlight contributions by African-Americans to our national history and culture. Throughout the month, Amtrak is celebrating with various events and exhibitions at locations across the country.

Amtrak is proud that in October 2014 a site on railroad property near [Perryville, Md.](#), was accepted into the [National Underground Railroad Network to Freedom](#), a program of the National Park Service (NPS). Perryville is located on the busy Northeast Corridor (NEC) between the stops at [Aberdeen, Md.](#), and [Newark, Del.](#)



The Underground Railroad was a network for those with or without assistance who used resources at hand to escape slavery and find a means to head north to the free states or Canada during the antebellum years. The NPS established the Network to Freedom to **connect more than 500 local historic sites, museums, archives and interpretive programs related to the Underground Railroad.**

The [Perryville Railroad Ferry and Station site](#) is located close to where the eastern end of the Susquehanna River Rail Bridge joins the embankment carrying the tracks. Since colonial times, Perryville and Havre de Grace, its sister town located on the opposite bank, have constituted an important crossing point at the **meeting of the Susquehanna River and Chesapeake Bay**. In the late 17th century, what is now Perryville was known as [Lower Ferry](#) in recognition of its important role in the local transportation network.

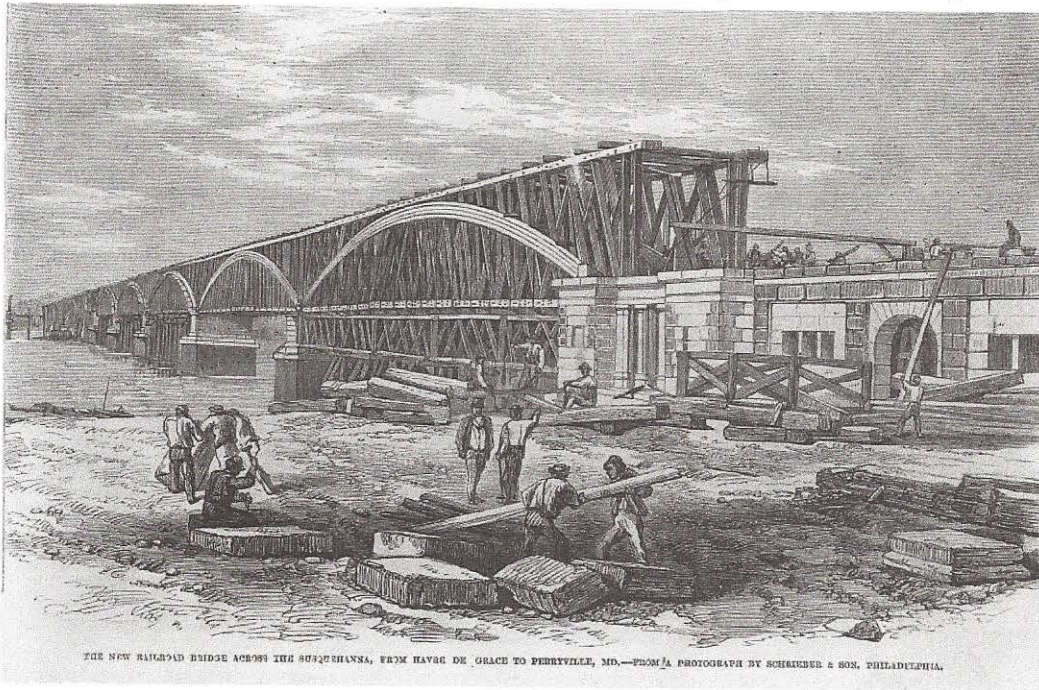


PW&B Railroad advertisement, 1879. Illustration by Charles T. Baker, courtesy of the Library of Congress.

By 1838, the [Philadelphia, Wilmington & Baltimore Railroad Company](#) (PW&B) had constructed a rail line connecting its namesake cities. The one gap was at Perryville, where steam-powered ferries were used to move rail cars across the wide river. The wooden pier on the Perryville side was located just south of the current rail bridge. Increased traffic towards the end of the Civil War mandated the construction of a [bridge to link the two sections of the railroad](#), and the new structure opened in 1866. The PW&B Perryville depot, a small wood structure, was located close to the eastern end of the bridge. In 1880, the railroad replaced the bridge's wooden trusses with stronger iron spans.¹

Following a tussle with the rival Baltimore and Ohio Railroad, the **Pennsylvania Railroad (PRR) gained control of the PW&B in 1881**; with the purchase, the PRR boasted complete control of a route between Jersey City (opposite Manhattan) and the nation's capital. At the dawn of the 20th century, the PRR constructed a **new Susquehanna River Rail Bridge**. Completed in 1906, the multi-span, moveable rail bridge measures approximately 4,200 feet long. The stone piers of the first bridge are still visible in the water and on land.

The bridge is now owned by Amtrak and is used by intercity, commuter and freight trains. The Federal Railroad Administration, Maryland Department of Transportation and Amtrak are **currently undertaking a study** to examine future refurbishment or replacement of the span to improve capacity, trip time and safety for all rail operators.



Building the first rail bridge over the Susquehanna River. Image from Frank Leslie's Illustrated Newspaper (Dec. 22, 1866), courtesy of the Library of Congress.

The Perryville site has been added to the Network to Freedom because numerous enslaved persons have been documented as using the railroad and ferry to journey northward to free states and Canada. One of those freedom seekers was famed abolitionist, thinker and writer [Frederick Douglass](#), who later in life recounted the details of his 1838 escape from slavery in Maryland via the newly built railroad and ferry.

Borrowing identification papers from a free African-American friend who was also a sailor, Douglass dressed the part and boarded a train in Baltimore just as it was leaving. He recalled: "It was...an act of supreme trust on the part of a freeman of color thus to put in jeopardy his own liberty [by lending his papers] that another might be free...Had I gone into the station and offered to purchase a ticket, I should have been instantly and carefully examined, and undoubtedly arrested."²



Frederick Douglass, c. 1850-1860. Image courtesy of the Library of Congress.

As the train neared Havre de Grace, the conductor came through to check tickets and the papers of free African-Americans. Douglass described it as “one of the most anxious [moments] I ever experienced.”³ After he had crossed the river and boarded the train for Philadelphia, he recognized a ship captain for whom he had recently worked in Baltimore sitting on the southbound train. Luckily, in the bustle of the moment, Douglass was not discovered.

In addition to the Perryville site, a 70 mile segment of the [Keystone Corridor](#) between Philadelphia and Lancaster, Pa., is also included in the Network to Freedom. Much of this historic rail corridor was originally owned by the Philadelphia and Columbia Railroad, which began operations in 1834 and connected Columbia, Pa., located on the Susquehanna River, with Philadelphia. The railroad was the easternmost segment of the state-owned Main Line of Public Works, a series of rail lines and canals that offered a transportation route across the commonwealth's southern tier.

Beginning around 1835, African-American lumber merchants used boxcars fitted with secret false-end compartments to hide escaping slaves, many of whom arrived in Columbia on their way to Philadelphia, where they were cared for by the city's pro-abolitionist Vigilant Committee and assisted in their journeys northward. By hiding on the journey to Philadelphia, fugitive slaves avoided slave catchers who searched for runaways in the hopes of claiming financial rewards from owners.



Across its national network, Amtrak serves dozens of communities with strong ties to Underground Railroad heritage, including homes that served as places of protection for those seeking freedom and archival repositories whose documents tell their stories. Below we explore a handful of communities with sites and landscapes related to the Underground Railroad. Please keep in mind that many of these are on private property and may only be viewed from a distance or with permission of the owner.

Rouses Point depot

Located on the shore of Lake Champlain, Rouses Point is the last stop in the United States before the *Adirondack* crosses the border into Canada; therefore, the town serves as a U.S. Customs and Border Protection inspection checkpoint. Amtrak passengers use a platform next to the 1889 Delaware and Hudson Company depot, which now serves as a [history and welcome center](#). Rotating exhibits, lectures and performances trace the history and culture of the state's Northern Tier region.

Due to its border location, Rouses Point was a vital stop on the Underground Railroad for formerly enslaved persons **seeking freedom in Canada**. It specifically served the “**Champlain Line,**” **an escape corridor between Albany, Troy, N.Y. and Quebec Province**. Rouses Point included [busy rail and dock facilities](#) serving trains and steamboats from across New England and the upper Mid-Atlantic. According to the Network to Freedom, “Maryland runaway Charlotte Gilchrist entered Canada [via Rouses Point] on a train from the Champlain Valley in 1854...In the winter of 1861, Mrs. Lavinia Bell escaped from Texas to Rouses Point where a Canadian Underground Railroad agent paid her fare to Montreal.”

Portland depot

Maine's largest city gained Amtrak service in December 2001, connecting it with Boston and intermediate communities in southeast Maine, New Hampshire and Massachusetts. The start of service followed on more than a decade of advocacy by grassroots transportation groups.

Approximately three miles east of the station, the [1828 Abyssinian Meeting House](#) stands near Eastern Cemetery and offers views out to Portland Harbor. The Network to Freedom states that the meeting house was the “historical, religious, educational and cultural center of Portland's 19th century African American population.” Members of the congregation were involved with the Underground Railroad and the abolitionist movement. Like

Rouses Point, Portland was a hub for fugitive slaves heading to Canada. Congregation members actively hid and transported runaways. The building no longer serves a religious purpose.

[Northampton, Massachusetts](#) (Served by the [Vermont](#))



Northampton Union Station

As 2014 came to a close, Amtrak began stopping at Northampton and [Greenfield, Mass.](#), towns located along the Connecticut River in western Massachusetts. Service was made possible by the rehabilitation of a rail line along the waterway, which allowed the *Vermont* (Washington-St. Albans, Vt.) to be rerouted westward. At a future date, the train will also stop at Holyoke.

Prior to the Civil War, Northampton became a center for the abolitionist movement, with some homes serving as stops on the Underground Railroad. Following the Mill River northwest of the city center and the campus of Smith College, one encounters the village of Florence. In 1841, a utopian community called the [Northampton Association of Education and Industry \(NAEI\)](#) was established in Florence with the purpose of promoting self-improvement, racial equality, freedom of worship and other societal ideals.

Members included [Sojourner Truth](#), who was born into slavery in New York but escaped to freedom. Truth, along with African-American abolitionist David Ruggles, is estimated to have helped more than 600 enslaved persons reach freedom. William Lloyd Garrison and Frederick Douglass were among the cooperative's frequent visitors. To support itself, the association owned and operated a silk mill. After five years together, the community dissolved itself in 1846, but its members remained active promoters of their various causes.

One part of the NAEI property was the [Ross Homestead](#), home to member Austin Ross after 1845. The Network to Freedom notes that Austin Ross and NAEI member Samuel L. Hill have been identified as local agents of the Underground Railroad, and the Ross Homestead operated as a safe house for escaping slaves.

Northampton is also home to the [David Ruggles Center for Early Florence History and Underground Railroad Studies](#). Researchers can take advantage of reproductions of 19th century newspaper articles, booklets, narratives and maps relating to the regional abolitionist movement. The Ruggles Center has developed a [walking tour of important Underground Railroad sites in Florence](#).

[Cincinnati, Ohio](#) (Served by the [Cardinal](#))



Cincinnati Union Terminal

Much like Rouses Point and Portland were important international border crossings, Cincinnati played a significant role in the Underground Railroad due to its location on the Ohio River, whose waters separated Kentucky and Ohio—slave state and free state, respectively.

Approximately four miles northeast of magnificent Cincinnati Union Terminal is the near East side neighborhood of Walnut Hills. [Harriet Beecher Stowe](#), author of *Uncle Tom's Cabin*, spent part of her young adulthood in the area, which from its high vantage point offered sweeping views of the Ohio River Valley. The Beecher family occupied the [Italianate style house](#) from the 1830s to the 1850s while Harriet's minister father, Lyman Beecher, served as president of [Lane Theological Seminary](#). The school was the scene of various debates over slavery in the years leading up to the Civil War.

According to the Network to Freedom, "In Cincinnati, Harriet Beecher...was influenced by activist students at Lane Seminary and local abolitionist leaders William Lloyd Garrison and Salmon P. Chase who litigated many fugitive slave cases. At one point, she helped her husband transport a fugitive slave along the [Underground Railroad] north out of town."

In 1850, Harriet moved with her husband, Calvin Ellis Stowe, to [Brunswick, Maine](#), where he had gained a teaching position at Bowdoin College. While living there, she wrote most of [Uncle Tom's Cabin](#), an anti-slavery tome that made her simultaneously one of the most praised and reviled women in an increasingly divided nation.

Today, the Cincinnati home serves as an [historical and cultural site](#) focused on the life of Harriet Beecher Stowe. Exhibits explore the Beecher and Stowe families and the abolitionist movement in which they played important roles.

Topeka depot

Kansas found itself at the center of the slavery debate in the mid-1850s when fighting broke out between pro- and anti-slavery groups who hoped to determine whether the territory would [enter the Union as a slave or](#)

free state. At a constitutional convention held at Wyandotte, Kan., in July 1859, the representatives finally adopted a constitution banning slavery. Two years later, following the start of the Civil War, the constitution was approved and Kansas became a state.

The [John and Mary Ritchie House](#) and the site of the [John Armstrong House](#) are located in downtown Topeka; the Armstrong house stood just a few blocks west of the 1950 Atchison, Topeka & Santa Fe Railway depot now used by Amtrak. The Ritchies and John Armstrong sheltered escaping slaves, protecting them from slave catchers and their owners. According to the Network to Freedom, [John Ritchie](#) also served as an abolitionist delegate to the Wyandotte Constitutional Convention.

Check out the [National Underground Railroad Network to Freedom website](#) for additional information about other Underground Railroad heritage sites in towns and cities across the country.

¹ Alan Fox, *Images of America: Perryville*, (Charleston, S.C.: Arcadia Publishing, 2011). Historical information about the first rail bridge over the Susquehanna was primarily drawn from this volume.

² Frederick Douglass, "[My Escape from Slavery.](#)" *The Century Illustrated Magazine* (Nov. 1881), 125-131.

³ Ibid.

Attachment 3

1303-10457?

HA-836
OLD RAILROAD BRIDGE PILINGS
Havre de Grace, Md.

c. 1866

These granite pilings are all that remain today of the first bridge across the Susquehanna at Havre de Grace; first a Railroad bridge, it later became an automobile bridge.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME
 HISTORIC Pilings of the First Railroad Bridge across the
 Susquehanna River
 AND/OR COMMON

2 LOCATION
 STREET & NUMBER Otsego St. at the Susquehanna River
 CITY, TOWN Havre de Grace VICINITY OF CONGRESSIONAL DISTRICT 6
 STATE Md. COUNTY Harford

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY
 NAME Maryland State Highway Dept. Telephone #:
 STREET & NUMBER State Office Building
 CITY, TOWN Annapolis VICINITY OF STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION
 COURTHOUSE, REGISTRY OF DEEDS, ETC. Harford County Liber #:
 Folio #:
 STREET & NUMBER Main St.
 CITY, TOWN Bel Air STATE Md.

6 REPRESENTATION IN EXISTING SURVEYS
 TITLE
 DATE
 DEPOSITORY FOR SURVEY RECORDS
 CITY, TOWN STATE

FEDERAL STATE COUNTY LOCAL

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

All that remains of the first bridge across the Susquehanna River at Havre de Grace are the granite pilings (1866). The pilings, perhaps of Port Deposit granite, are about 20' above water level and about six feet wide. The wide sides are on the east and west with the narrow sides to the current. The pilings are constructed in two sections; a lighter colored more decorative clustered block surmounts a massive darker base. The piers extend all the way across the river.

CONTINUE ON SEPARATE SHEET IF NECESSARY

NA-836

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) local history
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1866

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

These granite pilings are all that remain of the first bridge across the Susquehanna River at Havre de Grace. The evolution of the bridge over the years is interesting. In 1852 the Philadelphia, Wilmington and Baltimore Railroad began to investigate the possibility of bridging the river, since the crossing aided by a hand operated ferry or a steamboat was quite lengthy. In the winter of 1859 railroad tracks had been laid across the frozen Susquehanna. By 1866, a bridge with wooden spans was opened; the piers having been found able to withstand the pressure of water and ice. In 1873-75, the wooden spans were replaced with iron and a pedestrian walkway was added underneath the bridge. In 1909 the new bridge built by the Pennsylvania R.R. (who had absorbed the Philadelphia, Willmington and Baltimore R.R.) was opened just north of the old bridge. When the new bridge was completed, the state required that the old bridge be reduced to the level of the riverbed for safe navigation. Since this was a costly project, the R.R. instead sold the bridge to some (less than 10) Harford County businessmen for \$100.00 a peice. The automobile toll bridge which resulted charged \$1.00 per vehicle,; wagons still used the ferry. Passage on the brigde, regulated by a relay stick, was one way. After a slow start the bridge became, as the atomobile caught on, a huge financial sucess. In 1926, the State Highway Commision bought the bridge and converted it into a double decker vehicular bridge, thought to be one of the first in the country. In 1939 the Rt. 40 was built upstream to accomadate the in - creasing N.Y. to Washington traffic and the double decker bridge was closed; in 1943 it was dismantled and sold as scrap iron.

CONTINUE ON SEPARATE SHEET IF NECESSARY.

NR-836

9 MAJOR BIBLIOGRAPHICAL REFERENCES

M.H.T. inventory notes of interview conducted by Jean Ewing with Mr. and Mrs. G. Taylor Lyon at their house May 14, 71

The Harford Directory 1953 p. 150-151

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Marion Morton-Historic Sites Surveyor

ORGANIZATION Maryland Historical Trust

DATE May, 77

STREET & NUMBER 21 State Circle

TELEPHONE

CITY OR TOWN Annapolis

STATE Md.

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Railroads

WHEN PETER COOPER, the former carriage builder and New York merchant, made the first trial run of an American railway train from Baltimore to Ellicott's Mills (Ellicott City) on August 28, 1830, inhabitants of Harford cheered the great event. This accomplishment demonstrated the superiority of steam over motive power of the horse-drawn vehicle.

Little did they know that the slow, two-hour journey of the Tom Thumb would be the beginning of a new era in transportation and that Harford County would be one of the first to profit by that bold and daring venture. In less than twenty years after the invention of the steam locomotive by George Stephenson, of England, in 1815, a railroad was on its way across the southern part of the county.

Pennsylvania Railroad

Plans were begun for the new railroad to extend from Baltimore to Philadelphia, but the first step was a line from Baltimore to the Susquehanna River. The road known as the Baltimore and Port Deposit Railroad was started from Baltimore in 1834 and by 1836 it was completed as far as Havre de Grace. By 1838 a line called the Philadelphia, Wilmington, and Baltimore Railroad had been completed to the north and the Baltimore and Port Deposit Railroad was taken into the corporation.

Many small streams along the route caused construction engineers little trouble, as by that date they could build short wooden bridges to carry the light trains. The Susquehanna, however, presented not only an engineering problem, but a financial one. Trains were therefore ferried across the river from 1838 to 1866. This proved to be difficult and slow, as the crossing sometimes required one-to-two hours.

By 1852 the freight and passenger traffic had increased to such an extent that engineers began plans for a bridge. It was not until 1866 that it was completed and ready for use. The first bridge was erected of wood but was gradually replaced with steel during the period from 1873 to 1878. This bridge stood the test of time from 1866 to 1939. Its unique history has been related in Chapter 9.

Many interesting stories are told of the difficulties encountered during the time the railroad had to use a ferry. Often in winter the ferry boats were frozen in at the dock and trains were delayed for hours, and sometimes for days. In 1852 the long, cold winter froze the Susquehanna River

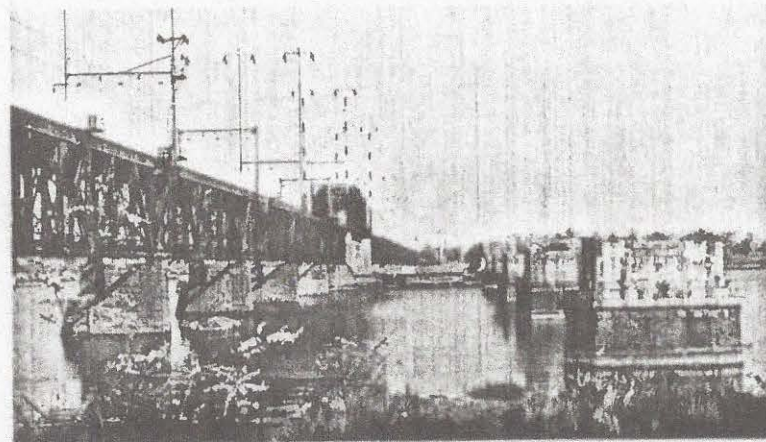


Photo by Dr. David C. Hodge

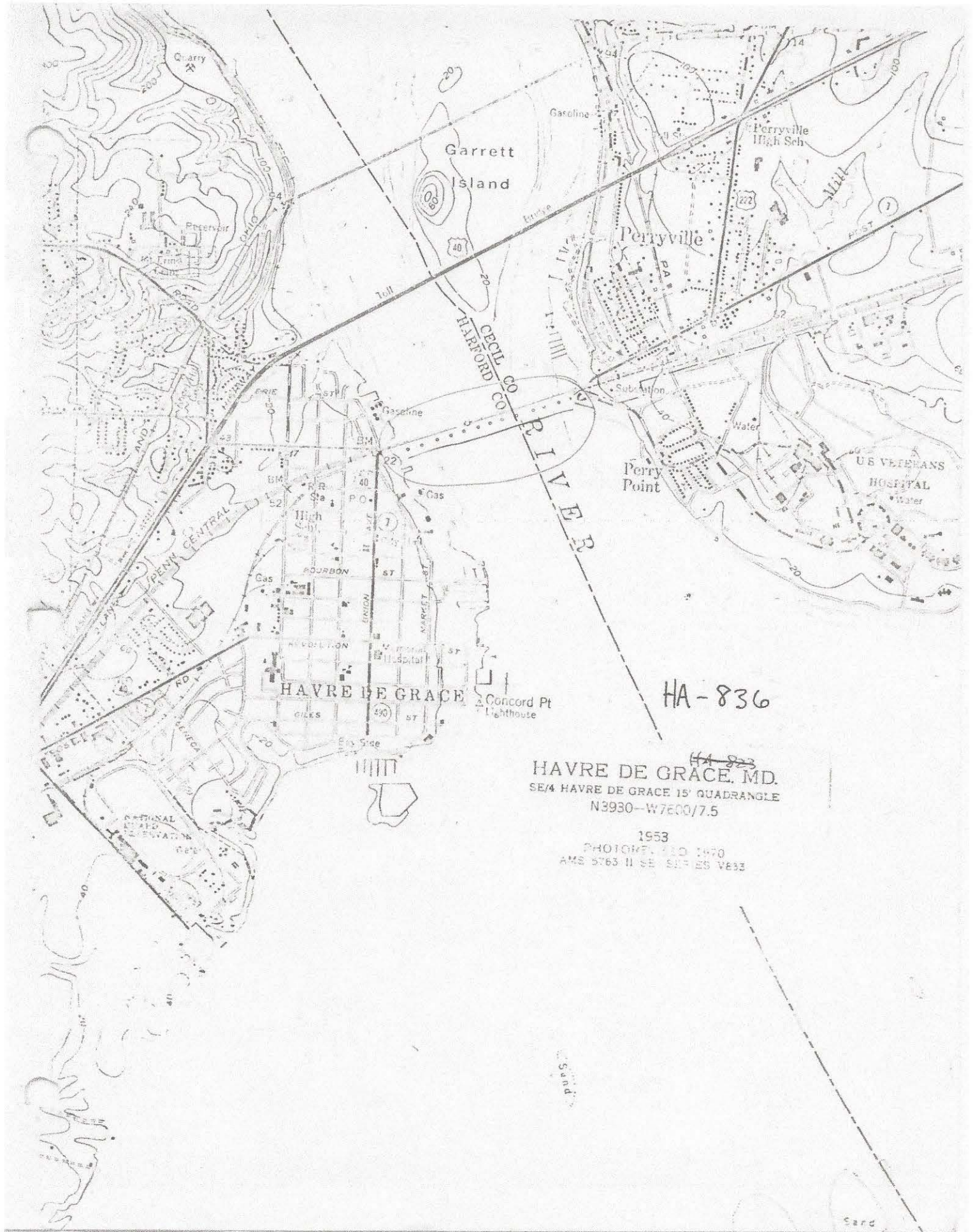
PIERS OF FIRST RAILROAD BRIDGE AT HAVRE DE GRACE
Built 1866. Used as road bridge 1908-1939.

to a depth of 2 to 3 feet, preventing all ferry service and leaving trains halted at the river's edge. Railroad officials overcame this perplexing situation by laying tracks across the ice, with trestles for inclines at either bank. Freight cars glided down the inclined rails to the ice and were pulled by teams of horses to the opposite shore. The horses pulled cars across the river by means of ropes in much the same way as a canal boat was pulled along the tow path. The cars were pulled up again by the train engines waiting on the opposite shore. During the several weeks from January 15 to February 29, approximately 1,300 cars with a total weight of 10,000 tons were hauled across the river. It is significant that none of the eight-wheeled cars that crossed this ice bridge was lost and there was no injury to person or property.

The P. W. & B. was absorbed into the Pennsylvania system in 1902. In 1908 the present bridge was completed and the original structure was converted to a highway bridge and remained in use until 1939. The Pennsylvania line from Philadelphia to Baltimore was electrified about 1930, receiving most of its power from the Philadelphia Electric Company, some of which came from Conowingo. It was one of the first railroads to convert entirely to electric power.

Baltimore and Ohio Railroad

While the Baltimore and Ohio Railroad was the pioneer in Maryland with its first railroad from Baltimore to Ellicott City, it did not extend its



HAVRE DE GRACE

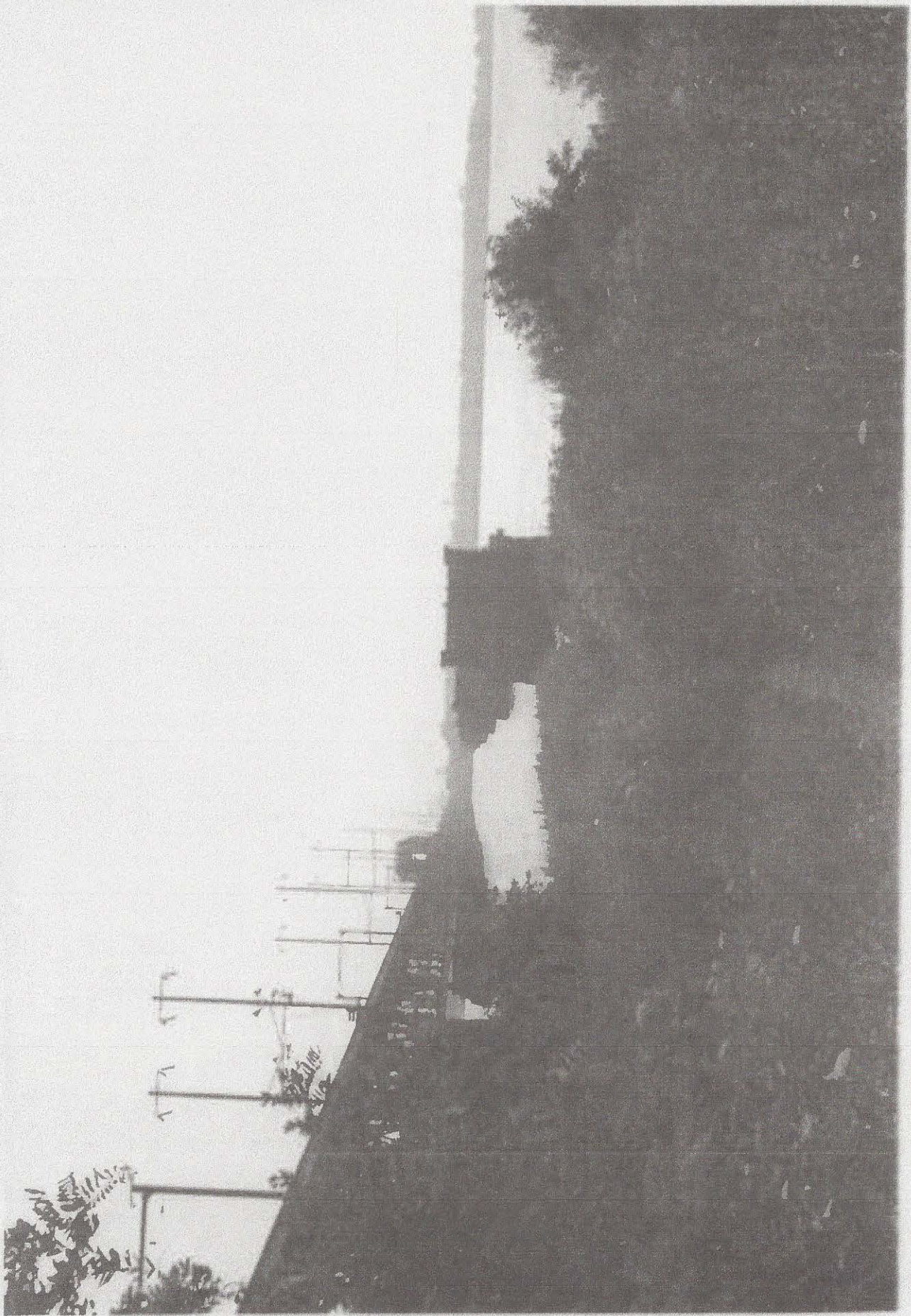
HA-836

~~HA-833~~
 HAVRE DE GRACE, MD.
 SE/4 HAVRE DE GRACE 15' QUADRANGLE
 N3930-W7E00/7.5

1953
 PHOTOGRAPHED 1970
 AMS 5765 II SE SER ES V833

Sup

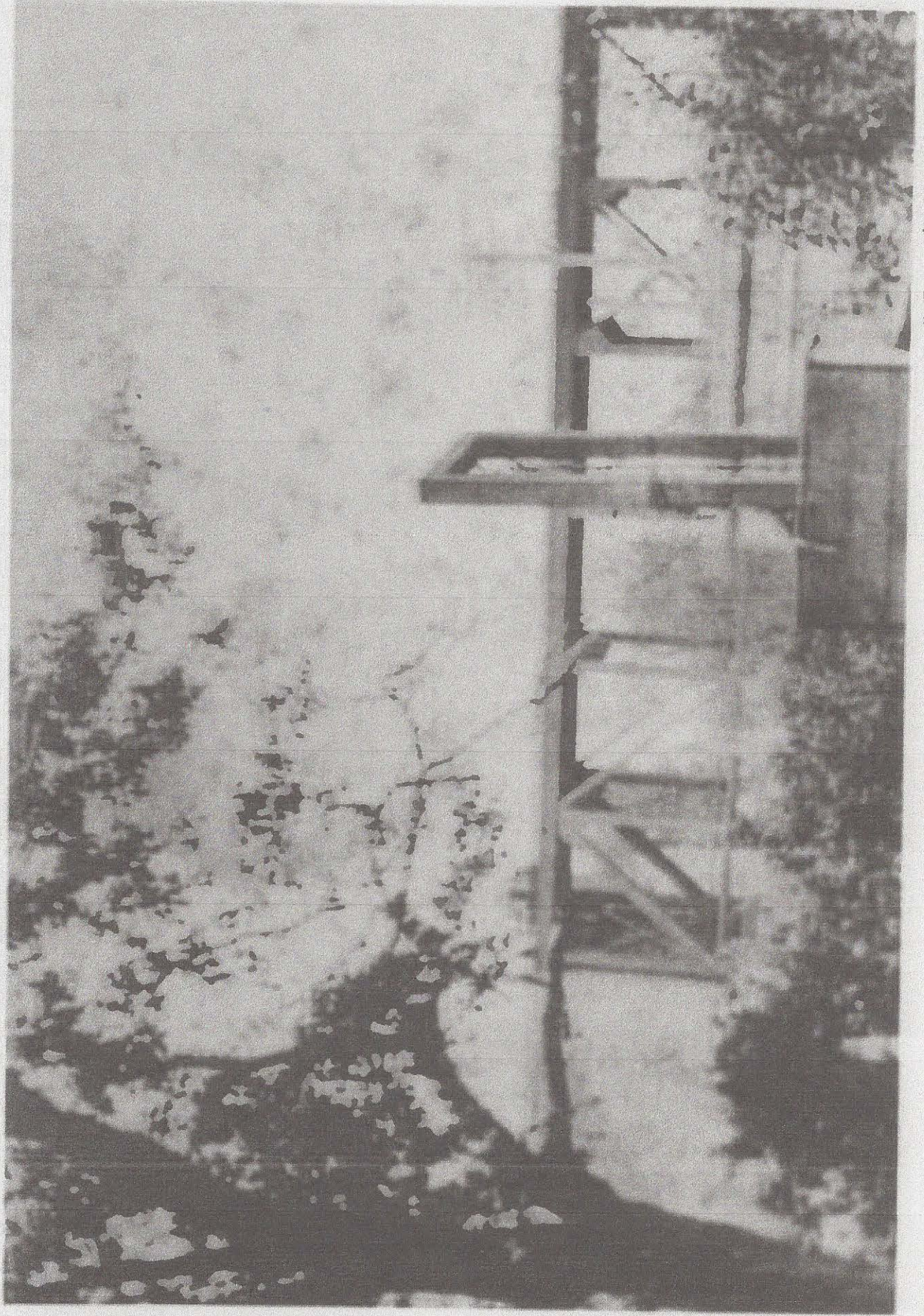
Sand



HA-836

BRIDGE PILINGs
Otsego St.
Havre de Grace

MARION MORTON
6/77



A3. HA790

HA-790 Abraham Jarrett Thomas House
501 St. John Street
Havre de Grace, MD

Well and (background) old RR
crossing over Susquehanna.
c. 1894-5 or early 1900's

Gift from: Mrs. Elise B. Deller
1708 Chatham Road
Camp Hill, PA 17011

October 27, 1984

Candidate Historic Properties that may be certified as eligible for the Maryland State Income Tax Credit - Havre de Grace TIZ

Havre de Grace - Candidate Historic Properties						
MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
		HA-836				
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		HA-836				
		HA-836				
		HA-836				
		HA-798				
		HA-815				
		HA-832				
		HA-536				
		HA-1712	HA-1712	AMTRAK RR Bridge over Susquehanna River	Union Ave.(MD7)&OtsegoSt.	Havre de Grace
		HA-1631	HA-1631	Booth Log House (John Handy House)	Churchville Road (MD 22)	Churchville
		HA-1631	HA-1631	Booth Log House (John Handy House)	Churchville Road (MD 22)	Churchville
		HA-113				
		HA-112				
		HA-544				
		HA-251				
		HA-826				
		HA-1108	HA-1108	Cianelli House	Erie Street	Havre de Grace
		HA-1185	HA-1185	Hawkins House	Ontario Street	Havre de Grace
		HA-1184	HA-1184	Gibson Double House	Ontario Street	Havre de Grace
		HA-832				
		HA-1099	HA-1099	James Hopper House	Ontario Street	Havre de Grace
		HA-1182	HA-1182	Abbott's Ice House (Upper Chesapeake Bay Yacht Club)	Water Street	Havre de Grace
		HA-1185	HA-1185	Hawkins House	Ontario Street	Havre de Grace
		HA-1096	HA-1096	Kitzmiller Apartments	Otsego Street	Havre de Grace
		HA-835				
		HA-1175	HA-1175	Old St. Patrick's Rectory	North Stokes Street	Havre de Grace
		HA-790				
		HA-1104	HA-1104	Cameron-Currier Livery Stables	N.Stokes&Franklin Streets	Havre de Grace
		HA-1109	HA-1109	Presbyterian Church of Havre de Grace	Franklin Street	Havre de Grace

Havre de Grace - Candidate Historic Properties

MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-1166	HA-1166	Ruttledge House	North Union Avenue	Havre de Grace
		HA-1158	HA-1158	Mentzer Apartments	Franklin Street	Havre de Grace
		HA-797				
		HA-791				
		HA-1174	HA-1174	Joseph T. Hatem House & Store	North Stokes Street	Havre de Grace
		HA-1173	HA-1173	Jones House	North Stokes Street	Havre de Grace
		HA-1156	HA-1156	St. James A.M.E. Church	Green Street	Havre de Grace
		HA-1157	HA-1157	Hecht Hotel	Green Street	Havre de Grace
		HA-1154	HA-1154	Charshee House	Green Street	Havre de Grace
		HA-1097	HA-1097	Emory Chapel (Havre de Grace Methodist Church)	Stokes Street	Havre de Grace
		HA-789				
		HA-788				
		HA-792				
		HA-1181	HA-1181	Havre de Grace Banking and Trust Co.	St. John Street	Havre de Grace
		HA-1113	HA-1113	Old First National Bank Building	St. John Street	Havre de Grace
		HA-794				
		HA-795				
		HA-1123	HA-1123	Newmeyer Building	North Washington Street	Havre de Grace
		HA-547				
		HA-1128	HA-1128	H. Harrison Hopkins House	North Union Avenue	Havre de Grace
		HA-1167	HA-1167	James Fahey House	North Union Avenue	Havre de Grace
		HA-1180	HA-1180	Masonic Temple Building	North Washington Street	Havre de Grace
		HA-814				
		HA-820				
		HA-1102	HA-1102	Thompson House	North Stokes Street	Havre de Grace
		HA-1094	HA-1094	Pennington House	Pennington Avenue	Havre de Grace
		HA-1168	HA-1168	Weber House	North Union Avenue	Havre de Grace
		HA-816				
		HA-801				
		HA-1121	HA-1121	Aledas Dress Shop & The Seville Shop	North Washington Street	Havre de Grace
		HA-1179	HA-1179	Ada Asher Building	North Washington Street	Havre de Grace
		HA-1114	HA-1114	Bata Shoe Building	North Washington Street	Havre de Grace
		HA-796				
		HA-1164	HA-1164	Quirk House	Congress Avenue	Havre de Grace
		HA-1169	HA-1169	Correri House	South Union Avenue	Havre de Grace
		HA-1170	HA-1170	Sutor Apartments	South Union Avenue	Havre de Grace
		HA-1171	HA-1171	McCombs House	South Union Avenue	Havre de Grace
		HA-553				
		HA-1112	HA-1112	Vosbury House	South Union Avenue	Havre de Grace
		HA-1111	HA-1111	Carver House	South Union Avenue	Havre de Grace

Havre de Grace - Candidate Historic Properties

MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-1125	HA-1125	Havre de Grace United Methodist Church	S.Union & Congress Avenue	Havre de Grace
		HA-1095	HA-1095	Lawder-Willis House	Congress Avenue	Havre de Grace
		HA-542				
		HA-1129	HA-1129	Carver-Maslin House	South Washington Street	Havre de Grace
		HA-541				
		HA-540				
		HA-539				
		HA-807				
		HA-808				
		HA-818				
		HA-1130	HA-1130	Asher House	South Washington Street	Havre de Grace
		HA-1150	HA-1150	Williams House	Bourbon Street	Havre de Grace
		HA-817				
		HA-1131	HA-1131	Foard Double House	South Washington Street	Havre de Grace
		HA-1132	HA-1132	Robert Pennington House	South Washington Street	Havre de Grace
		HA-1144	HA-1144	Hewitt House	Fountain Street	Havre de Grace
		HA-1133	HA-1133	H. Smith House	South Washington Street	Havre de Grace
		HA-1134	HA-1134	Neville House	South Washington Street	Havre de Grace
		HA-810				
		HA-1172	HA-1172	Fuller-Mezei Apartments	South Union Avenue	Havre de Grace
		HA-1107	HA-1107	Vandiver Mansion	South Union Avenue	Havre de Grace
		HA-552				
		HA-1146	HA-1146	Whyte House	Fountain Street	Havre de Grace
		HA-1143	HA-1143	Burns Apartments	Fountain Street	Havre de Grace
		HA-1147	HA-1147	Malin House	South Stokes Street	Havre de Grace
		HA-1145	HA-1145	Wardell House	Bourbon Street	Havre de Grace
		HA-549				
		HA-440				
		HA-1135	HA-1135	Fadely House	South Washington Street	Havre de Grace
		HA-811				
		HA-545				
		HA-1136	HA-1136	S. Miller House	South Washington Street	Havre de Grace
		HA-812				
		HA-1137	HA-1137	Jones Double House	South Washington Street	Havre de Grace
		HA-1138	HA-1138	Tarbert Double House	South Washington Street	Havre de Grace
		HA-1139	HA-1139	White House Farm (Wheeler Range)	White House Road	Forest Hill
		HA-1116	HA-1116	Putland House	South Washington Street	Havre de Grace
		HA-1224	HA-1224	Barnes House	South Washington Street	Havre de Grace
		HA-1223	HA-1223	Manucy House	South Washington Street	Havre de Grace
		HA-1177	HA-1177	Jacksteit House	Market Street	Havre de Grace
		HA-1187	HA-1187	DeGroat House	Market Street	Havre de Grace
		HA-1127	HA-1127	Bayou Hotel	Commerce & Market Streets	Havre de Grace
		HA-837				

Havre de Grace - Candidate Historic Properties

MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-111				
		HA-831				
		HA-830				
		HA-1167	HA-1167	James Fahey House	North Union Avenue	Havre de Grace
		HA-1163	HA-1163	Beachley House	Warren Street	Havre de Grace
		HA-1162	HA-1162	Sheaffer House	Franklin Street	Havre de Grace
		HA-1161	HA-1161	Klair House	Franklin Street	Havre de Grace
		HA-813				
		HA-1105	HA-1105	Parker Mitchell House	Franklin Street	Havre de Grace
		HA-1159	HA-1159	Tin Front Building	Franklin Street	Havre de Grace
		HA-1160	HA-1160	Joseph Good House and Store	Franklin Street	Havre de Grace
		HA-1566	HA-1566	Post Office Headquarters (U.S. Post Office)	North Union Avenue	Havre de Grace
		HA-1153	HA-1153	Cook House	Green Street	Havre de Grace
		HA-1155	HA-1155	McComas House	Green Street	Havre de Grace
		HA-793				
		HA-798				
		HA-1115	HA-1115	McLhinney Building	North Washington Street	Havre de Grace
		HA-1750	HA-1750	Maryland House Apartments	Washington Street	Havre de Grace
		HA-802				
		HA-537				
		HA-1120	HA-1120	A & J Travel Agency	North Washington Street	Havre de Grace
		HA-805				
		HA-1178	HA-1178	Asher Building	North Washington Street	Havre de Grace
		HA-543				
		HA-1110	HA-1110	Borneman Apartments (Havre de Grace Methodist Church)	North Union Avenue	Havre de Grace
		HA-544				
		HA-1165	HA-1165	Lawder Apartments	Congress Avenue	Havre de Grace
		HA-806				
		HA-1151	HA-1151	Keene House	Bourbon Street	Havre de Grace
		HA-1152	HA-1152	Van Meter House	Bourbon Street	Havre de Grace
		HA-809				
		HA-548				
		HA-1122	HA-1122	Hoke House	South Union Avenue	Havre de Grace
		HA-546				
		HA-1132	HA-1132	Robert Pennington House	South Washington Street	Havre de Grace
		HA-822				

Candidate Historic Properties that may be certified as eligible for the Maryland State Income Tax Credit - Greenway Corridor TIZ (Cecil County):

Greenway Corridor TIZ (Cecil County) - Candidate Historic Properties

MIHP	MIHP_ID	CLASS	MIHP_NO	NAME	ADDRESS	TOWN
474	454	CE-879	CE-0879	Stone Barn Ruin	Conowingo Road (U.S. Rt1)	Kilby Corner
508	440	CE-887	CE-0887	Rowland Plank House	Rowlandsville Road(MD338)	Rowlandsville
512	439	CE-885	CE-0885	Rowland House (Dempsey House)	Rowlandsville Road(MD338)	Rowlandsville
513	441	CE-788	CE-0788	Hostetter House	Rowlandsville Road	Rowlandsville
518	438	CE-42	CE-0042	Mill at Rowlandsville on Octorara Creek, site	Rowlandsville Rd. (MD338)	Rowlandsville
521	437	CE-882	CE-0882	Rowlandsville Hill House	Ramsey Lane	Rowlandsville
528	436	CE-789	CE-0789	Rowlandsville Mill (Davis-Christie Mill, Rowland Mill)	McCauley Road	Rowlandsville
532	1031	CE-145 9	CE-1459	Bridge, McCauley Road over Basin Run (SHA# 091)	McCauley Road	Conowingo
534	435	CE-884	CE-0884	Rowlandsville Iron Bridge over the Octoraro	Rowlandsville Road(MD338)	Rowlandsville
537	434	CE-781	CE-0781	Christy House	Mayse Lane	Rowlandsville
542	433	CE-100 6	CE-1006	Old Harmony Methodist Church (Harmony Chapel)	Dr. Jack Road	Rowlandsville
547	431	CE-883	CE-0883	Concrete Train Bridge over Octorara Creek	McCauley Road	Rowlandsville
548	430	CE-881	CE-0881	Rowlandsville Iron Train Bridge	Moore Road	Rowlandsville
555	432	CE-120 4	CE-1204	Basin Run Iron Train Bridge	Basin Run Road (MD 338)	Rowlandsville
576	541	CE-46	CE-0046	Hall's Choice	Dr. Jack Road	Rowlandsville
644	423	CE-121 7	CE-1217	Dooling Log House (Union Hotel)	SusquehannaRiverRd(US222)	Rock
694	544	CE-767	CE-0767	Thomas-Holiday House	SusquehannaRiverRd(US222)	Rock
746	34	CE-122 9	CE-1229	Stump-Smithson House	Frenchtown Road	Bainbridge
763	38	CE-142	CE-0142	Mt. Ararat Manor House (Physicks-Water's House)	Mt. Ararat Farm Road	Bainbridge
776	26	CE-525	CE-0525	Cokesbury Road Spring House	Cokesbury Road	Frenchtown
811	7	CE-997	CE-0997	Susquehanna River Bridge Administration Building	Pulaski Highway (U.S.40)	Perryville
824	5	CE-129	CE-0129	Rodgers Tavern (Stevenson's Tavern)	Broad Street & River Road	Perryville
828	4	CE-244	CE-0244	Perry Point Mill	Avenue A	Perry Point
830	3	CE-146	CE-0146	Perry Point Mansion House (U.S. Veterans Hospital)	Sixth Street	Perry Point

Candidate Historic Properties that may be certified as eligible for the Maryland State Income Tax Credit -
Greenway Corridor TIZ (Harford County):

Greenway Corridor TIZ (Harford County) - Candidate Historic Properties						
MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-824				
		HA-825				
		HA-1782	HA-1782	Baltimore & Ohio Railroad Bridge over MD 155 (CSX)	Superior Street (MD 155)	Havre de Grace
		HA-198				
		HA-574				
		HA-573				
		HA-379				
		HA-378				
		HA-580				
		HA-579				
		HA-581				
		HA-582				
		HA-578				
		HA-380				
		HA-381				
		HA-373				
		HA-575				
		HA-576				
		HA-577				
		HA-377				
		HA-374				
		HA-375				
		HA-1037	HA-1037	Peddler's Run Site, upper mill	Glen Cove Road	Darlington
		HA-1036	HA-1036	Peddler's Run Site, lower mill	Glen Cove Road	Darlington
		HA-180				
		HA-183				
		HA-376				
		HA-382				
		HA-191				
		HA-193				
		HA-194				
		HA-195				
		HA-195				
		HA-195				
		HA-195				
		HA-195				
		HA-195				
		HA-192				
		HA-196				
		HA-197				

Greenway Corridor TIZ (Harford County) - Candidate Historic Properties

MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-823				
		HA-312				
		HA-4				

The following properties located in the TIZ which are on the National Register of Historic Places are eligible for the Maryland Income Tax Credit:

TIZ - Candidate Historic Properties

SWNRHP_	SWNRHP_ID	CLASS
91	127	NR-188
100	128	NR-1015
109	131	NR-953
111	1062	NR-1113
118	129	NR-196
122	132	NR-998
124	130	NR-621
160	64	NR-164
161	1059	NR-472
163	1049	NR-306
170	45	NR-822
176	188	NR-448
180	1094	NR-795
182	1095	NR-791
185	63	NR-1044
195	65	NR-454
218	183	NR-568
223	273	NR-1100
238	1098	NR-381
243	186	NR-88
245	185	NR-672
249	184	NR-314
261	187	NR-363

Attachment 5

HA-790

c. 1835

ABRAHAM JARRETT THOMAS HOUSE
Havre de Grace, Md.

Along with the Susquehanna and Tidewater Canal Lockhouse and the Concord Point Lighthouse, the Abraham Jarrett Thomas House, known as the Lafayette Hotel is the town's most prominent landmark. It is a large two and a half story five bay brick building built on a Georgian plan which has been covered with stucco. Situated on the west bank of the Susquehanna River, the building is on the site and perhaps the foundations of the old Ferry House, an inn run in conjunction with the old hand operated ferry boats.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

Abraham Jarrett Thomas House
 HISTORIC
 (Lafayette Hotel)
 AND/OR COMMON

2 LOCATION

STREET & NUMBER: 501 St. John Street
 CITY, TOWN: Havre de Grace VICINITY OF: COUNTY: 6
 STATE: Maryland CONGRESSIONAL DISTRICT: Harford

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input checked="" type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME: Joseph L. Davis, Post 49 The American Legion, Inc Telephone #: 939-0234
 STREET & NUMBER: 501 St. John Street
 CITY, TOWN: Havre de Grace VICINITY OF: STATE, zip code: Maryland 21078

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Harford County
 STREET & NUMBER: Main Street
 CITY, TOWN: Bel Air STATE: Maryland
 Liber #: 311
 Folio #: 58

6 REPRESENTATION IN EXISTING SURVEYS

TITLE:
 DATE: FEDERAL STATE COUNTY LOCAL
 DEPOSITORY FOR SURVEY RECORDS:
 CITY, TOWN: STATE:

7 DESCRIPTION

4A-790

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Built in a Hangover Georgian style, 501 St. John Street is a large rectangular, detached two and a half story, five bay by one bay brick dwelling with a gable roof, possibly dating from the early 19th century. The building, now the Joseph L. Davis Post of the American Legion, is covered with textured stucco and has a one story cinder block addition on the rear. Located between the Susquehanna River and St. John Street, the building faces west toward Legion Square where there is a statue of Lafayette, commissioned for the town's Bicentennial celebration. Old photographs c. 1920 and 1930 show that the facade is Flemish bond while the flanks and rear are common bond. The foundations are random rubble covered with stucco.

A one story, three bay porch with pillars resting on a cement floor extends across the entire facade supporting a hipped roof.

Windows are arranged uniformly on the facade; on all elevations they have 9/1 light, double hung sash within recessed jambs. A c. 1930 photograph shows that the windows on the facade and south elevation have flat arches above them and stone sills and lintels. While there are three windows on the first floor, south elevation today, the 1930 photograph shows only one window slightly off center with the window sash within a deeply recessed opening. Third floor gable end windows contain 6/1 light sash as do the three front and two rear dormers.

The main entrance is in the center bay of the facade; it is framed by pilasters supporting an entablature with a plain frieze. The door contains fifteen raised panels. Other entrances are in the cinder block addition.

The building has a gable flank roof, covered with asphalt shingles, a narrow box cornice and a wide molded fascia board on the facade and rear. All of the dormers have recessed triangular pediments. Pairs of connected end chimneys rise from the north and south walls; like the rest of the building, they are covered with stucco.

Interior: The first floor has one room on either side of a center hall. The stairs rising to the third floor are on the south wall of the hall. The windows framed by architrave molding are deeply recessed with wide inner sills. The band of molding under the window sills, a rectangular panel is in the center. Six panel doors are found through out the house. The American Legion has a Ratnskeller in the basement, a large cooking fireplace with an arched opening is on the north wall of the rear room. There was another large fireplace in the adjoining room but it has been bricked up.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES c. 1834 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Abraham Jarrett Thomas House is a two and a half story, five bay brick dwelling with a Flemish bond facade-now covered with stucco. The building and the river front lot on which it is located figure prominently in the Town's history. The early growth of the settlement known as Harmerstown, Stocketts town, Susquehanna Lower Ferry and finally Havre de Grace was determined by its location on the Susquehanna River and the upper Chesapeake Bay. Here, travelers following the Old Post Road-the major Colonial route between the south and Philadelphia crossed the Susquehanna River by ferry. Among the early ferry operators was John Rodgers, who secured a license in 1776 to operate an "ordinary" at Havre de Grace. Rodgers who bought a lot on S. Washington Street (HA-798) in 1788 on which a dwelling-beleived to have been built before 1800 stands today, is better known as the (c.1780) ^{PROPRIETOR} of Rodger's Tavern across the river where George Washington was a frequent vistore and as the father of Commodore John Rodgers, the founder of the American Navy. Although the exact location of the tavern run by John Rodgers in Havre de Grace is not known, it is logical to assume that it may have stood on this site, particularly since we know from the land records that this land was deeded to the Havre de Grace Ferry Co. in 1818 by William B. Stokes. In 1834 the land, comprising 11 lots, was sold to Abraham Jarrett Thomas, for whom the present structure was probably erected, although the basement may be earlier. A.J. Thomas was a banker and an early member of St. John's Church (HA-544). Stevenson Archer Williams in his "Recollections of Boyhood At Medical Hall etc.." mentions that the Lafayette Hotel was the Abraham Jarrett Thomas house when he was a boy. The Philadelphia, Wilmington and Baltimore Railway later known as the Baltimore and Washington Railway purchased the property in 1856 and the building was run as the Lafayette Hotel until shortly before it became the Post 49, American Legion headquarters in 1947.

Those who pass through Havre de Grace on the train often remark on the sight of the old building with the large chimneys on the river front. The mass of the building is similar to the Wollon Doublehouse (HA-835) a smaller dwelling built in an Overhang Georgian style with large double interior end chimneys. Only four buildings in Havre de Grace have Flemish bond brickwork, The A.J. Thomas House being one of them although covered with stucco. The size of the house (aprox. 40' x 30') makes it unusual as does the presence of a large cooking fireplace in thebasement. The building deserves further structural investigation.

CONTINUE ON SEPARATE SHEET IF NECESSARY

NA-790

MAJOR BIBLIOGRAPHICAL REFERENCES

1798 Tax Assesment-Harford County
1814 Tax Assesment-Harford County

Williams, Stevenson Archer "Re-
collections of Boyhood at Medical
Hall etc,.." 1923 copy at Susqueh
Museum ~~Havre de Grace.~~

Kidwiler, Elias W. History of Havre de Grace "The Town We Live In"
Shriver, J. Alexis, Talk Given At the Unveiling of the Historical Marker at Rodgers
Tavern, Perryville, Oct. 15, 1932

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

Marion Morton-Historic Sites Surveyor

April 18, 1977

ORGANIZATION

Maryland Historical Trust

DATE

STREET & NUMBER

21 State Circle

TELEPHONE

CITY OR TOWN

Annapolis, Maryland

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Abraham Jarrett Thomas House
LAND RECORDS (LAFAYETTE HOTEL)

NA-790

311 58

December 1, 1947

Grantor: Havre de Grace Print and Publishing Co., Inc.
Grantee: Joseph L. Davis Post #49, The American Legion, Inc.

GCB300 149

September 20, 1946

Grantors: Michael Fahey and Margaret, his wife
Grantee: Susquehanna Trading Co.

DWG 178 59

April 12, 1922

Grantor: Baltimore and Washington Railroad
Grantee: James Robinson
\$6,000.00

ALG 8 214

October 7, 1856

Grantor: Joseph Coudon, executor for Abraham Jarrett Thomas
Grantee: Philadelphia, Wilmington and Baltimore Railroad
Being designated on the old plat of said town as square no. 245
and comprising lots 4, 8, 13, 18, 23 and 28.
\$6,200.00

HD 18 10

December 5, 1834

Grantor: Albert Constable, trustee
Grantee: Abraham Jarrett Thomas
Equity Case: Dec. 1833 William Williams-complainant; Havre de Grace
Ferry Co., defendant
\$2,700.00 Lots-4, 8, 13, 18, 23, 28, 33, 38, 44, 50, 56

With all and singular the Buildings, improvements, advantages, priviledges,
rightsways, waters, and appurtenances.

HD 1 478

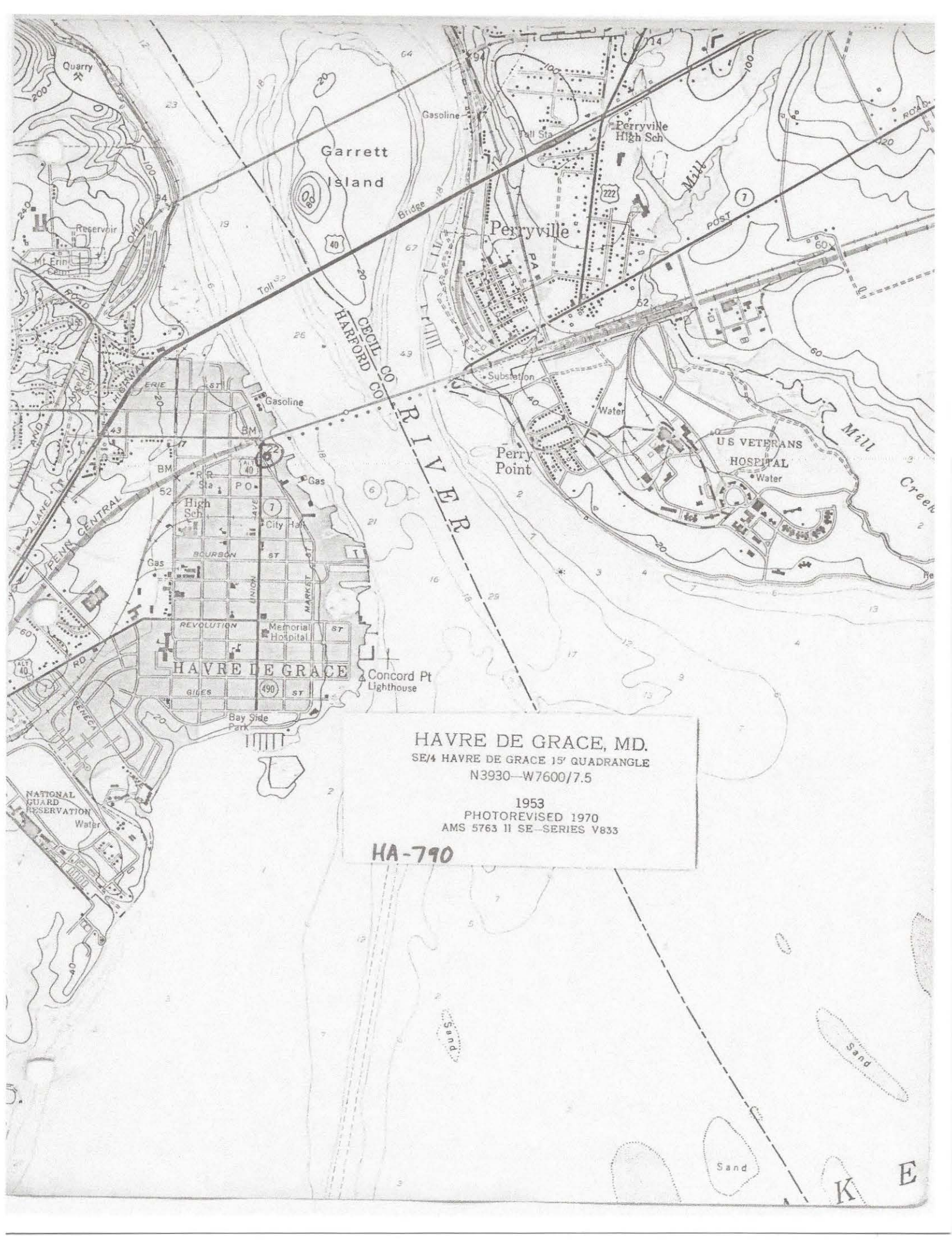
September 25, 1818

Grantor: William B. Stokes
Grantee: Havre de Grace Ferry Co.
\$10,000 lots 4, 8, 13, 18, 23, 28, 33, 38, 44, 50, 56

Havre de Grace Miscellaneous 1793-1855

Pringle, Sappington , R.Y. Stokes, et al- purchased from William B. Stokes Esq. ten water lots on which stood the brick tavern laterly burnt down with the stables now remain- thereon and the walls and materials together with the wharf and all the said William B. Stokes right of ferriage across the river Susquehanna. March 17, 1817

This entry is copied from papers belonging to the Harford County Historical Society filed under H de G miscellaneous.



HAVRE DE GRACE, MD.
SE/4 HAVRE DE GRACE 15' QUADRANGLE
N3930—W7600/7.5
1953
PHOTOREVISED 1970
AMS 5763 II SE—SERIES V833
HA-790

K E

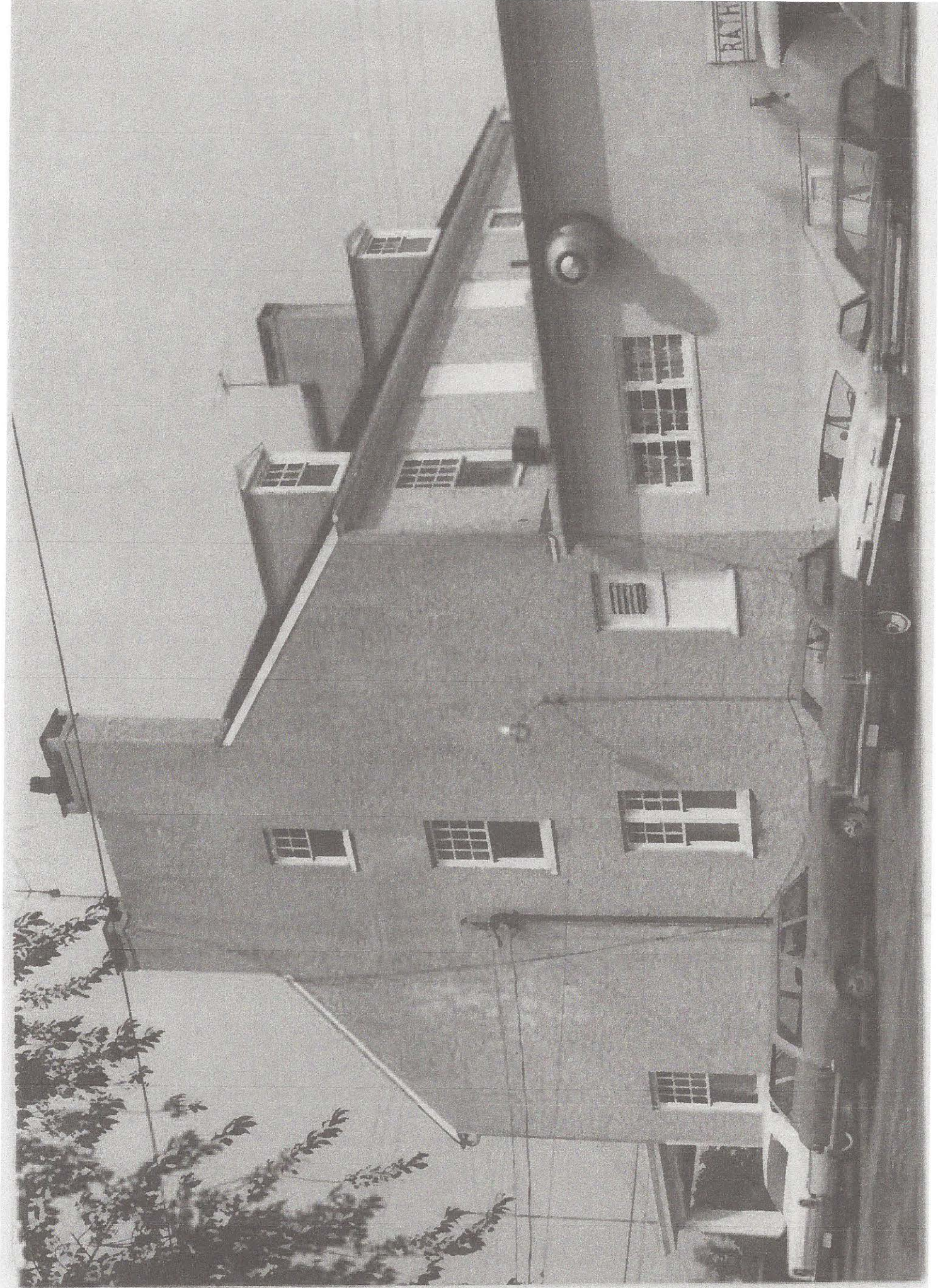


HA-790

Abraham Jarrett Thomas House
(Lafayette Hotel)
501 St. John St.
Haare de Grace, Md.
Southwest Elevation

April 12, 1977

Marion Morton



Abraham J Arrett Thomas House
(Lafayette Hotel)
501 St. John St.
Havre de Grace, Md.
Southeast Elevation

April 18, 1977

Marion Morton



LAFAYETTE HOTEL RESTAURANT

WHITE ACORN

Abraham Jarrett Thomas House
(Lafayette Hotel)
501 St. John St.
H. de B. Maryland
Southwest Eleoation

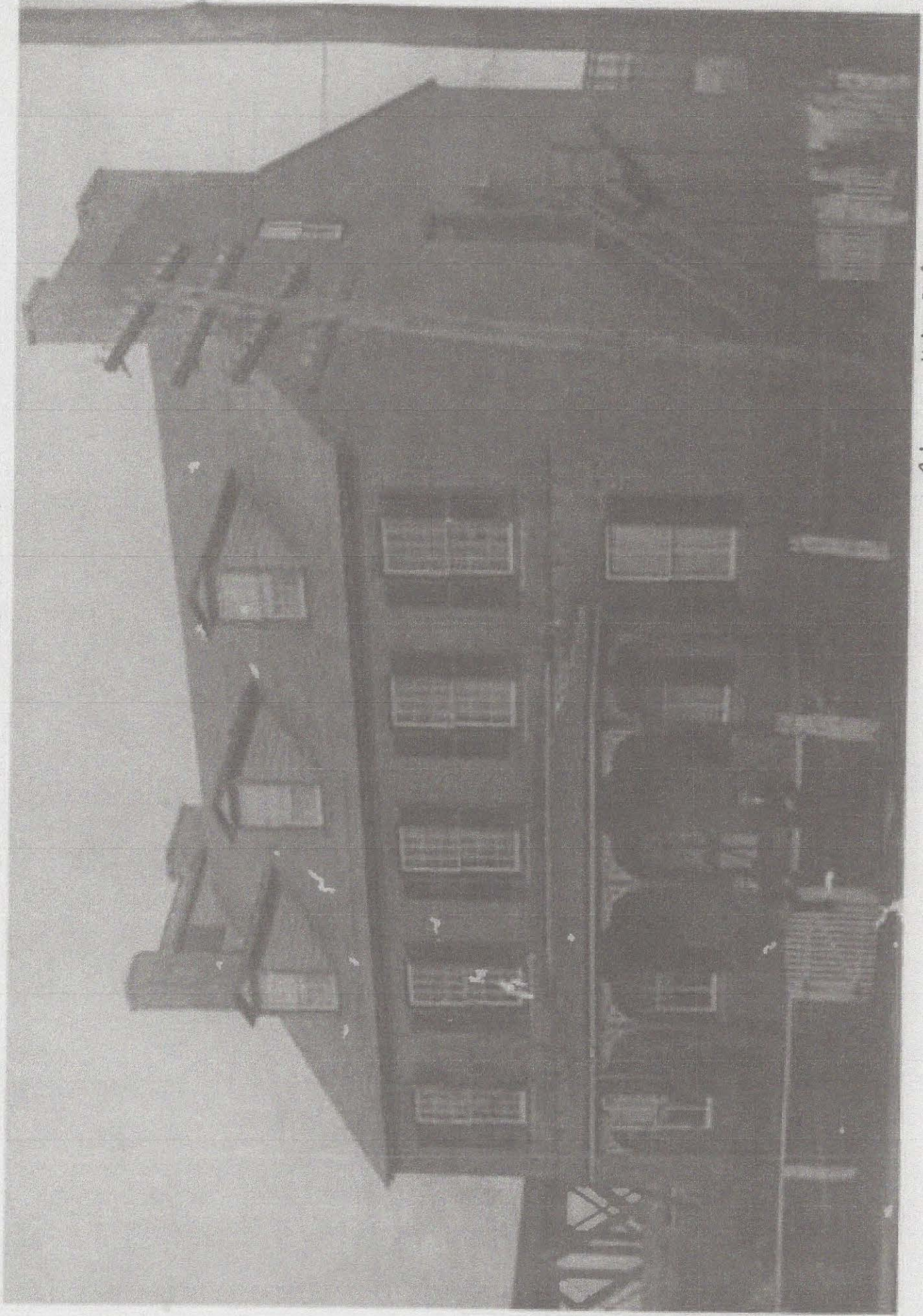
Old photo. in collection of Susquehanna
Museum, Hooore de Grace, Md.

April 18, 1977

Marion Morton

HA-790

✓



AI - HA-790

HA-790 Abraham Jarrett Thomas House
501 St. John Street
Havre de Grace, MD

picture taken from a post
card

Gift from: Mrs. Elise B. Deller
1708 Chatham Road
Camp Hill, PA 17011

October 27, 1984

Winter 2000



A5 - HA790

HA-790 Abraham Jarrett Thomas House
501 St. John Street
Havre de Grace, MD

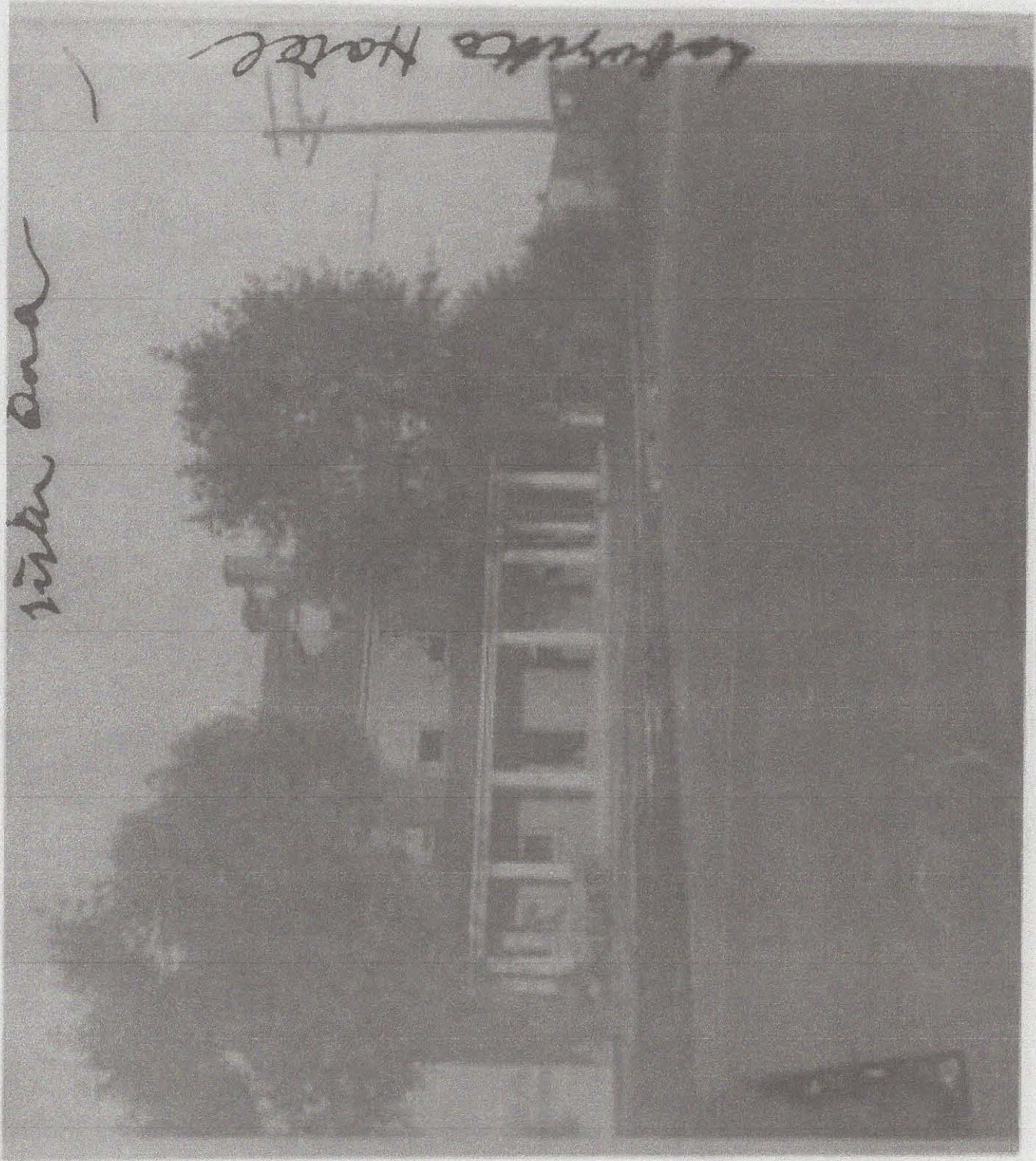
view of back of house taken in
1922.

Gift from: Mrs. Elise B. Deller
1708 Chatham Road
Camp Hill, PA 17011

October 27, 1984

17th Ave

Levy's Hotel



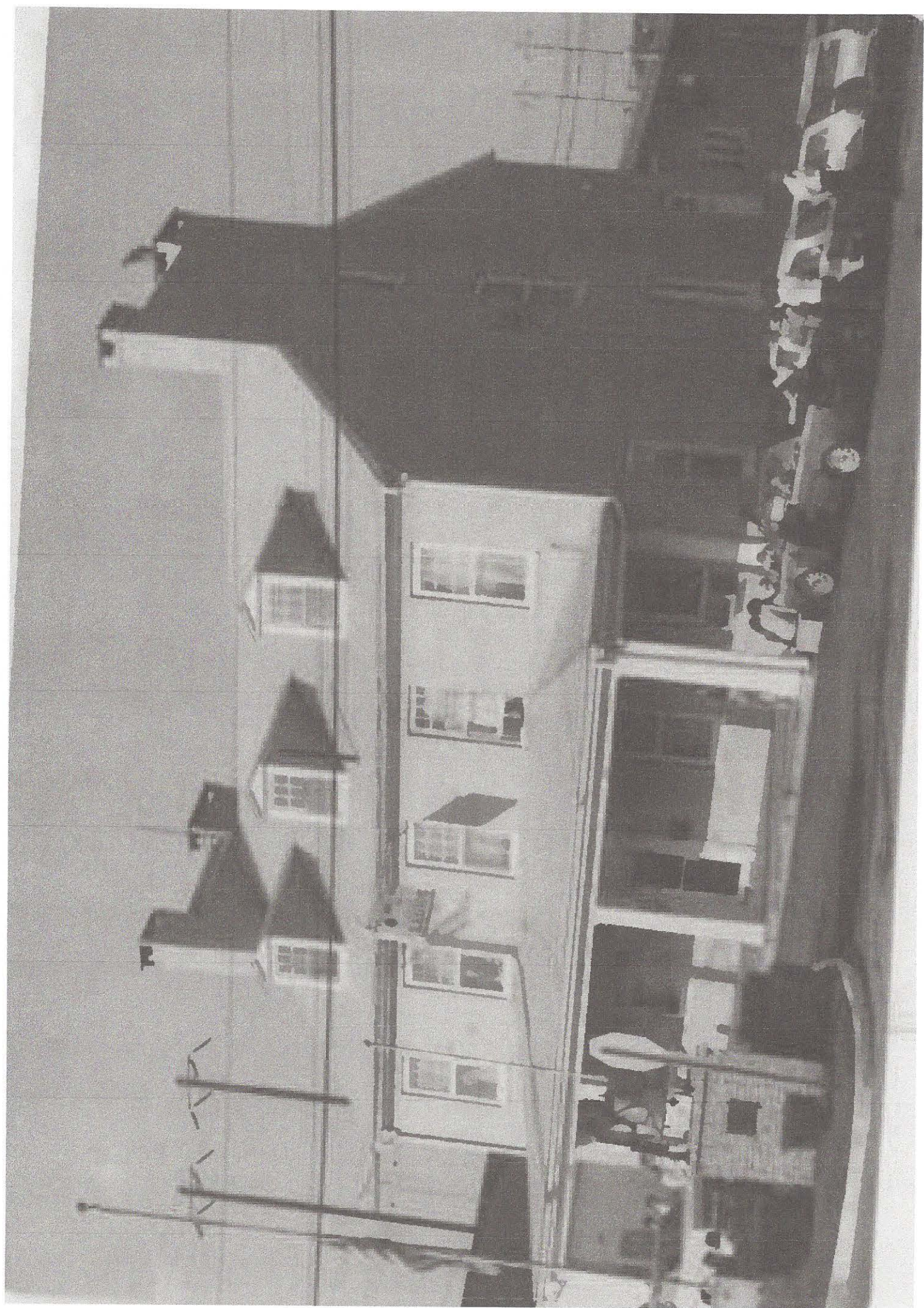
A4-HA790

HA-790 Abraham Jarrett Thomas House
501 St. John Street
Havre de Grace, MD

view of front of house taken
in 1922.

Gift from: Mrs. Elise B. Deller
1708 Chatham Road
Camp Hill, PA 17011

October 27, 1984



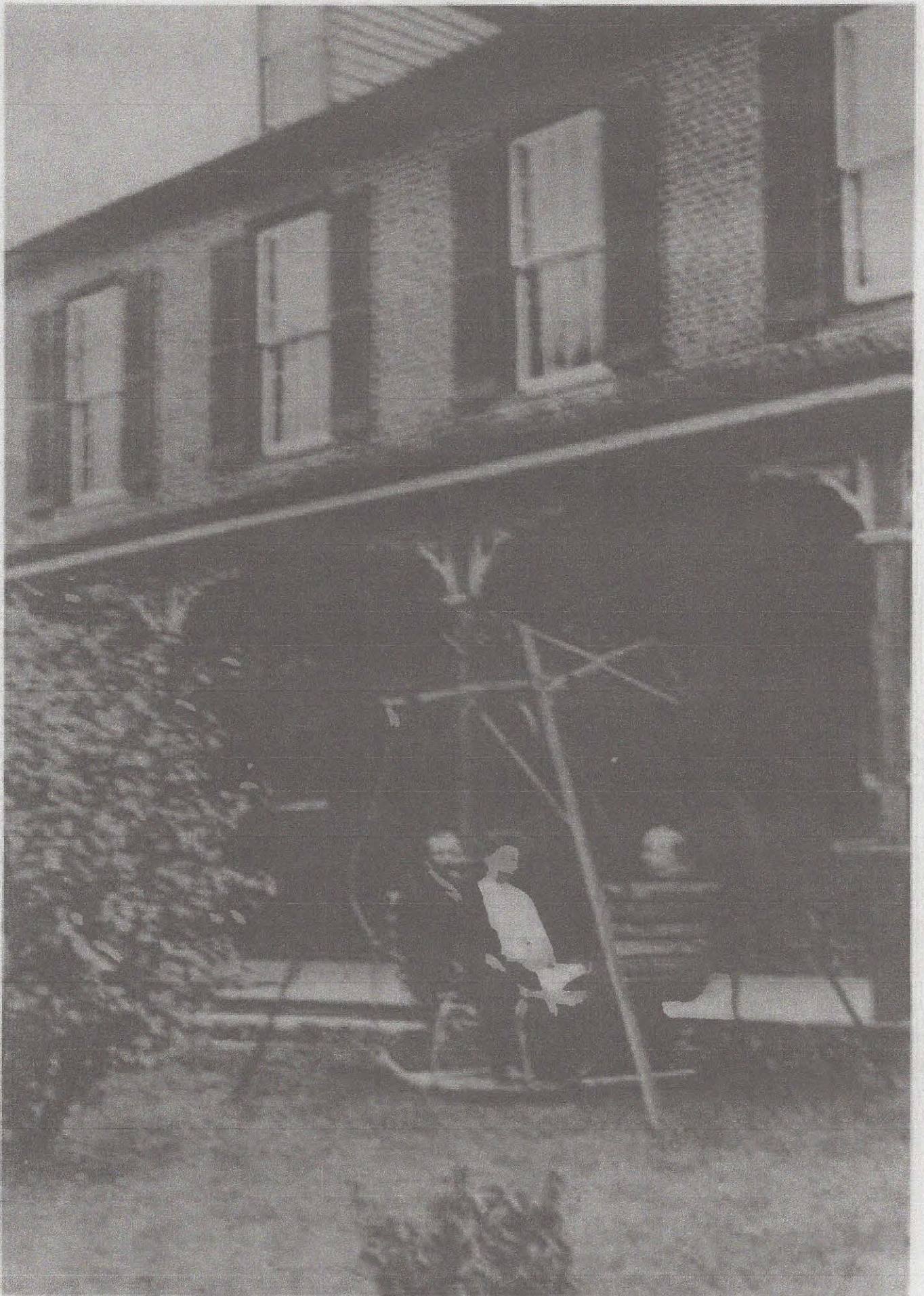
HA-790 Abraham Jarrett Thomas House
501 St. John Street
Havre de Grace, MD

1984
790

picture taken by Mrs. Elise
B. Deller, June 23, 1984

Gift from: Mrs. Elise B. Deller
1708 Chatham Road
Camp Hill, PA 17011

October 27, 1984



A2-HA790

HA-790 Abraham Jarrett Thomas House
501 St. John Street
Havre de Grace, MD

probable dates, 1894-95
or early 1900

Gift from: Mrs. Elise B. Deller
1708 Chatham Road
Camp Hill, PA 17011

October 27, 1984

Attachment 6

Greenway Corridor TIZ (Harford County) - Candidate Historic Properties						
MIHP	MIHP_ID	MIHP_NO	CLASS	NAME	ADDRESS	TOWN
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1034	HA-1034	Old road south from Glen Cove	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-1035	HA-1035	Glen Cove Road	Glen Cove Road	Darlington
		HA-823				
		HA-312				
		HA-4				

The following properties located in the TIZ which are on the National Register of Historic Places are eligible for the Maryland Income Tax Credit:

TIZ - Candidate Historic Properties		
SWNRHP	SWNRHP_ID	CLASS
91	127	NR-188
100	128	NR-1015
109	131	NR-953
111	1062	NR-1113
118	129	NR-196
122	132	NR-998
124	130	NR-621
160	64	NR-164
161	1059	NR-472
163	1049	NR-306
170	45	NR-822
176	188	NR-448
180	1094	NR-795
182	1095	NR-791
185	63	NR-1044
195	65	NR-454
218	183	NR-568
223	273	NR-1100
238	1098	NR-381
243	186	NR-88
245	185	NR-672
249	184	NR-314
261	187	NR-363

1311755508

Attachment 7

HA-1175
OLD ST. PATRICK'S RECTORY
Havre de Grace, Md.

c. 1862

This two and a half story three bay by two bay frame building with a low hipped roof combines vernacular Greek Revival and Italianate features and is nearly square. Now a residence, it was built in 1862 as a rectory for St. Patrick's Roman Catholic. A low granite wall encloses the rectory and the granite foundations of the church next to it. HA-1109, a dwelling similar to the rectory is a few blocks to the north.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Old St. Patrick's Rectory

AND/OR COMMON

2 LOCATION

STREET & NUMBER

425 N. Stokes St.

CITY, TOWN

Havre de Grace

___ VICINITY OF

CONGRESSIONAL DISTRICT

6

STATE

Maryland

COUNTY

Harford

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> PRIVATE RESIDENCE
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> ENTERTAINMENT
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> GOVERNMENT
			<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME Mrs John R. Parker

Telephone #:

STREET & NUMBER

425 N. Stokes St.

Md.

CITY, TOWN

Havre de Grace

___ VICINITY OF

STATE, zip code

21078

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Harford County

Liber #:

Folio #:

STREET & NUMBER

Main St.

CITY, TOWN

Bel Air, Md.

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

HA-1175

7 DESCRIPTION

CONDITION

- EXCELLENT
- GOOD
- FAIR
- DETERIORATED
- RUINS
- UNEXPOSED

CHECK ONE

- UNALTERED
- ALTERED

CHECK ONE

- ORIGINAL SITE
- MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

425 N. Stokes St., is a two and a half story, three bay wide Italianate frame dwelling on a low stone foundation. Located on N. Stokes St. facing west, it was built as a rectory for St. Patrick's Roman Catholic Church in 1862. The house and the former church building next to it on the north are both separated from the street by a low ashlar granite wall, the coping blocks of which are five inches in length and fastened with two kinds of iron pins. The house, used as a private residence, is covered with asbestos shingles and painted white with black trim.

An above grade seven bay veranda extends across the front and around the entire south elevation. The veranda has a flat roof with a molded cornice supported by turned and chamfered posts and a fence post balustrade.

Windows are arranged evenly on the front elevation. On the first floor they contain 1/1 light double hung while the second story has 6/6 light sash and the small row of attic windows have two light sash. This arrangement is consistent throughout the house.

The main entrance is in the north bay, front elevation. A paneled door with beveled glass in the upper half is framed by narrow three light sidelights containing stained glass and a large three light transom from which the stained glass has probably been removed.

A rectangular addition extends from the second story, south elevation above the porch; it is either an altered cell or a bathroom addition.

The house has a low hipped roof with a molded box cornice supported by paired brackets. The roof, which appears to be shingled with asphalt, has two brick chimneys at the north end.

The house has an above grade front and side yards. In the backyard are connected frame outbuildings, stables and a garage.

8 SIGNIFICANCE

HA-1175

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1862

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

425 N. Stokes St. was built in 1862 as the rectory for St. Patrick's Roman Catholic Church. Services were held in a granite building next door until 1907 when the new St Patrick's Church was built on Congree Ave. Remaining in their original location are the granite foundations of the old church, now surmounted by a new structure, and the low granite wall enclosing the church foundations and the rectory. The former rectory is a two and a half story three bay by two bay building with a row of small windows in the attic story and a bracketed cornice. Located two block north of it is a house combining Italianate and Greek Revival features which closely resembles it. See HA-1109

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Joerndt, Clarence V. St. Ignatius, Hickory and Its Mission
1972 Publication Press, Inc. Baltimore, Md.

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE _____ COUNTY _____

STATE _____ COUNTY _____

11 FORM PREPARED BY

NAME / TITLE

Marion Morton-Historic Sites Surveyor

July 7, 1977

ORGANIZATION

Maryland Historical Trust

DATE

STREET & NUMBER

21 State Circle

TELEPHONE

CITY OR TOWN

Annapolis, Md.

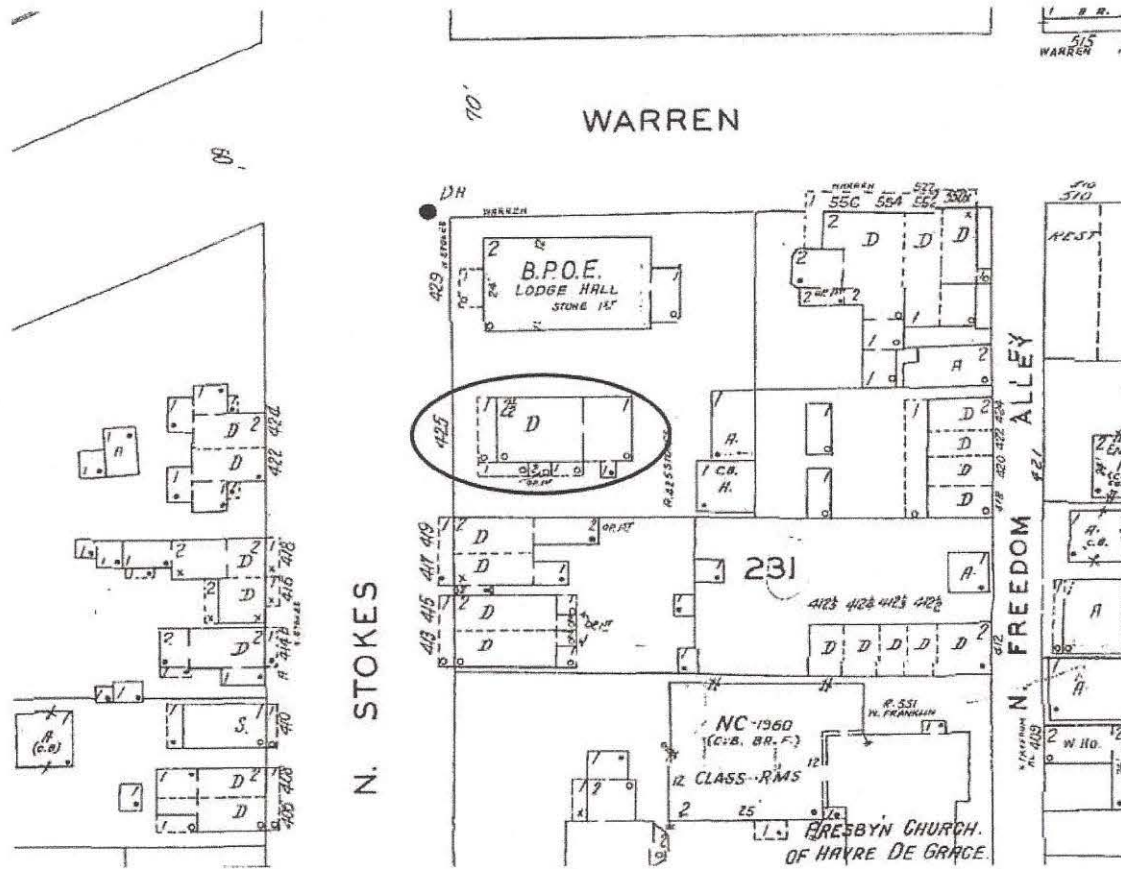
STATE

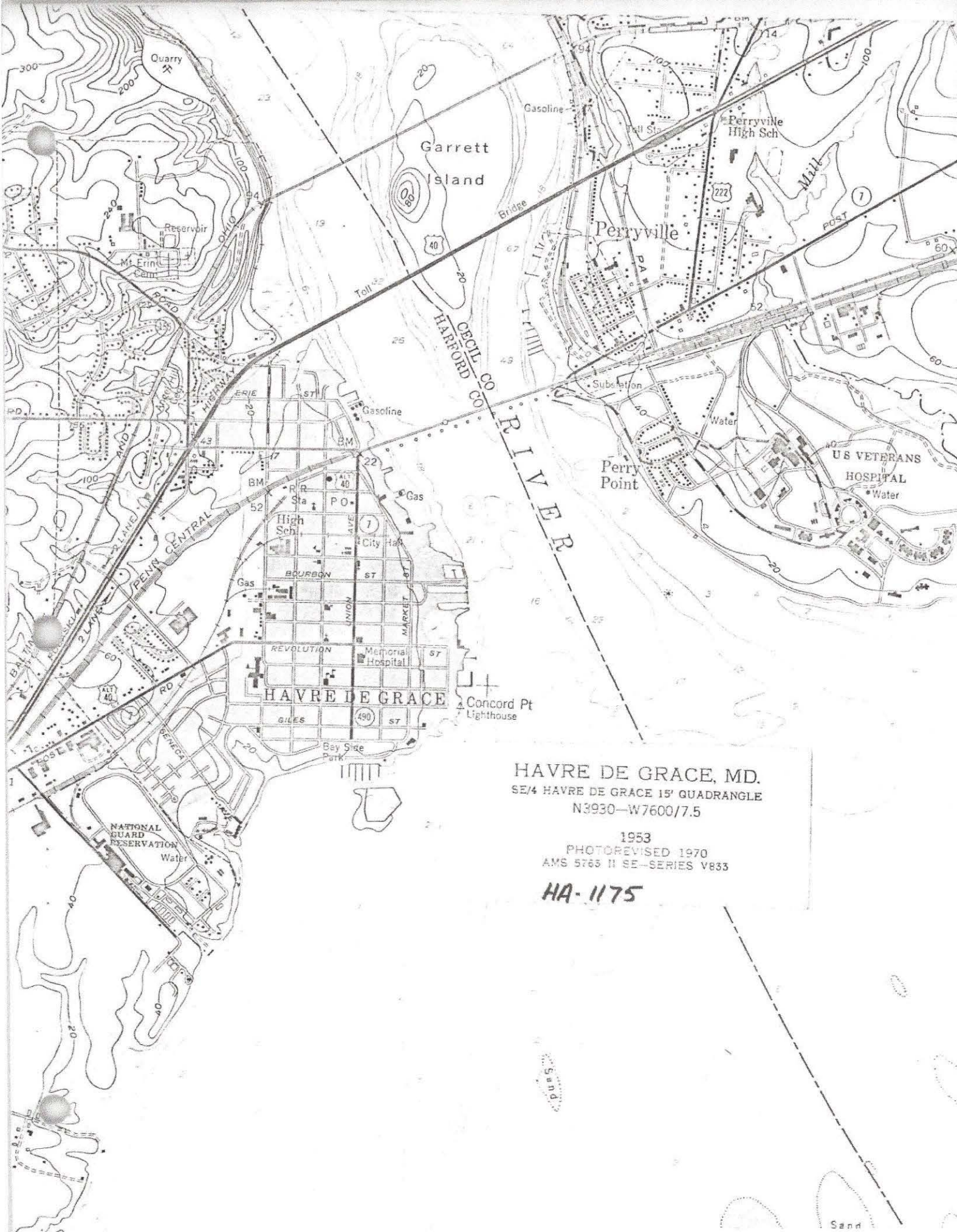
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

HA-1175
 Old St. Patrick's Rectory
 425 N. Stokes St.
 Havre de Grace
 Sanborn Havre De Grace Sept. 1930-Apr. 1962
 Harford County



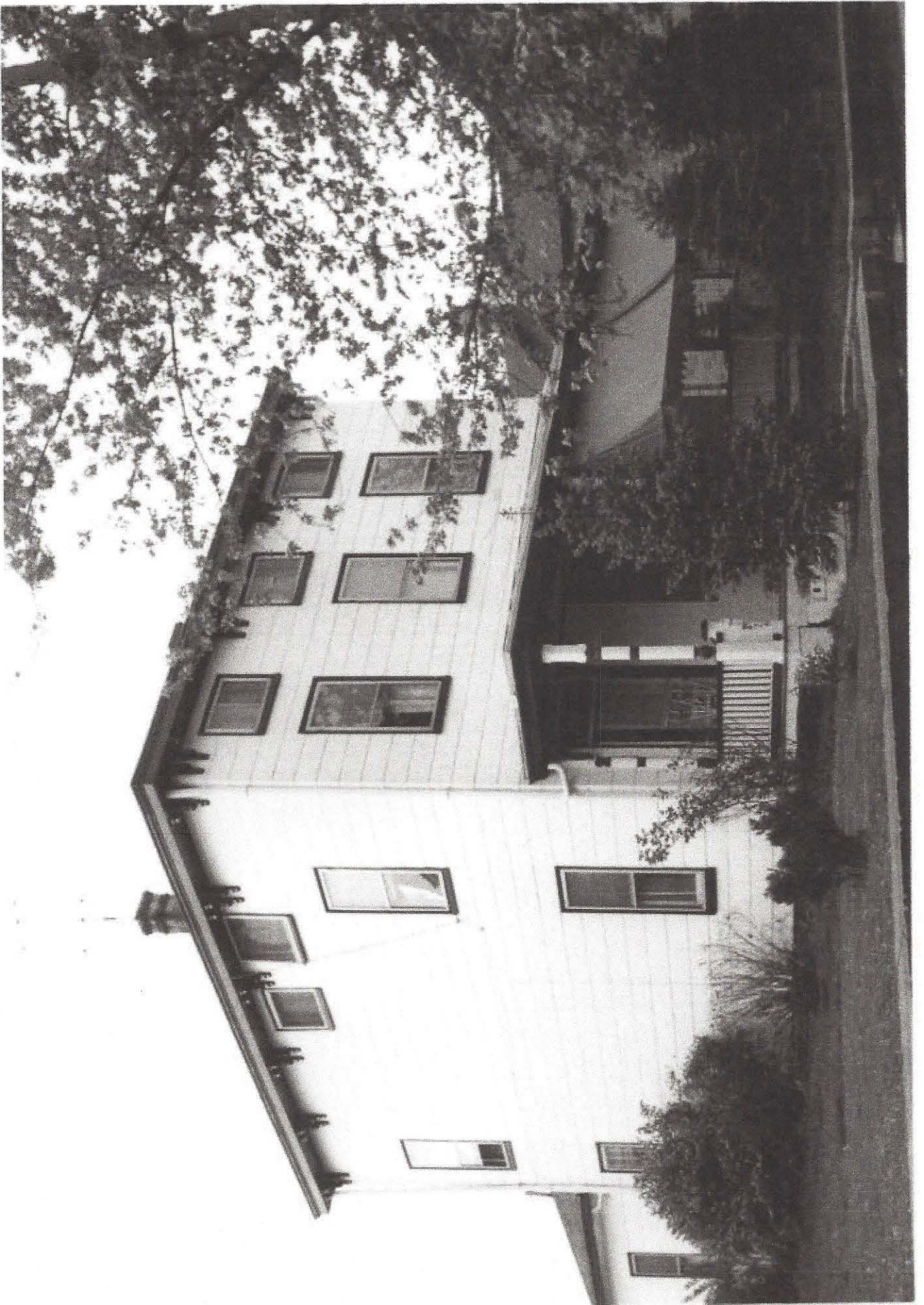


HAVRE DE GRACE, MD.
 SE/4 HAVRE DE GRACE 15' QUADRANGLE
 N3930-W7600/7.5

1953
 PHOTOREVISED 1970
 AMS 5765 II SE-SERIES V833

HA-1175

Sand



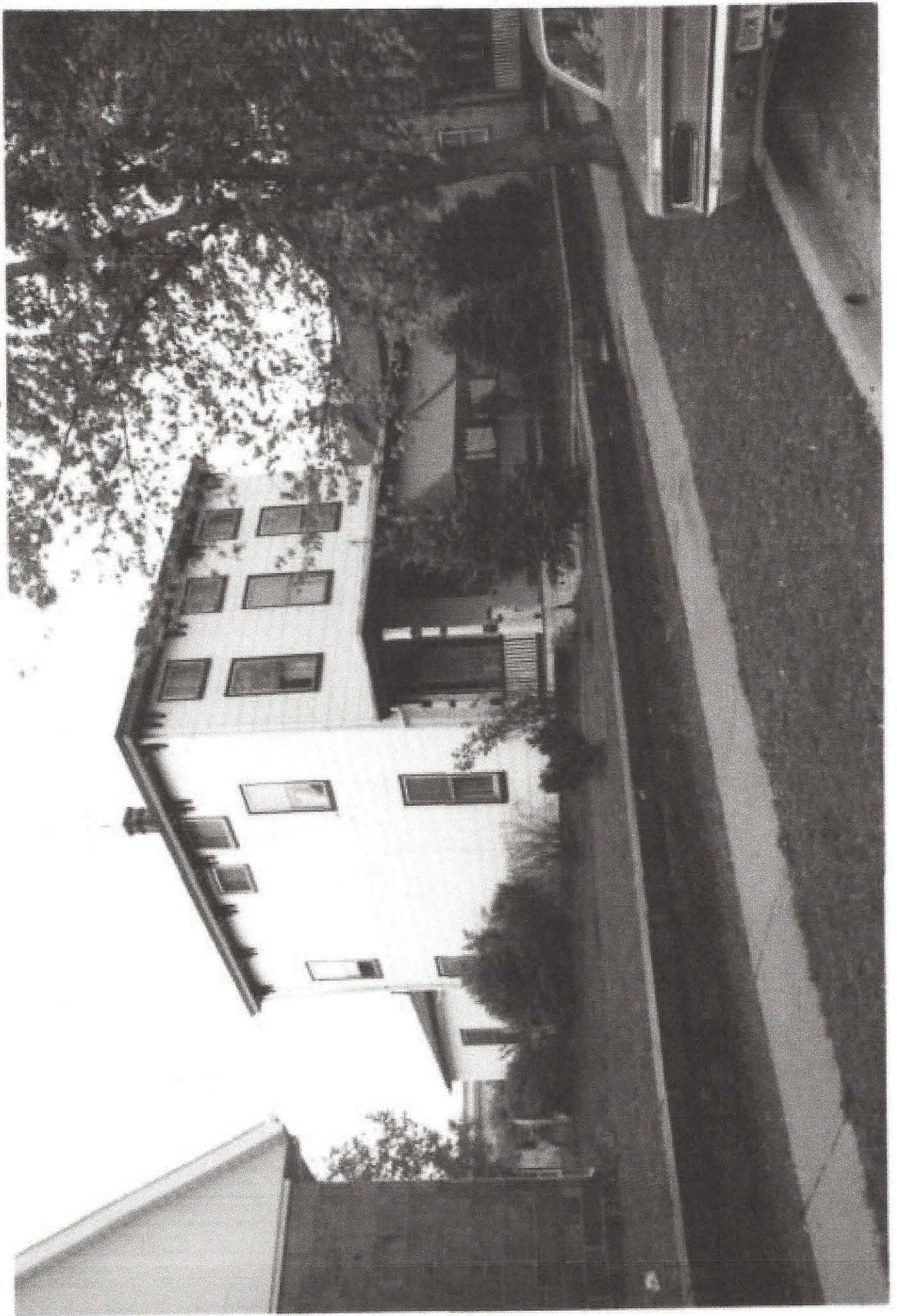
Old St. Patricks Rectory
425 N. Stokes St,

HA - 1175

Haven of Grace

N.W. Elev.

Marion Morton
5/1977



Havre De Grace

Harford County, Maryland

Marion Morton, 1976

negative on file-Maryland Historical Trust

Annapolis, Maryland HA 1175

Old St. Patrick's Rectory

1308234432

HA-823
MT. ERIN CEMETERY
Havre de Grace, Md.

c. 1844

A granite monument (c. 1896) marks the location of the first Roman Catholic Church in Havre de Grace. Called St. James the Less, the church, believed to have been a frame structure, was ready for services in 1844. This church was a predecessor of St. Patrick's, Havre de Grace.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME
 HISTORIC Mt. Erin Cemetery (Site of first Roman Catholic Church in Havre de Grace)
 AND/OR COMMON

2 LOCATION
 STREET & NUMBER Grace View Drive, south side, about 0.3 miles east of rt. 155
 CITY, TOWN Havre de Grace CONGRESSIONAL DISTRICT 6
 STATE Md. COUNTY Harford

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY
 NAME Mt Erin Cemetery c/o St Patrick's Catholic Church
 Telephone #:
 STREET & NUMBER 615 Congress Ave
 CITY, TOWN Havre de Grace STATE, zip code Md. 21078

5 LOCATION OF LEGAL DESCRIPTION
 COURTHOUSE, REGISTRY OF DEEDS, ETC. Harford County Liber #:
 Folio #:
 STREET & NUMBER Main St.
 CITY, TOWN Bel Air STATE Md.

6 REPRESENTATION IN EXISTING SURVEYS
 TITLE
 DATE
 DEPOSITORY FOR SURVEY RECORDS
 CITY, TOWN STATE

7 DESCRIPTION

HA-823

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

At Mt. Erin Cemetery is the site of the first Roman Catholic Church in Havre de Grace. The cemetery is located on hill in the north of Havre de Grace which looks south, southeast to the Chesapeake Bay. It is on the south side of Grace View Drive, less than 1/2 a mile E. of Rt. 155. A granite monument with a Latin cross on top off it was erected in 1896 to mark the location of the first church. The monument has inscriptions on the eastern and western sides. The eastern face reads " Here stood the First Catholic Church at Havre de Grace, Md., built Anno Domini '43-1845- 43' by Rev. Jas. Reid. This stone erected Nov. 10, 1896, James P. Fitzgerald, Pastor."

A cast iron entrance stands at the west end of the cemetery and a frame gazebo, painted green, with a hipped wood shingle roof is in the center of the grave yard. The cemetery is divided into two sections; the westerly section, in which the monument marking the site of the first church is located, is the Roman Catholic Burial ground, belonging to St Patrick's Church, whereas the eastern section, marked St James, belongs to St James A.M.E. Church (HA-1156).

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

A granite marker in Mt, Erin Cemetery erected in 1896 marks the location of the first Roman Catholic Church in Havre de Grace. Early parish records indicate that the church was named St James the Less. On March 17, 1842, Father James Reid purchased fourteen lots (lots 15-28, square 4 of Reed's addition) from Ezra Reed and Eliza, his wife, of Havre de Grace. The land records reads " for \$150.00 and the further consideration that a church be dedicated for the service of God." The church is believed to have been a small frame structure for which the cornerstone was laid in 1843, and services were conducted in by 1844. A small rectangular stone marker with a Latin inscription (possibly a cornerstone) is in the ground a few feet east of the granite memorial. Perhaps because the Mt. Erin location was so far from town, a stone church called St Patricks was erected in 1847-1850. Today the foundations of the church, surmounted by a later structure, and the rectory (HA-1175) can be seen on the corner of N. Stokes and Warren Sts. The present St. Patrick's was built in 1907.

MAJOR BIBLIOGRAPHICAL REFERENCES

Joerndt, Clarence V. St. Ignatius, Hickory and Its Missions
1972 Publication Press, Inc. Baltimore, Md.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE Marion Morton - Historic Sites Surveyor

ORGANIZATION Maryland Historical Trust DATE May 1977

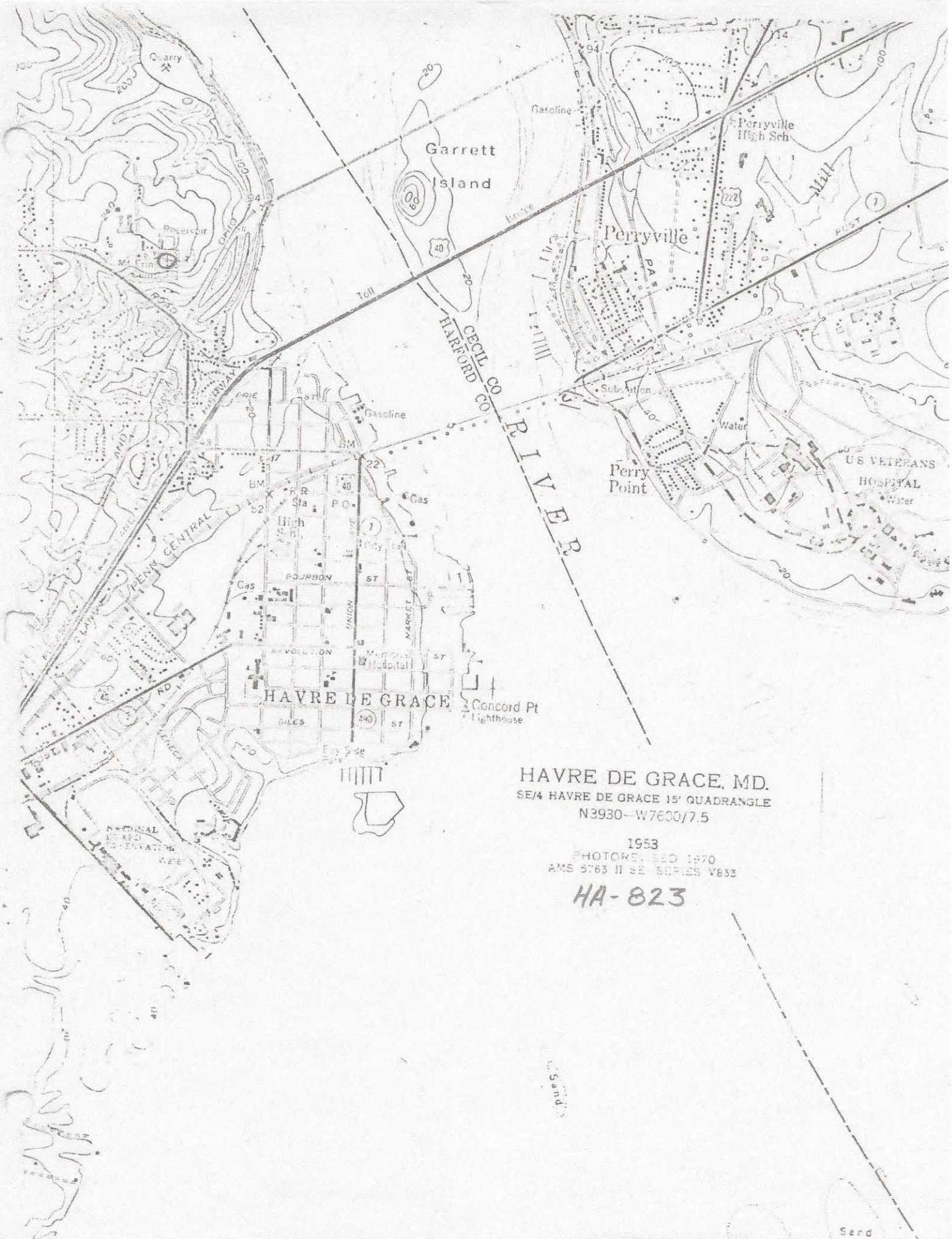
STREET & NUMBER 21 State Circle TELEPHONE

CITY OR TOWN Annapolis STATE MD.

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The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



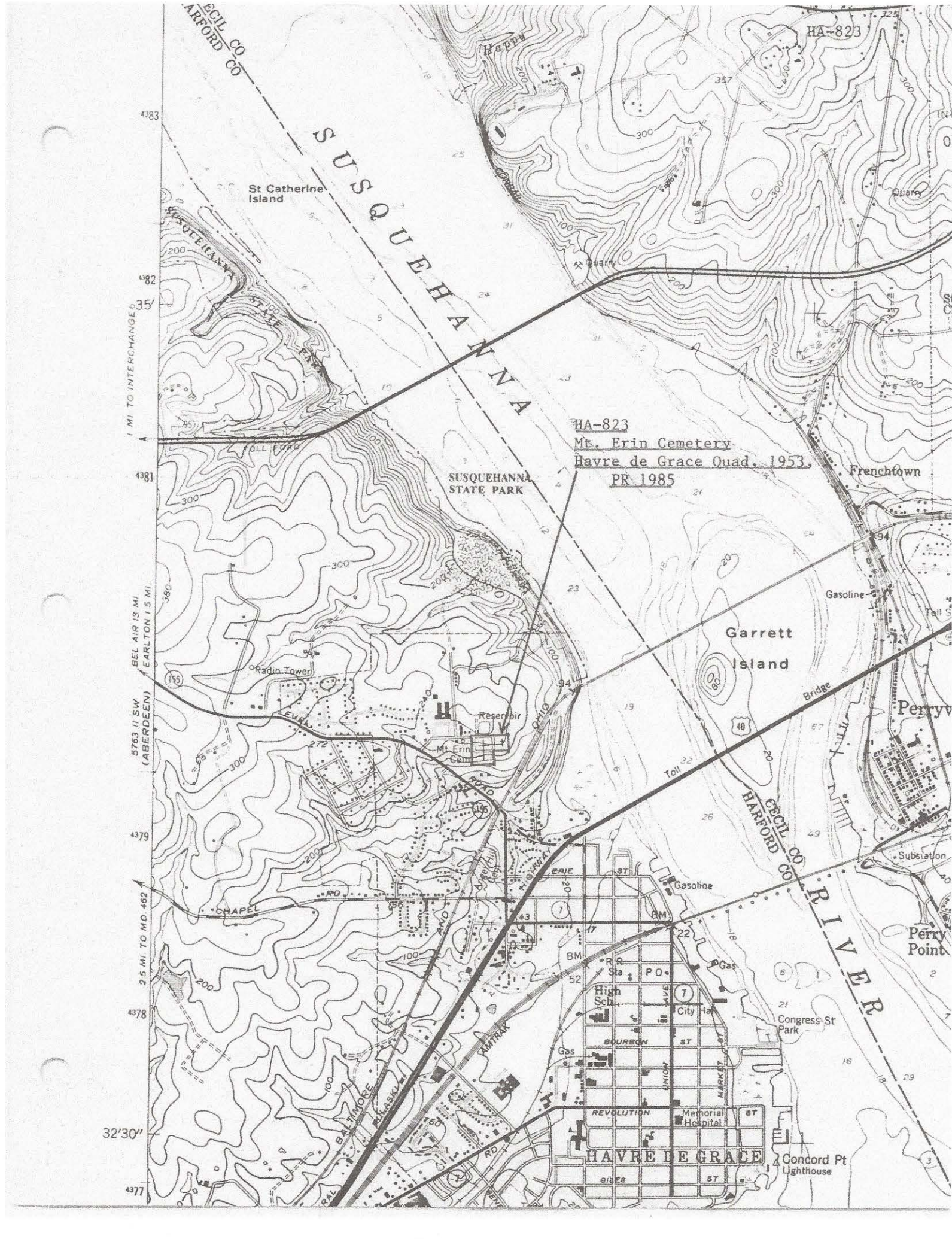
HAVRE DE GRACE, MD.
SE/4 HAVRE DE GRACE 15' QUADRANGLE
N3930-W7600/7.5

1953
PHOTOGRAPHED 1970
RMS 5763 II SE SERIES V633

HA-823

Sand

Sand



CECIL CO
HARFORD CO

HA-823

SUSQUEHANNA

St Catherine Island

4383
4382
35'
1 MI TO INTERCHANGE 6

HA-823
Mt. Erin Cemetery
Havre de Grace Quad, 1953,
PR 1985

SUSQUEHANNA
STATE PARK

Frenchtown

5763 11 SW
(ABERDEEN)
BEL AIR 13 MI
EARLTON 15 MI

Garrett
Island

Radio Tower

Reservoir

Perryv

4379
2.5 MI. TO MD. 462

CECIL CO
HARFORD CO

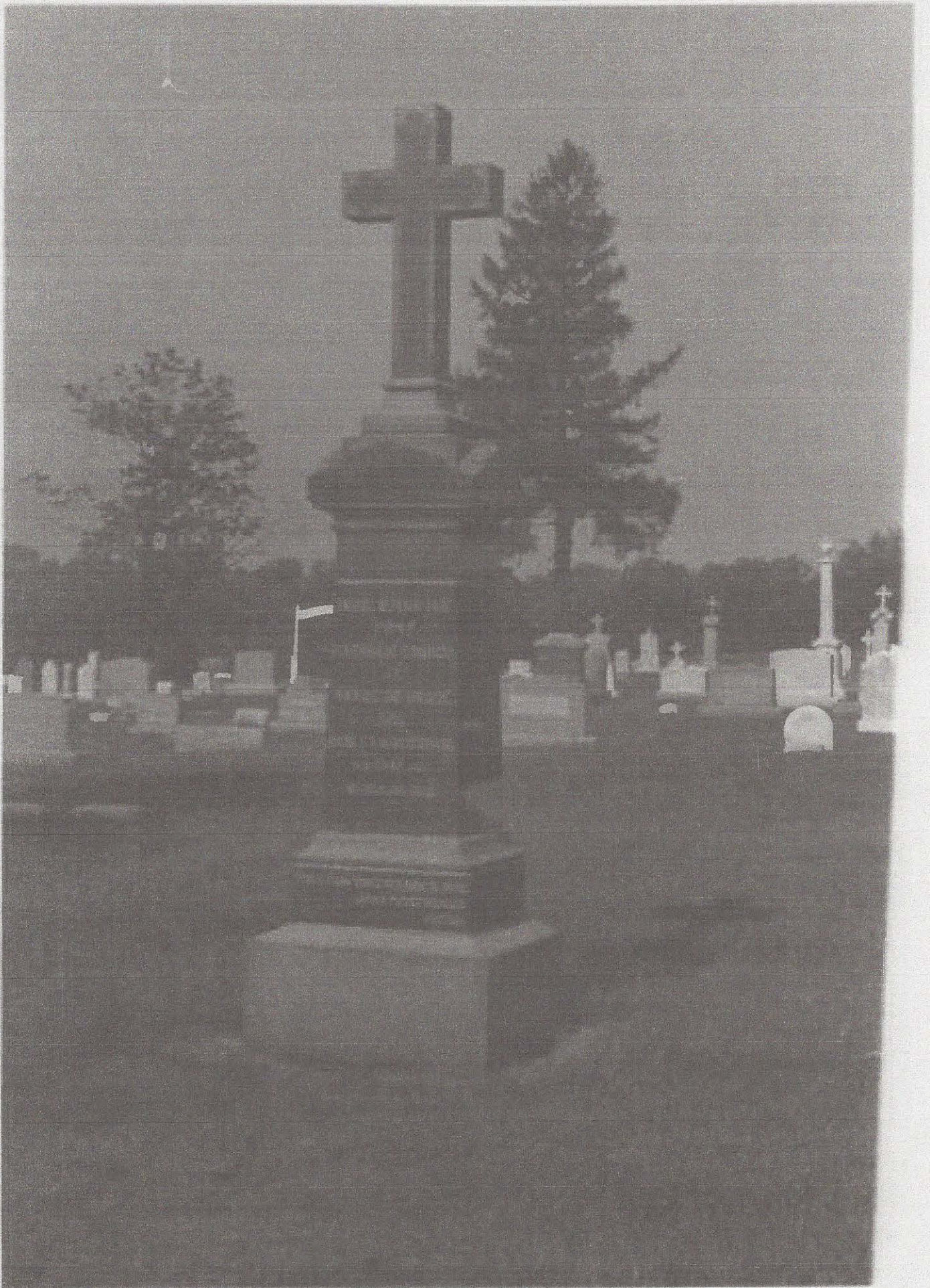
Perry Point

4378
32°30'
4377

Gasoline
High Sch
City Hall
Memorial Hospital
HAVRE DE GRACE
Concord Pt Lighthouse

Congress St Park

BALTIMORE
PERRY POINT



MT. ERIN CEMETERY HA-823

MONUMENT

off Graceview Drive

Haure de Grace

MARION MORTON

6/77

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Amtrak Railroad or Perryville Road Bridge over the Susquehanna River Survey
Number: HA-1712

Project: ACE/MDE Application #199861938 T61955 Agency: COE/MDE

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility **not** recommended _____

Criteria: A B C D Considerations: A B C D E F G
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Amtrak Railroad or Perryville Road Bridge (MHT #HA-1712) is a 1906 Deck-and-Through Truss Bridge, made of open hearth steel with stone piers. The north and south spans are not of equal length, and the southern span is the shorter of the two. While most of the spans are deck trusses, the 277' center span is constructed of two Pratt through trusses. This span rotates on a center pivot, a feature which popularized swing spans among engineers in the early twentieth century. The bridge was constructed by the Pennsylvania Railroad and replaced an 1866 wood and steel bridge. There do not appear to be any identifying plaques attached to the bridge. Finally, the bridge retains excellent integrity of materials and setting. Therefore, based on the information provided, the bridge is eligible for the National Register of Historic Places under Criterion A, as an example of an early twentieth century railroad bridge built by an important American railroad company (transportation) and under Criterion C, as an example of engineering which acknowledges two different modes of transportation and allows each to function with little interference from the other.

Documentation on the property/district is presented in: Project Review and Compliance Files

Prepared by: Harry E. Bailey, Qwest Network Construction Services

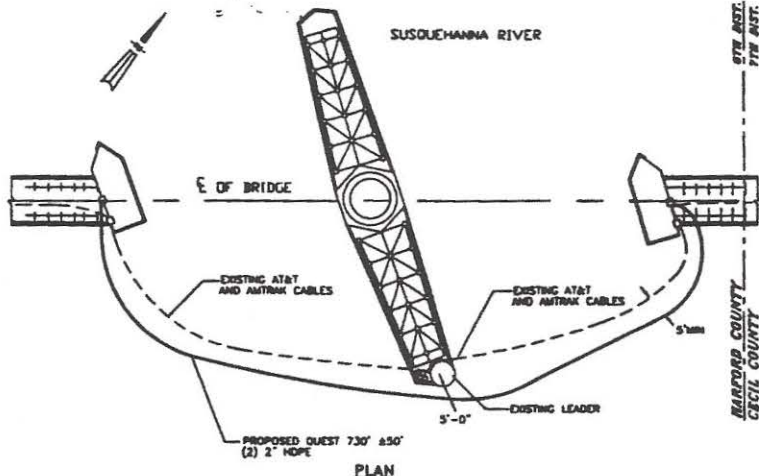
Anne E. Bruder 2/25/98
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

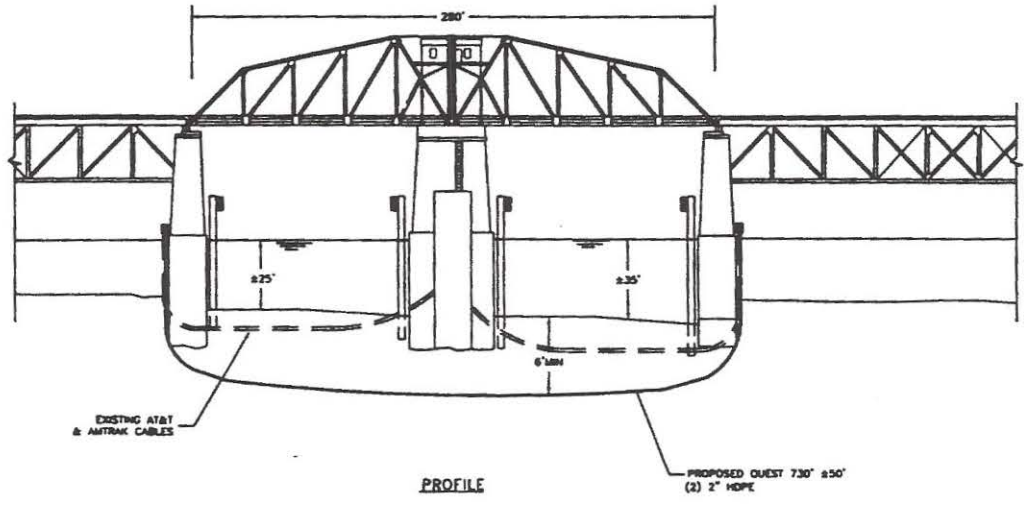
Peter E. Kuntz 2/25/98
Reviewer, NR program Date

am

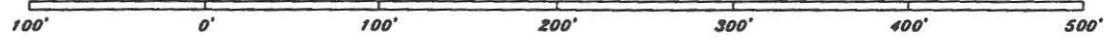
HA-1712



PLAN

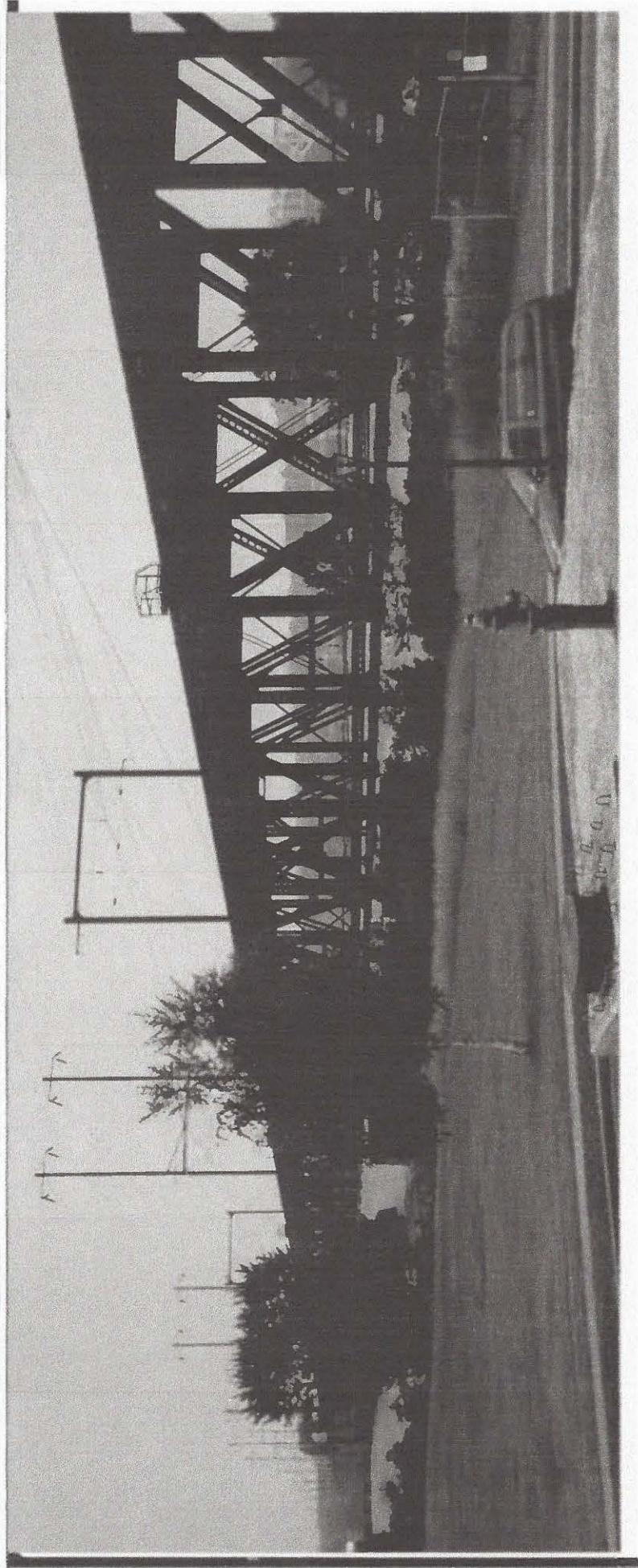


PROFILE



SUSQUEHANNA RIVER
LAT: 39°33'
LONG: 76°05'

Owest	
Communications	
STANDARD	
SUSQUEHANNA RIVER	
AMTRAK BRIDGE #60.07	
HARFORD COUNTY, MARYLAND	
DATE: 06/11/99	SCALE: 1"=100'
DRAWN BY: [Signature]	CHECKED BY: [Signature]
DRAWING NUMBER	
1 OF 1	
FOR REVIEW	



SUSPENDED
4° combined across
UNIT 1 SPECIAL
HA-1712

JUN/97

ID367-481 <10> CTK

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	HA-]7]2
DATE ENTERED	

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

AND/OR COMMON

Susquehanna River Bridge

2 LOCATION

STREET & NUMBER

CITY, TOWN

Havre de Grace

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

1

STATE

Maryland

VICINITY OF

CODE

24

COUNTY

Cecil

CODE

015

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

AMTRAK

STREET & NUMBER

955 L'Enfant Plaza, SW

CITY, TOWN

Washington, D.C.

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Real Estate Department-AMTRAK

STREET & NUMBER

955 L'Enfant Plaza, SW

CITY, TOWN

Washington, D.C.

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Northeast Corridor Aerial Reconnaissance of Historic Structures

DATE

13-15 April, 1977

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Federal Railway Administration
2100 2nd Street, S.W., RM. 4613

CITY, TOWN

Washington, D. C. 20590

STATE

DESCRIPTION

NA-1712

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Perryville Bridge over the Susquehanna River is a center bearing swing bridge. The superstructure of the bridge is of open hearth steel and the piers are stone masonry. The substructure's height above mean high water is 52 inches. From north to south the bridge consists of one deck truss 192 feet long; eight deck trusses each 255 feet long; a swing span 277 feet long; seven deck truss spans each 195 feet long; and a deck truss span 192 feet long. The total length is 4,155 feet.

The swing span consists of two pratt through-trusses carrying two tracks on stringers and floorbeams that frame into the lower chord of the trusses. The dead loads from the through trusses are carried by a cross girder. The drum rolls on steel rollers that ride in a track secured to the masonry. When the bridge is opened, the dead load of the bridge is carried by the center bearing, and the rollers balance the bridge. In the closed position, wedges are driven under the cross girder at the connection to the trusses. The line load is thus carried by the wedges and not the center bearing or rollers.

The drive machinery is located in the operator's house at the center of the span above track level. It is a 150-horsepower diesel engine connected to a hydraulic torque converter.

The structural steel of Perryville bridge is in good condition but the ties and guard timber are deteriorated. The operating machinery works satisfactorily.

8 SIGNIFICANCE

SA-1712

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Perryville Bridge over the Susquehanna River is one of three center bearing swing bridge constructed in 1906 for the Pennsylvania Railroad.

The movable bridge is an ancient type that can be changed in position so as to open a clear passage, or to afford an increased headway for ships and boats in navigable channels. Engineers choose this type of bridge when no other way of giving vertical clearance for the passage of vessels on a waterway exists. The introduction of railroads to the U.S. in the early 1800's greatly spurred the development and construction of this type of bridge. Along the eastern seaboard the large number of navigable rivers and inlets to be crossed resulted in the construction of fifteen movable bridges on what is today the Northeast Corridor rail line. There are three basic types of movable bridges--the bascule, the swing, and the vertical lift. On the Northeast Corridor there are nine bascule bridges, five swing bridges, and one vertical lift bridge. These bridges were prefabricated at the construction company's plant and then built by unskilled labor at the site. The machinery to operate the bridges was not standardized and each one has unique mechanical components.

Swing bridges were generally used in place of bascule or vertical lift bridges when the waterway was wide enough to allow for side clearance in the channel. At the turn of the century swing bridges also allowed for economy in building and maintenance.

The two types of swing bridges are rim bearing and center bearing. In the U.S. the earliest records of iron bridges shows them to be the rim bearing type. Later the use of the center bearing type increased until it became more popular than the rim bearing bridge. The design of center bearing bridges was much improved by C.C. Schneider, Engineer of the Pencoyd Iron Works, in the period from 1887 to 1900. Later, while he was Consulting Engineer of the American Bridge Company his strong advocacy of this type of swing bridge influenced the opinions of many engineers and firmly established the center bearing design in American practice.

In the center bearing swing bridge, of which Perryville is an example, the weight is supported by a center pivot. When this type of bridge is in an open position, rollers around the circular girder keep the bridge balanced while the dead load of the structure is transmitted from the main through trusses by cross girders to the center pivot. When the bridge is closed, wedges at the center pier are inserted under the trusses so that the load is transferred directly to the pier.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

HA-1712

Condit, Carl. American Building. Chicago: University of Chicago Press, 1968.

Hool, George, ed. Movable and Long-Span Bridges. New York: McGraw-Hill Book Co., Inc., 1923.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1

UTM REFERENCES

A	1, 8	4, 0, 6, 6, 6, 6	4, 3, 7, 8, 6, 3, 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

This bridge is on the Northeast Corridor railroad line across the Susquehanna River at Perryville, Maryland.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Maryland	24	Harford	025
Maryland	24	Cecil	015

11 FORM PREPARED BY

NAME / TITLE

Anne Baggerman, Cultural Resources Planner

August 10, 1977

ORGANIZATION

DeLew, Cather, Parsons & Associates, Northeast Corridor Project

DATE

STREET & NUMBER

1201 Connecticut Avenue

TELEPHONE

(202) 452-5242

CITY OR TOWN

Washington, D. C. 20036

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
TEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

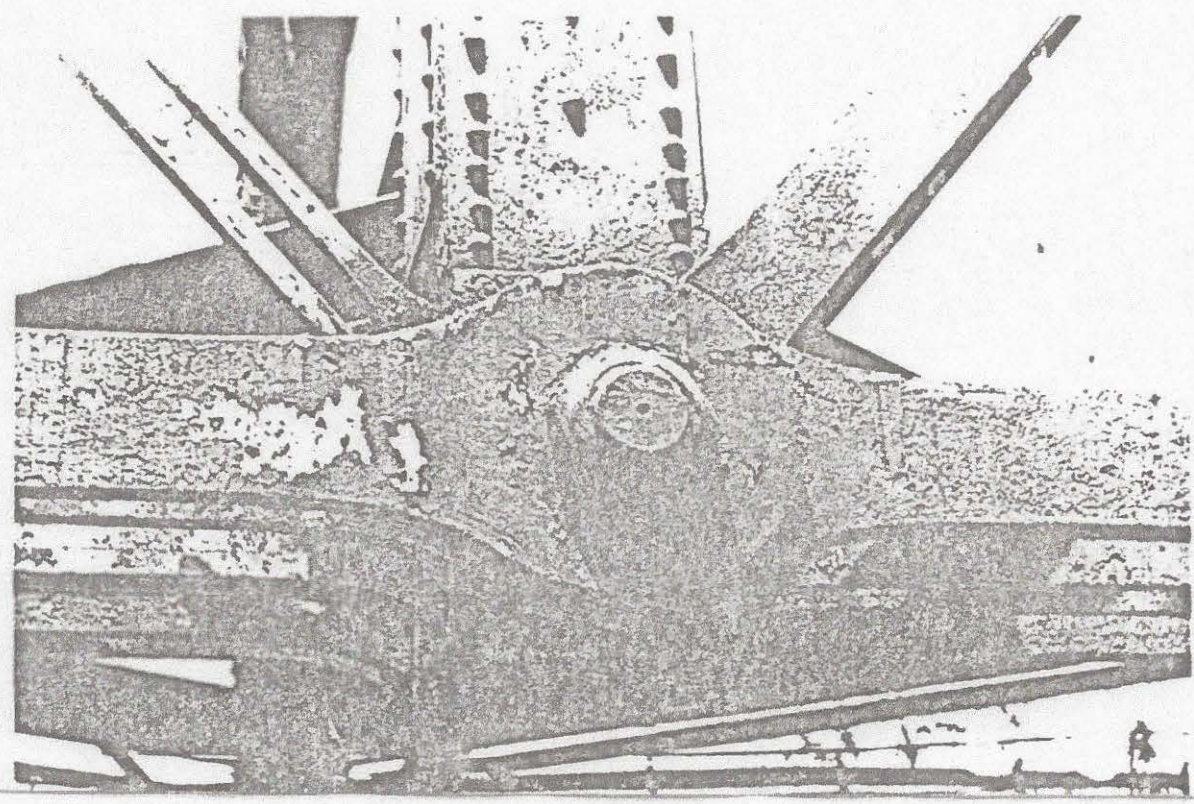
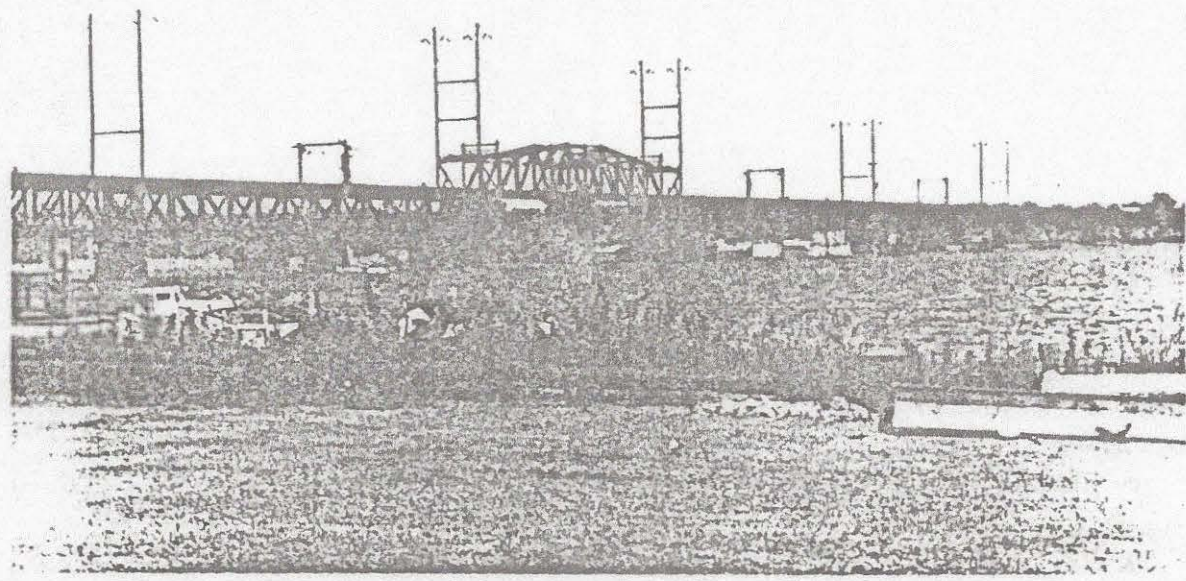
ITEM NUMBER 9 PAGE 1

Major Biographical References:

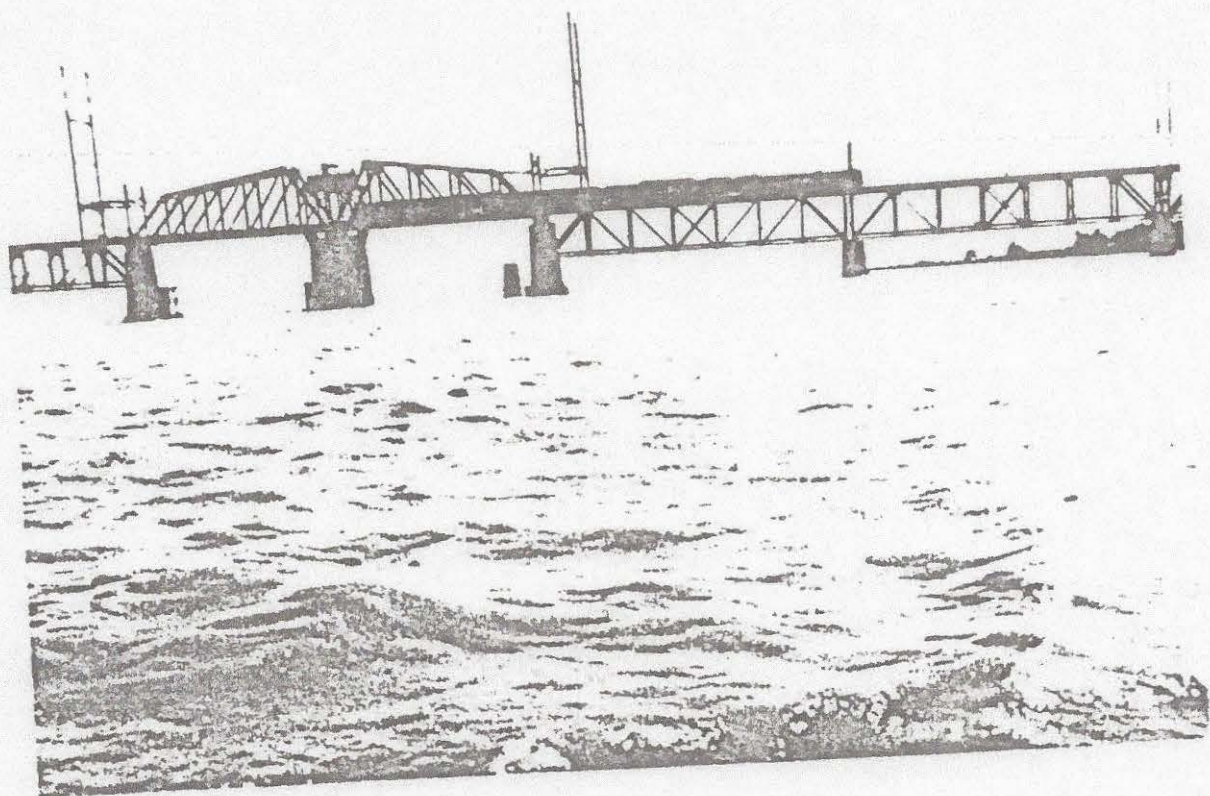
Hovey, Otis Ellis. Movable Bridges, Vol. I and II. New York:
John Wiley and Sons, Inc., 1926.

U.S. DOT, Northeast Corridor High Speed Rail Passenger Service
Improvement Project, Tasks 15.1 and 15.2, Vol. VI, Jan. 1977.

HA-1712



NA-1712





U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 30, 2016

Mary Lynn Snyder
Carey Alan Snyder
300 Bourbon Street
Havre de Grace, MD 21078

Re: Susquehanna River Rail Bridge Project

Dear Ms. and Mr. Snyder:

Thank you for your letter dated July 28, 2016. The project team welcomes feedback from the surrounding communities, and appreciates the effort and time required to prepare and submit your comments and questions. We understand you have already registered for the project's mailing list, and encourage you to visit our website (<http://www.susrailbridge.com/>) to remain apprised of new developments as the project progresses. The project team has embarked upon a robust public outreach program to solicit input from the communities, elected officials, key stakeholder groups, and potentially affected parties. As part of this outreach program, several public meetings have been held in Havre de Grace and Perryville. If you have been unable to attend these meetings, you may review the informational displays through this website link: <http://www.susrailbridge.com/previous.php>. Additional public meetings are anticipated to be scheduled throughout the course of the planning phase.

As you may already be aware, the Federal Railroad Administration (FRA) and Maryland Department of Transportation (MDOT) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential environmental impacts of the proposed project. This EA will analyze direct impacts as well as potential indirect impacts. An array of social and environmental impact categories will be evaluated, including land use, parks, air quality, noise, visual and aesthetic conditions, transportation (including anticipated levels of train traffic in future years), historic resources, environmental justice, construction-period impacts, and more. Potential mitigation measures will be presented in the EA.

The Proposed Project's potential impacts on visual and aesthetic conditions in the study area, including views to the bridge and the river, are being carefully

evaluated. The project team has repeatedly sought community input regarding the type of bridge and pier design to be implemented—including the presentation of sample renderings, informal public surveys, and open dialogues with the project sponsors and design team. If adverse impacts are identified, the EA will include proposed mitigation measures to minimize such impacts.

The Proposed Project's potential impacts on parkland and recreational resources are also subject to a detailed analysis. This analysis includes several waterfront parks in Havre de Grace, such as Jean Roberts Park and David Craig Park. As you may be aware, a portion of Jean Roberts Park is owned by Amtrak and leased to the City of Havre de Grace. The team has been coordinating closely with the City of Havre de Grace regarding the project's potential effects to parkland and specific recreational activities.


In addition to potential long-term impacts, the EA will present an analysis of potential short-term, temporary impacts anticipated during the construction period. Rail bridge construction is a large undertaking, and the project team is sensitive to the highly developed nature of the two adjacent communities. The project team has been coordinating with local officials since the project's inception, and we are aware of many concerns regarding temporary traffic detours; use and parking of heavy construction equipment; temporary use of parkland; dust, noise, vibration, and debris; and other typical construction-related issues. The EA will present an overview of the anticipated construction activities and potential measures to avoid, minimize, and mitigate short-term impacts. Furthermore, it is preliminarily expected that some historic properties will warrant preparation of a Construction Protection Plan. Additional information regarding the applicability of Construction Protection Plans will be included in the EA.

Additionally, the project is subject to Section 106 of the National Historic Preservation Act. Section 106 mandates that federal agencies consider the effects of their actions on any properties listed on or determined eligible for listing on the National Register of Historic Places (NR). The project team has evaluated the potential for the proposed project to affect historic architectural resources, including consideration of measures to avoid, minimize, or mitigate any adverse effects. The resulting *Effects Assessment for Historic Architectural Resources* report, which we understand you have reviewed, has been submitted to the MHT and consulting parties for their review and comment. As part of the ongoing environmental review and Section 106 process, consultation with the MHT, consulting parties, and the general public will continue.

The EA will be distributed for public review, and we encourage any additional comments you may have at that time. Based on the project schedule and the substantial number of public outreach information sessions and stakeholder meetings held to date, the project team does not currently anticipate holding any additional public meetings prior to the release of the EA. If you have any questions prior to the distribution of the EA, please feel free to contact me at

(202) 493-0844 or brandon.bratcher@dot.gov. Thank you again for your interest in the Susquehanna River Rail Bridge Project.

Sincerely,

A handwritten signature in black ink, appearing to read 'B. Bratcher', with a large, sweeping underline that extends to the right.

Brandon L. Bratcher
Environmental Protection Specialist
Federal Railroad Administration

Cc: David Valenstein, Federal Railroad Administration
Jacqueline Thorne, Maryland Department of Transportation
Dan Reagle, Maryland Transit Administration



City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078

410-939-1800

MD Department of Transportation
www.transportation.maryland.gov
www.havracemd.com

NOV 10 2016

Office of Freight and Multimodalism

November 2, 2016

Ms. Jacqueline Thorne, Project Manager
The Secretary's Office
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Ms. Thorne,

Thank you for your continued conversation with regard to the Susquehanna River Rail Bridge Project, Perryville (Cecil County) and Havre de Grace (Harford County), Maryland. As a Consulting Party representing the City of Havre de Grace through the Department of Planning, I cannot say that I am comfortable with the timeline in which to submit stipulation language for a draft Memorandum of Agreement, or MOA (now Programmatic Agreement, or PA) by November 4, 2016. I do not think that there is enough information to understand the impacts to the City's gateway entrance to move forward with language for a PA or MOA as expected in a three week turnaround. I ask that Signatories to a future MOA or PA not codify the stipulations without the full impact to the City's main gateway (MD 7) into our historic downtown being understood.

ADVERSE IMPACTS TO OTSEGO ST/UNION AVENUE NEED TO BE IDENTIFIED AND UNDERSTOOD

As described in my response letter on July 13, 2016, my concerns are and continue to be the interplay of the pier distances of the future two bridges, the western abutment and new road geometry relative to the City's main entrance into its historic downtown. The City's downtown is part of a larger National Register Historic District (NRHD), which this rail project bisects. As designed, there will be three sets of two bridge piers spaced 160' on center over a distance of 480' from the bridge abutment to the shoreline. This occurs directly over the intersection of Otsego Street/Union Avenue (MD 7) and Water Street, which is a City-owned street, and our main gateway into downtown. Currently, we do not have engineering for the redesigned roads, only the Limit-of-Disturbance sheets that show the pier, abutment and retaining wall locations. I would ask if there is any way possible to re-evaluate the opportunity of an increased span in this overland section, please do so. Eliminating one set of piers by bringing the abutment eastward (approximately 40') and increasing the span distance over the road network to 200 – 220' would be ideal. Not only would it make for a better long-term solution to the entrance into downtown, but it would also allow for continued traffic flow during bridge construction and would give more distance between the first pier and the house located at 509 Otsego Street which, as it stands now, will have a massive pier located 20' directly in front of the structure.

The impacts to the gateway have not been resolved and I would respectfully request, as I did in my letter dated July 13, 2016, that there be 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. In the course of the

conversation on October 11th, it was stated by both the engineering firm and Amtrak representatives that the bridge cannot be designed with a longer span. I would ask that there be a response in writing by the design team as to that determination, and whether it is specifically a cost or design development issue, or if there are absolutely no possible engineering options to a larger overland span. I believe that this needs to be explored further. I would also ask to have a more complete set of plans that show road geometry. We need to understand the impacts to the road network in relation to the proposed bridge design and pier locations. It would be very helpful to have computer-generated 3D renderings (or a 3D printed model) of the intersection in relation to the newly designed bridge and nearby structures so that the intersection impacts can be more readily understood. I cannot overstate the importance of understanding the adverse impacts to the entrance to the City's historic downtown.

NEED FOR PUBLIC OUTREACH SESSION IN ADVANCE OF PROGRAMMATIC AGREEMENT

At this point in time, the public or local representatives have not had the opportunity to see the project engineering – only the Consulting Parties have. I would ask that there be a public outreach session prior to an MOA or PA so that the public is offered the opportunity to know the final alignment choice [9A] and see final preliminary engineering. The last public outreach session was held six months ago in April at which time the public was shown just two concept renderings of the selected bridge type design, the Girder Approach/Arch Main Span (please see attachment 1; *April 2016, Board 20*). No final alignment, engineering or limits of disturbance are indicated on the online slides that exist for previous meetings. Impacts to adjoining properties – whether they have been determined to be historic or not – were not presented in the meeting and are only described in the Effects Assessment, which is available online on the project's website. The public has to interpret through narrative and descriptions in a table (p. 5-21, Table 3, Distance to Contributing Structures) what impacts the project will have on adjoining structures. It is my understanding from the October 11th Consulting Parties meeting that the next public outreach is expected to occur after January, 2017 with language for an MOA or PA to have already been wrapped up.

Just to back up a little bit, we have had an excellent dialogue with the project team and I appreciate all the forthright communication that we have had to date. The project team has been very accommodating to requested meetings with our locally-appointed advisory board, a group that has taken the lead in communication on behalf of the City (initially appointed through City Council October 6, 2014 and recently reappointed October 3, 2016). This group is separate from the National Historic Preservation Act Section 106 Process for developing a MOA or PA, and is in no way a substitute for the general public.

One question that I would also ask: What is the role of the Consulting Parties relative to the public disclosure of project details? As a Consulting Party staff designee for the City's Planning Department, my opinions have gotten heard through invitational Consulting Party meetings but the information that I have received is not part of the public record to date on the Susquehanna River Rail Bridge Project website. The information provided on the project website is generalized as far as the final bridge alignment and design and, in my opinion, does not go far enough for showing preliminary engineering to the public or to local governing bodies. In the meantime, it is expected that formalized agreements are to be signed which commit the Signatories (of which Consulting Parties may or may not be included) to the terms of the project construction, through the MOA or PA. This is a problem, and I ask that Signatories to a future agreement please understand the potential adverse impact created at the Union Ave/Otsego Street intersection.

OVERPASS RAIL BRIDGES AND TUNNELS

I want to thank the Amtrak representative for committing to installing lights in the overpass tunnels, specifically Centennial and Freedom Lanes. These tunnels will almost be doubled in length after these

right-of-way improvements are completed through Havre de Grace – safety, security and maintenance are issues. In addition, the project team has also committed to looking into water and mineral deposit seepage in the tunnels and road overpass bridges to develop solutions to address this, whether through sealing the stone or installing a barrier between the soil and stone. The intent is to have the tunnels and road bridge overpasses look cohesive after the new form (concrete) liner extensions are constructed and also to have the older, historic sections able to be maintained. A thorough photo-documentation of this problem is in an attached letter by Mr. Volney Ford (attachment 2; *Alterations to Undergrade Bridges Along the Amtrak Right-of-way in Havre de Grace*). Immediately following this letter, I have included a full response from the City of Havre de Grace regarding potential stipulations and you will see more specific language regarding these issues.

RECOGNIZING THE NEED FOR THIS BRIDGE REPLACEMENT PROJECT

From the beginning, the City and the local advisory board representatives have been extremely supportive of this project. We see expanded rail access on the Northeast Corridor (NEC) as a positive opportunity for greatly increased use and future transit-oriented development (TOD) throughout the entire corridor. Increased rail is a game-changer for revitalization in older communities such as Havre de Grace – and is a paradigm shift in the way we, as a nation, relate to transit specifically in the NEC. We are all for expanded rail and we have embraced the opportunity to be involved with the Susquehanna River Rail Bridge replacement. Ideally over the long-run, we would like to see a MARC commuter station in Havre de Grace that supports smart, corridor growth and expands ridership, with regional interconnections both north to Wilmington and Philadelphia (SEPTA) as well as south to Baltimore and Washington DC through MARC.

It is not my intent to make the development of an MOA or PA difficult to navigate – it is my goal to make this project work for the City of Havre de Grace and citizens after it is built. I would like to ensure that any adverse impacts to the City's downtown gateway are eliminated, reduced or addressed through this preliminary design process. This is an old corridor and I am sure this is not the only location in which an accommodation will need to be made for community preservation for new rail infrastructure design. A large part of our City's economic development is based on heritage tourism grounded in our historic district and our waterfront. The Otsego St/Union Avenue (MD 7) gateway into our historic downtown is paramount in this equation, on which this project will have significant impacts. We wholeheartedly support rail and support TOD, we just cannot kill the essence of the downtown entrance in the process.

Sincerely,



Dianne Klair, Planner
City of Havre de Grace

ATTACHMENTS: Selected Bridge Type Design, Board 20 from MDOT from www.susrailbridge.com
Letters by Mr. Volney Ford
Correspondence, Mr. Carey Alan Snyder and Ms. Mary Lynn Snyder
Dates for Meetings with Design Team (2014 to 2016)
Article for Re-appointment of the SRRBP Advisory Board (October 7, 2016) and Editorial



City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078
WWW.HAVREDEGRACEMD.COM

410-939-1800

November 2, 2016

The following is the response from the City of Havre de Grace regarding potential stipulations to be included in future Memorandum of Agreement (now Programmatic Agreement) for the Susquehanna River Rail Bridge Project, Perryville (Cecil County) and Havre de Grace (Harford County), Maryland. A sheet entitled "Potential MOA Stipulations" was provided on October 11, 2016 at the invitational Consulting Party Meeting held at the Havre de Grace Activity Center. This language is provided with the understanding that there is still the need to satisfy the issue of the adverse impacts to the gateway intersection of Otsego St/Union Ave (MD 7) and Water Street. Responses by the City of Havre de Grace to individual measures is denoted in red.

Potential MOA Stipulations

The following measures have been proposed:

- Prepare HAER documentation for bridges and tower. *Yes, please.*
- Develop interpretive material for HdG and Perryville and an educational document (film?)
Film was proposed specifically for the documentation of the actual operation of the swing bridge, so that there is a historic record of the technology used for 1906 truss bridge construction.
- Salvage key bridge elements (for interpretation). *The City of Havre de Grace agrees to house key elements or artifacts from the bridge for future use in outdoor interpretative exhibit of transportation history in nearby waterfront parks. City will house artifacts from bridge for future park display area as per Advisory # 15, Bridge Historical Preservation and Display, of the local SRRBP Advisory Board. Perryville may also wish to house elements from the bridge or interlocking tower within their railroad museum.*
- Use traditional design features in two new bridges to ensure that the bridge and piers are compatible with former bridge and adjacent bridges. *We would like to continue to be involved with this.*
- For undergrade bridges, use form liner that emulates look and color of stone; provide consulting parties with an example and rendering. Include lighting in the underpasses. *This issue of using a form liner was discussed at October 11, 2016 Consulting Party meeting and presumably meets Secretary of the Interiors Standards for the Treatment of Historic Properties. The City gratefully accepts the offer of the Amtrak representative to have lighting be installed in the two extended tunnels (specifically Freedom and Centennial Lanes) for increased safety. The City will maintain the installed light fixtures and pay for electric service; we ask that Amtrak installs low energy, LED fixtures with low replacement cost for bulbs. Also discussed in that meeting was the possibility of eliminating the issue of water and mineral seepage from the old stone tunnels and undergrade bridges by either sealing the stone or sleeving the tunnels (providing a barrier between the soil and stone) during construction. As it stands now, they are unsightly and will be in sharp contrast to new concrete extensions. Amtrak agreed to look into solutions for this issue.*

- Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping, if possible.
- Design new retaining walls in accordance with the *Secretary of the Interiors Standards for the Treatment of Historic Properties*
- Develop and implement a Construction Protection Plan (CPP) for historic district structures and Rodgers Tavern
- Move 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. **Please include the local jurisdictions and consulting parties in any discovery of an unanticipated resource or effect.**
- Continue design consultation with MHT and consulting parties. **This continuing consultation is key beyond this preliminary engineering design phase.**

The City of Havre de Grace would also like to add stipulation language that:

- Obligates the replacement of the existing signature sidewalk connections from Union Avenue and Otsego Streets to Water Street, which is detailed with inlaid brick edges, numerous streetlight fixtures (with banner arms) and a stone monuments sign. This was a State Highway Administration gateway enhancement project that was built twenty years ago in the City's historic downtown and we would like to see the streetscape be reconstructed.
- If the bridge construction staging area occurs on the publicly-owned land along Water Street, Union Avenue or St. Johns Street, the site needs to be improved prior to turning it back over, to include removal of hard pack stone and the re-planting of lawn areas, the planting of trees and shoreline buffer areas, and installation (or re-installation) of park improvements, like signature walkway extensions, viewing platforms (as in the case of David Craig Park) and display areas.
- Recognizes the long-term goal for increased, safe pedestrian and bikeway access across the Susquehanna River. This is a separate but related issue that needs to be stated for the record.

INCLUDED ATTACHMENTS

1. Selected Bridge Type Design, Board 20 from MDOT from www.susrailbridge.com
2. Two Letters by Mr. Volney Ford, Chairman for the Susquehanna River Rail Bridge Project Advisory Board.

The Case for a Longer Span

Alterations to Undergrade Bridges Along the Amtrak Right-of-way in Havre de Grace

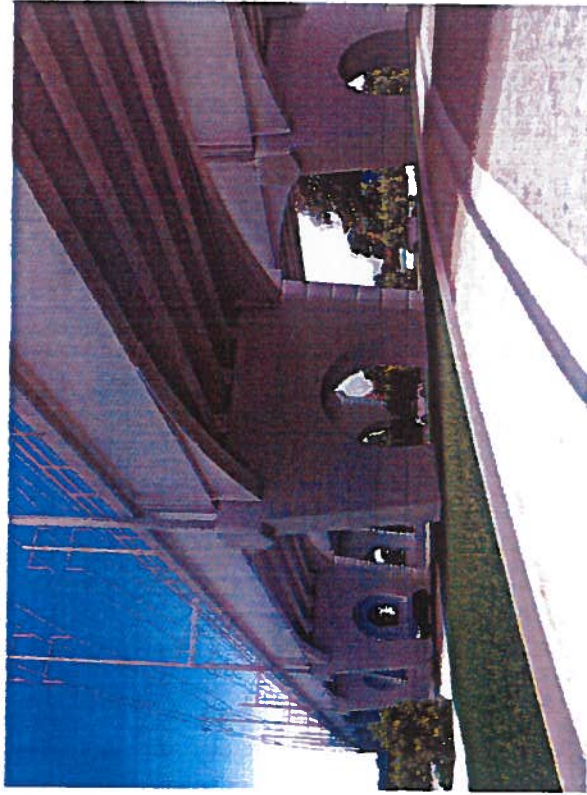
3. Letter/FRA Response/Email correspondence, Mr. Carey Alan Snyder and Ms. Mary Lynn Snyder, as related to effects on adjacent properties and public information available on project website
4. Dates for Meetings with Design Team (2014 to 2016)
5. Recent Article and Editorial, as related to the two-year reconfirmation of the Susquehanna River Rail Bridge Project (SRRBP) Advisory Board by Havre de Grace City Council

New Amtrak bridge in Havre de Grace: 10 years, \$1.1 billion.

Article dated October 7, 2016 by Ted Hendricks, Record Staff, The Aegis

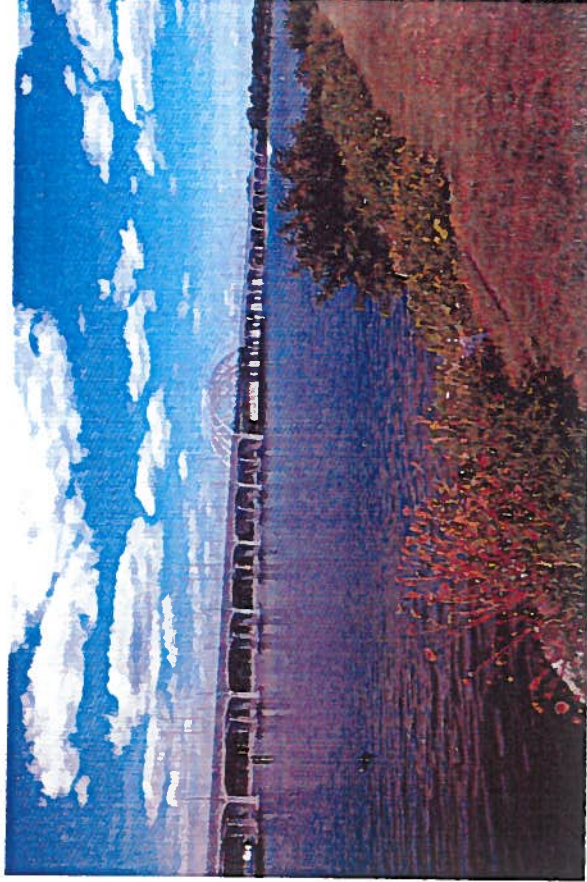
Pay Attention. Editorial dated October 14, 2016, The Aegis

Selected Bridge Type Design: Girder Approach / Arch Main Span



Key Hole Pier Design

Viewed from Havre de Grace



Profile View

Approach Span/Main Span



The Case for a Longer Span

The Susquehanna River Rail Bridge at the Historic Union Avenue Gateway

by

Volney H. Ford, Chair
SRRBP Advisory Board
October 6, 2016

The Susquehanna River Rail Bridge Advisory Board, the Havre de Grace City Council and Administration, and many citizens at large have been deeply concerned about the profound impact of the proposed twin span railroad bridge passing over the intersection of Union Avenue, Otsego Street and Water Street. This intersection is at the heart of the Historic District and is the principal gateway to Union Avenue, the downtown district and the waterfront, all of which were the scene of travel and events dating back to our nation's founding.

An easterly approach to this intersection unfolds suddenly into a panoramic view at the mouth of our largest eastern river, historic buildings to be seen in every direction, and a sense of arrival at the quaint downtown. The existing railroad bridge passing over this intersection takes one back to early 1900s rail transportation and is a fascinating example of steel truss engineering of the day. Its long spans and openness do not detract from the scene, inviting one to explore further the buildings and streetscapes preserved from the same era.

This old bridge, this imposing example of steel and stone and function from a bygone era, this very significant historic architectural asset, must be torn down and forever lost to make way for new spans in a new era of bridge engineering and rail travel. This sad loss can only be assuaged by preserving parts of the bridge for display, softening the impact of new bridges on the immediate historic district, and most importantly, enhancing the gateway experience at Union Avenue and Otsego Street.

Opening up the area under the new twin bridges at their first span is the only meaningful way to properly address the requirements of all three. The current design proposal is to reduce the first two bridge spans of 200 feet each over land to three spans of 160 feet each by retracting the new abutment almost to Freedom Lane. The new piers would be much taller, doubled for two bridges, more closely spaced, and increased to a third set. The current two low piers would be replaced by six tall keyhole piers having a total of twelve legs, creating a visual clutter that would smother the viewscape and seriously degrade the historic gateway experience.

The Advisory Board has repeatedly urged the project design team to extend the first span out to 240 feet, by whatever means is necessary and regardless of additional cost, to address historic mitigation in the most effective way possible beyond the recovery and display of bridge artifacts. The City of Havre de Grace and its citizens simply cannot accept and live with a pier-crowded gateway to its historic district for the next 150 years. Increased bridge cost should not be a factor in historic mitigation at a scale such as this.

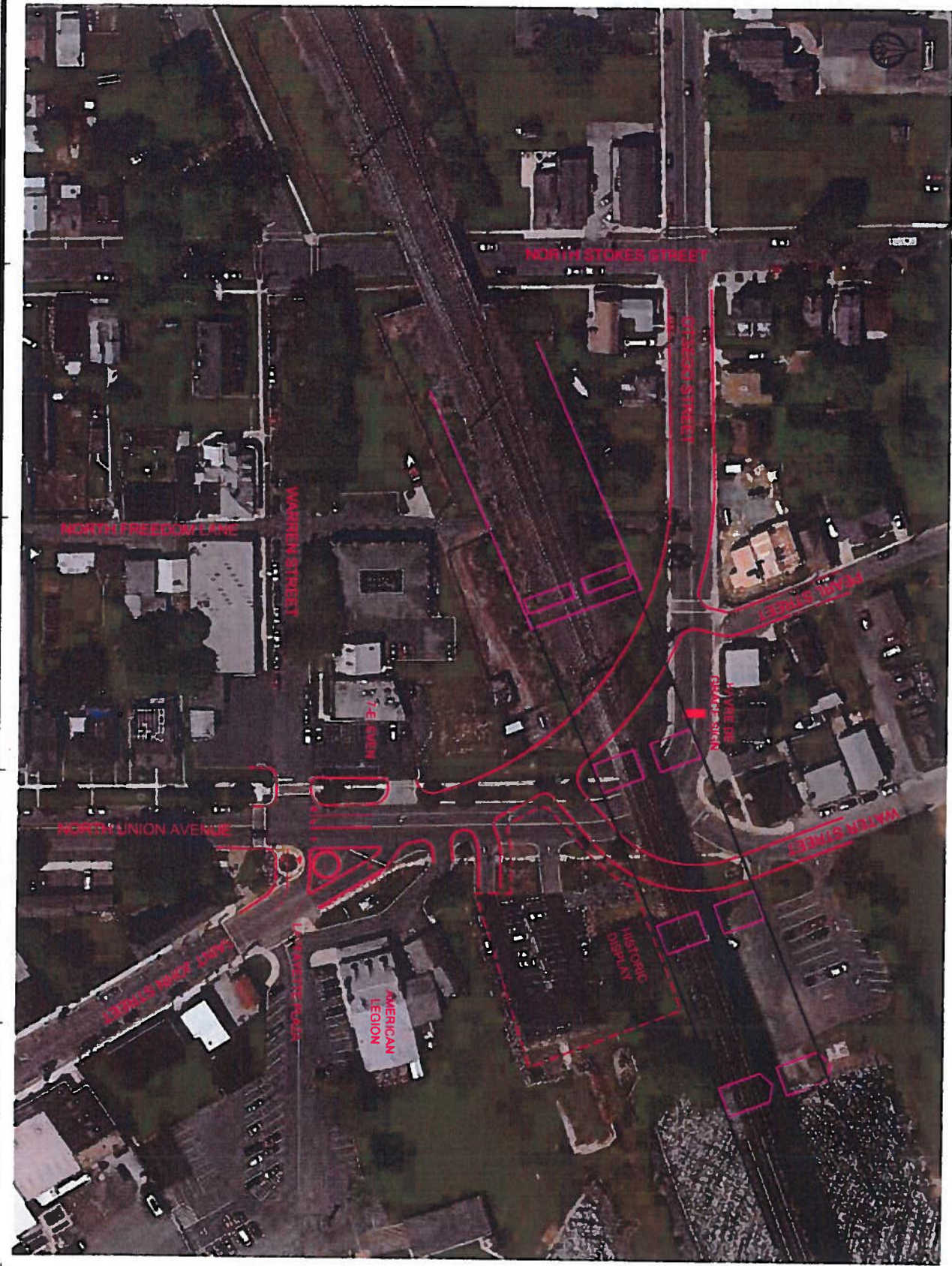
There are basically two ways to increase the first span without compromising bridge security. One is to design an open-spandrel concrete arch bridge section from the abutment out to an enlarged first pier, followed by conventional steel beam deck spans and piers as currently proposed. The second is to retain the conventional steel beam design but increase the number, depth, and sectional thicknesses of beams under each track pair. A concrete arch span would require 240-250 feet to allow ample room for the curving street and a more open viewscape, allowing for view obstruction by the arches themselves. A simple beam span on vertical supports provides more clearance and openness, and therefore could be reduced to 200-220 feet with no less visual effect.

A concrete arch span should be designed with open spandrels above the arches to lighten the architecture and admit more daylight under the bridge. The arches should include keyholes from the ground up to a height matching those of the other piers, creating a barrel arch effect through the first pier. Although a long and low arch would be necessary to achieve such a span in proportion to bridge height, its landing curvature would tend to obstruct road clearances and sight lines. An elliptical arch would result in a more vertical landing curvature with better clearances and sight lines.

The Advisory Board has recommended an identical span using identical architecture at the Perryville end to mitigate the impact of new bridges and retaining walls so close to Rodgers Tavern. A greatly enhanced viewscape toward the river and well downriver as the best way to directly achieve minimization for that historic site. A much longer span would also provide a grander entrance to the prime real estate now occupied by the Perry Point facility and its historic resources, especially if it is redeveloped in the future.

In summary, a longer first span is vitally necessary to mitigate the loss of our historic bridge and its piers, and to minimize the otherwise negative impact on historic properties and structures in the immediate vicinity. The gateway experience itself is a fundamental part of this mitigation, achieved only through openness, safer travel and enhanced views in all directions. We believe that a sound engineering solution to this objective, other than simply reducing one-time cost, can be found if diligently pursued.

- Attachment A: Concept Road Alignment A
- Attachment B: Concept Road Alignment B
- Attachment C: Concept Road Alignment C
- Attachment D: Suggested first span sketches



DATE: 23 SEPTEMBER 2016
 SCALE: 1" = 40'
 PROJECT NO: 10944 CA
 SHEET: 1 OF 1

HAVRE DE GRACE
CONCEPT ROAD ALIGNMENT B
(RR ALT 9B)
 HAVRE DE GRACE-HARFORD COUNTY-MARYLAND

OWNER:

NO.	REVISION	DATE	DESIGNED BY	CHECKED BY

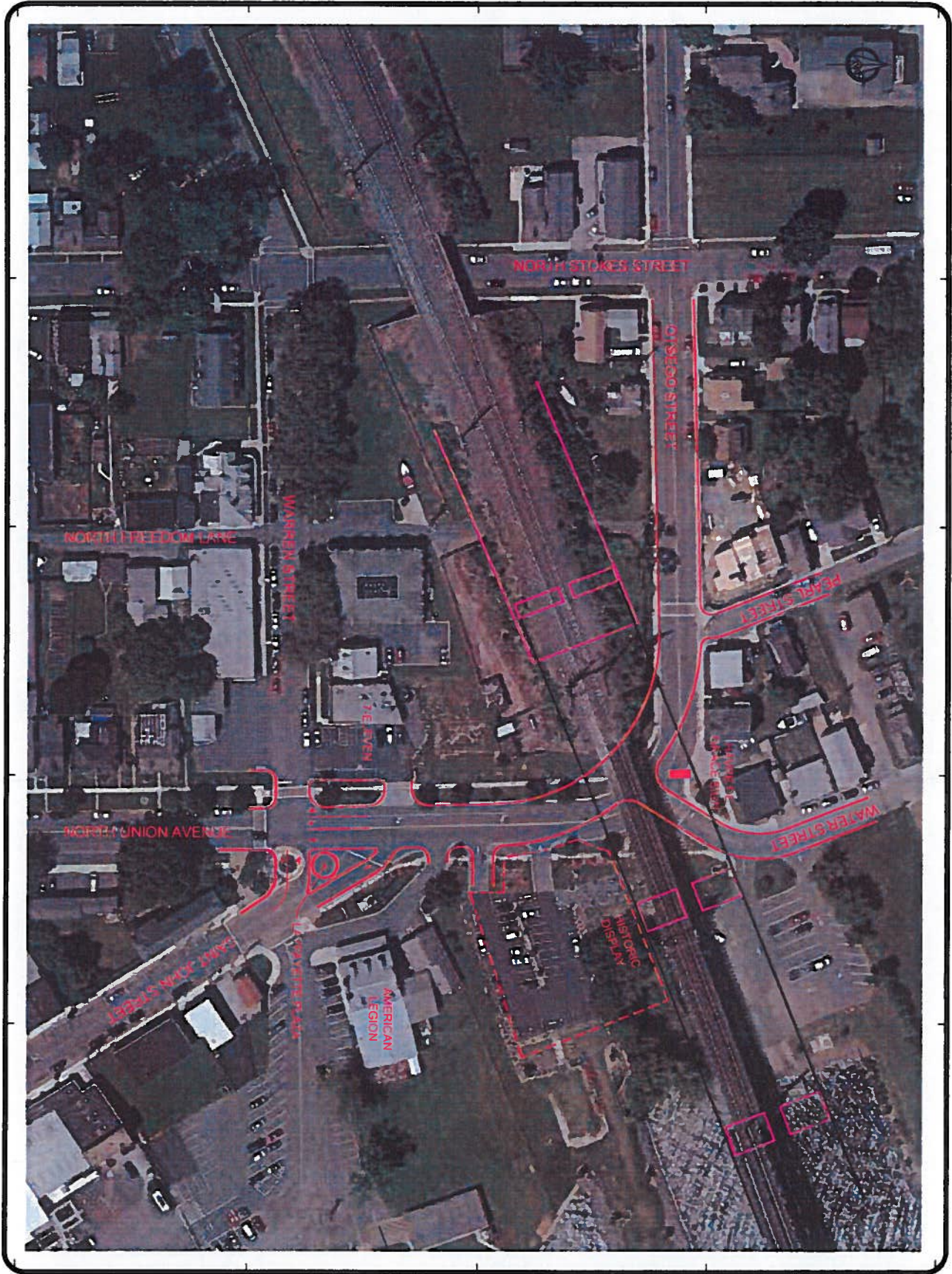
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 CHECKED BY: LJO
 DRAWN BY: JTO
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 PROJECT NUMBER: 10944 CA
 STATE MARYLAND


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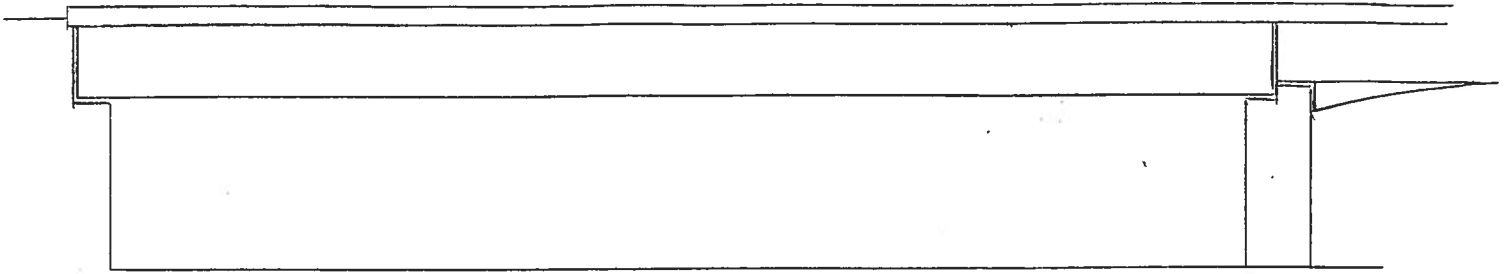
1614 CHURCHVILLE ROAD, SUITE 111
 BEL AIR, MD 21015
 TEL: 410.390.9777
 FAX: 410.390.9770

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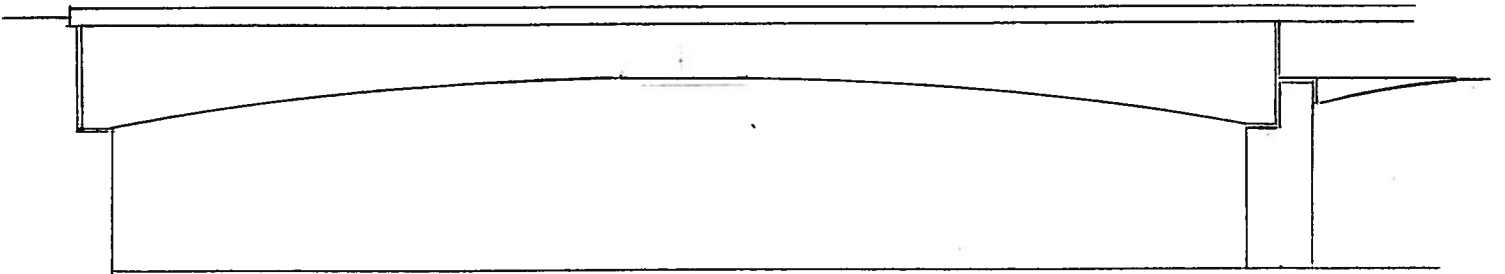
WEB: [HTTP://WWW.DUFFIELD.COM](http://www.duffield.com)
 EMAIL: [DUFFIELD@DUFFIELD.COM](mailto:duffield@duffield.com)



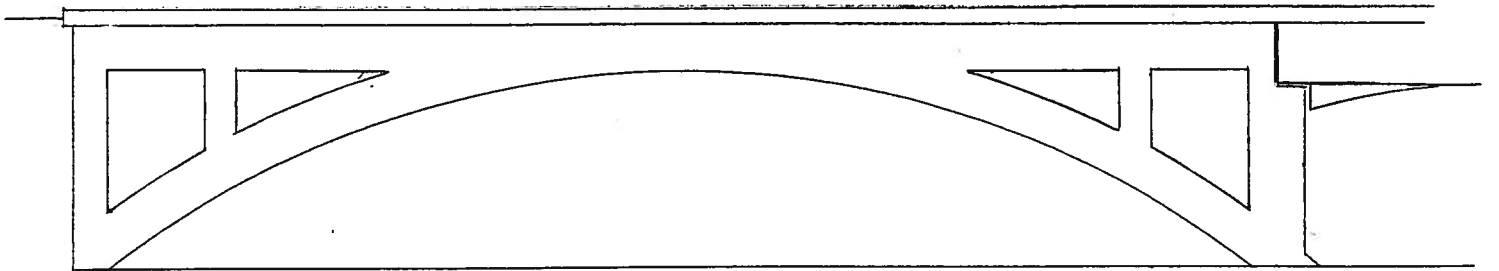
DATE: 11 OCTOBER 2016 SCALE: 1" = 40' PROJECT NO: 1044 CA SHEET: 1 OF 1	HAVRE DE GRACE CONCEPT ROAD ALIGNMENT C (RR ALT 9B) HAVRE DE GRACE-HARFORD COUNTY-MARYLAND	OWNER:	NO. REV. NO. DATE BY CHECKED BY DATE	DESIGNED BY: SAG DRAWN BY: PAUL W. STUBBS CHECKED BY: JEFFREY J. GORDON	<div style="text-align: center;">  DUFFIELD ASSOCIATES <small>Soil, Water & Air Engineers</small> </div> <p style="font-size: 8px;"> 1815 HURLOCKVILLE ROAD WHITE HALL MD 21155 TEL. 410 399 9377 FAX 410 399 9370 </p> <p style="font-size: 8px;"> OFFICES IN DELAWARE, MARYLAND PENNSYLVANIA AND NEW JERSEY WWW.HTTP://WWW.DUFFIELD.COM E-MAIL: DUFFIELD@DUFFIELD.COM </p>
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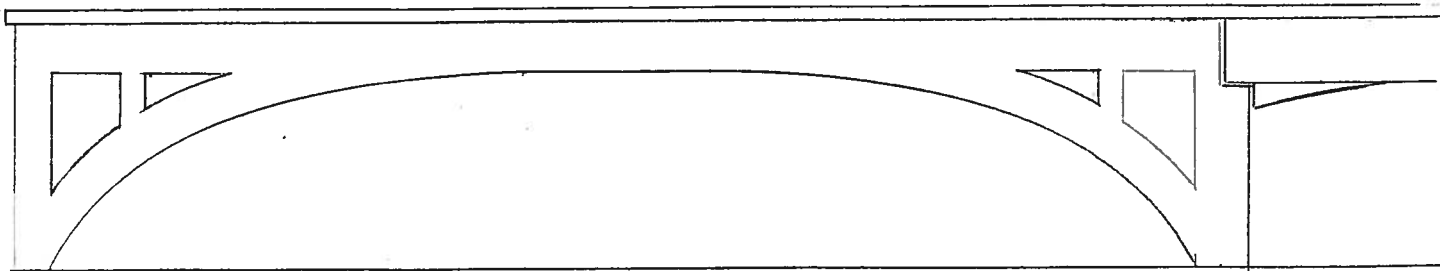
Enlarged Standard Steel Beam Design
Increasing beam set from 5 to 7



Haunched Steel Beam Arch Design
Increasing beam set from 5 to 6



Open-spandrel Concrete Radius Arch Design
With paired arches



Open-spandrel Concrete Elliptical Arch Design
With paired arches



City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078
WWW.HAVREDEGRACEMD.COM

410-939-1800

Alterations to Undergrade Bridges Along the Amtrak Right-of-way in Havre de Grace

Concerns, Recommendations, and Alternative Proposals

by

Volney H. Ford, Chair
SRRBP Advisory Board
October 6, 2016

There are three undergrade steel bridges (two within the Historic District) and two tunnel-like undergrade stone bridges between the proposed river spans and natural railway grade at mid-town. All five of these historic structures must be significantly altered and somehow made to blend architecturally with the proposed trackbed widening, consequential abutment widening, significant elevation of the railheads, and installation of high concrete retaining walls along both sides of the right-of-way.

The Advisory Board has spent many hours considering how to minimize negative impact on these historic architectural resources, and in some cases how to mitigate the loss of these resources if it should become impractical to retain some of them. The Board has gone so far as to propose the elimination of two undergrade bridges, at Freedom Lane and Adams Street, to reduce overall project cost and provide original materials for a historically accurate widening and restoration of the three remaining undergrade bridges.

The Advisory Board believes that, from a historic preservation and architectural blending perspective, it is better to sacrifice two assets to permanently restore the other three to their originally accurate appearance and function than to let them be hopelessly defaced, cobbled with concrete extensions upward and outward, and left to deteriorate over the next century or more. At the core of this issue is how to preserve the appearance and function of the stone abutments, wing walls, and barrel arches as they are being swallowed up by a wider and higher railroad bed and altered by the spreading of track alignments and bridge beams.

Physical preservation of the historic stone assemblies is as important as appearance and architectural connectivity. Many of the attached photographs show the degree of surface deterioration, discoloration, alterations of convenience, and outright disintegration that these assets have suffered over the many decades. One must wonder in what condition the stone will be a century or more from now, unless serious action is taken at this major opportunity.

The root cause of degradation appears to be the leaching and leaking of groundwater and its attendant chemical attack from the earthen side of the abutments, wing walls and barrel arches, along with freeze/thaw cycles and acid rains of a bygone era. Long-term stone preservation can only be achieved by unearthing the back sides of these assets and installing a permanent water-tight barrier, one half at a time, as track alignments are taken temporarily out of service.

Many of the stone blocks have begun to disintegrate (some almost entirely) and others have been cut away, capped with concrete, or removed altogether to modify or replace steel spans or to shift track alignments. Stone grout is calcifying and leaching out of the joints. Not one of the three bridge abutment sets remains in its original appearance. In fact, not one of the three street spans are in their original configuration:

- a. Of the four plate girder bridge spans over Juniata Street that carried one track each, the outer two were lowered to accommodate a closed concrete deck, and the inner two were abandoned in place with open cross-ties.
- b. The original four plate girder spans over Adams Street have been replaced entirely with two I-beam spans bearing on concrete cap pads, carrying closed prefabricated concrete decking.
- c. The original four plate girder spans over Stokes Street were modified to three and a half spans by cutting down and shifting the fourth span inward, lowering those spans to receive a single broad concrete closed deck.

All of the abutments have been chopped down, chopped into, or recapped with ordinary concrete to accommodate these modifications without regard to historic preservation or appearance.

Restoration of any two of the street overpass abutment sets, along with historically accurate lateral extensions to relocate wing walls in correct positions, or to extend wing walls vertically to meet retaining walls, will require salvaged stone from the third overpass. One can think of no better way to mitigate the loss of two than to preserve the other three as beautifully as possible. All stone that has been damaged should be replaced, and original stone should be reinstalled in the original shelf fashion to support newly aligned bridge beams.

Blending historic wing walls at the streets with continuous right-of-way retaining walls presents quite an architectural challenge, especially as the stepped wings offer ready access to the tracks by trespassers, and would be visibly degraded by security fencing. The barrel arch overpasses at Freedom and Centennial lanes, both within the Historic District, provide even greater challenges. Both remain intact and historically unaltered. There is no practical way to preserve either stone overpass in its present configuration under conditions of a greatly widened railroad surface above, a significantly elevated railhead, and interfacing with right-of-way retaining walls located further outward.

The Advisory Board again sees the only practical solution to preservation of this underpass example is to take out the Freedom Lane bridge and salvage its stone to extend both ends of the Centennial Lane bridge, faithfully lengthening the barrel and relocating the entry facings, and raising the wing walls to meet the new retaining walls. If left in their current positions, new structure required to support the outer tracks would necessarily cross overhead beyond the barrel arch openings and require abutments that would awkwardly affect the historic wings and overshadow the openings, likely blocking view of the historic archwork.

As with the street overpasses, whether one or both barrel arch bridges are preserved, it/they should be repaired and carefully sealed along the earthen side to prevent further seepage, discoloration and deterioration. The Advisory Board identified the Centennial overpass for preservation because of its ideal location to become a street grade commuter station with a mostly climate-controlled interior environment. The Freedom Lane overpass would be so close to the new river bridge abutment as to be unnecessary for vehicular and pedestrian traffic. Its greatly recessed openings would not be historically inspiring, and could result in a rather pathetically overshadowed appearance.

In order for the historic stonework at all overpasses to blend attractively with adjacent stone-embossed and stone-colored concrete, all of it will require steam cleaning at the outset, followed by periodic cleanings. As shown in the attached photographs, many different colors have resulted from years of leaching, rusting, and chemical attack, and the original stonework is of different quality and natural coloration depending on its design function and anticipated exposure to the elements.

In summary, the Advisory Board urges all parties to the NHPA Section 106 process to embrace a selective preservation approach to these issues through sacrificial mitigation and faithfully reconstructed extensions of the three remaining undergrade bridges in Havre de Grace. It also urges the parties to include the Juniata Street bridge abutments for proper restoration and preservation, even though they lie just beyond the Historic District.

Sacrificed Historic Resources

- Existing rail bridge across the river, including piers and abutments
- Original rail bridge piers across the river
- Freedom Lane barrel arch undergrade bridge and abutments
- Adams Street undergrade bridge and abutments

Historic Resource Mitigation

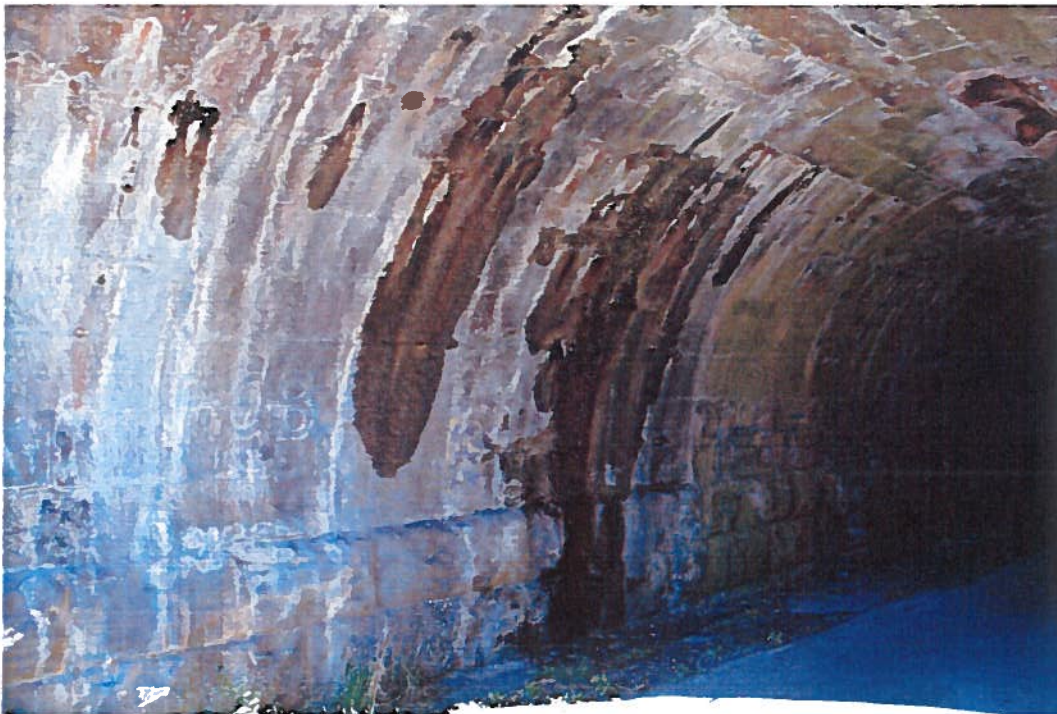
- Extended river bridge initial spans at Havre de Grace and Perryville
- Historically accurate widening of the Adams and Juniata Street abutments
- Historically accurate lengthening of the Centennial Lane barrel archway and relocation of abutments
- Restoration of all damaged or altered stonework to original architecture, condition, and function
- Creation of a permanent bridge history and artifact display at David Craig Park
- Preservation of restored stonework with waterproof backwall linings
- Safe lighting within the Centennial Lane passageway

Physical historic resources associated with railroad rights-of-way are much more noted for function rather than form, and that function seems to be ever changing and evolving with the operational needs of active railroad operations, often at the expense of historic preservation. The assets discussed here are certainly no exception. In such an environment of adaptive change within a narrowly constrained right-of-way, it would seem far more preferable to faithfully save and restore good examples of certain historic assets as entirely as possible for all to study and enjoy, rather than saving portions of all similar assets in a patchwork fashion that begs the observer to imagine what they once may have looked like. Areas of original stone awkwardly nestled and surrounded by modern embossed concrete would be uninspiring and pointless to all but the most dedicated purists.

Attachment A: 30 photographs with captions



Freedom Lane overpass, south end



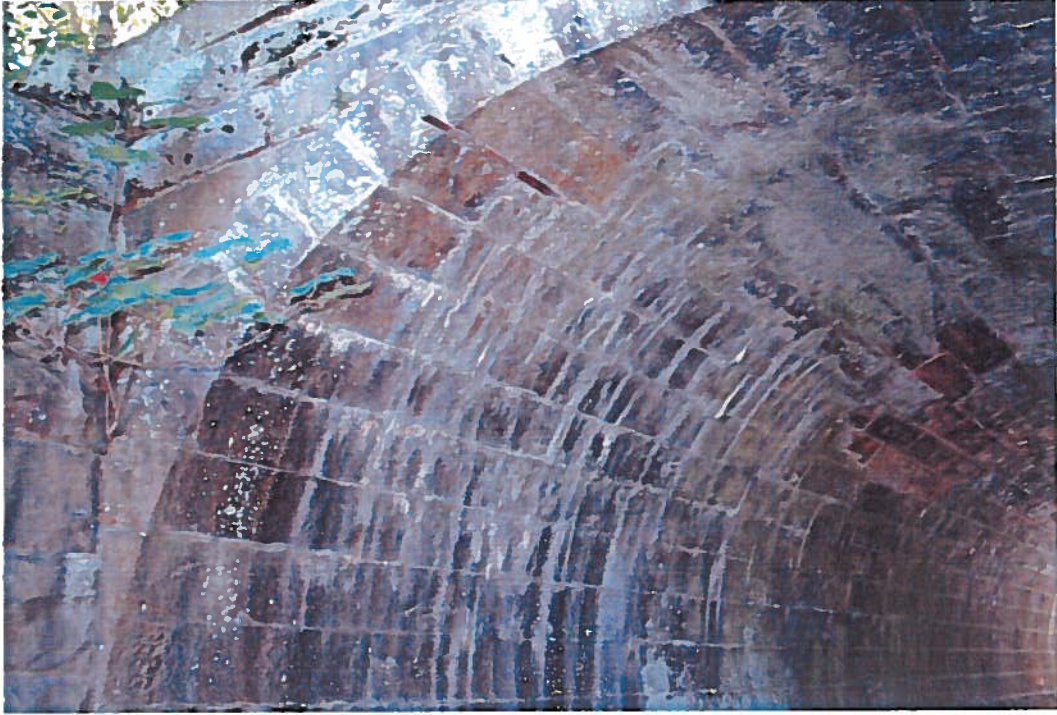
Leaching & leaking within Freedom overpass



Leaching, deterioration & discoloration along ceiling of Freedom overpass



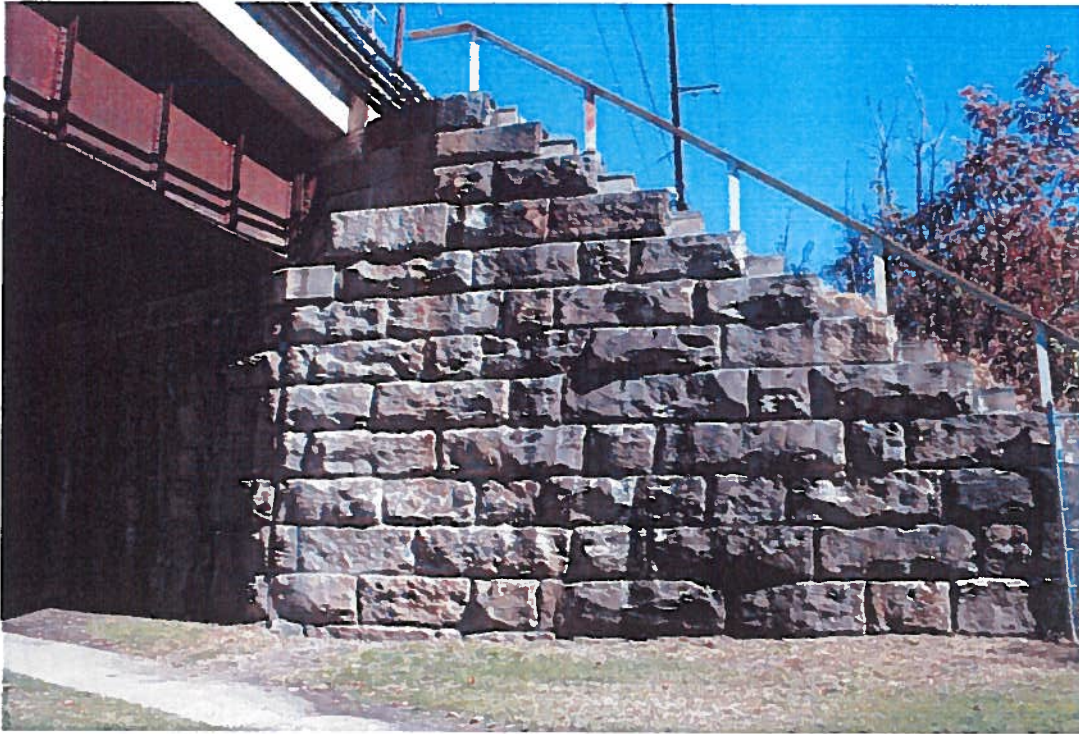
Leaching & discoloration within Freedom overpass



Leaching & discoloration within Freedom overpass, at north end



North entrance to Freedom overpass



Chop-down & capping at Stokes Street abutment



Leaching & leaking at Stokes Street abutment



Leaching, concrete cap, & modified plate girder at Stokes.



Chop-down, chop-out, concrete caps, plate girder modification, leaching & discoloration at Stokes abutment



Leaching & deterioration at Stokes abutment



Leaching & deterioration at Stokes abutment



South entrance to Centennial Lane overpass



Leaching, discoloration & deterioration within Centennial overpass



Leaking & leaching within Centennial overpass



Leaching & discoloration within Centennial overpass



Chop-down modifications, leaching & deterioration at Adams Street



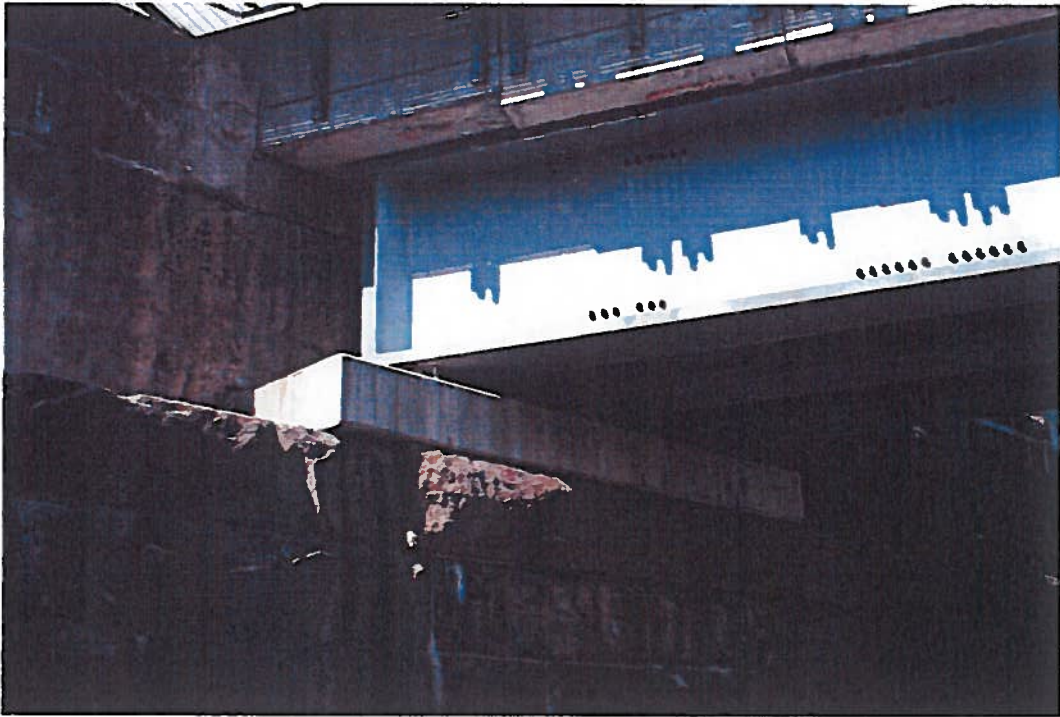
Severe abutment stone deterioration & leaching, with major modifications at Adams Street



Severe abutment stone deterioration at Adams Street



Patching & leaching at Adams Street



Concrete capping & chop-out at Adams Street



Deteriorated patching of chop-outs at Adams Street



Unsightly modification patching & severe leaching at Adams Street



Extensive leakage & leaching at Adams Street



Unightly, modifications & deterioration at Adams Street



Abutment leakage, deterioration & discoloration at Juniata Street



Abutment chop-down, capping & leakage at Juniata Street



Abutment chop-down, capping & leakage at Juniata Street



Abutment chop-down, chop-out, capping & leakage at Juniata Street



Abutment chop-out & capping at Juniata Street

ATTACHMENT 3

Mary Lynn Snyder
Carey Alan Snyder
300 Bourbon Street
Havre de Grace, MD 21078

David Valenstein
Division Chief, Environmental and Systems Planning
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Concerns regarding Private Property impairment from the new railroad bridges in Havre de Grace, MD

July 18, 2016

Dear Mr. Valenstein,

We are writing in regards to the proposed new railroad bridges over the Susquehanna River in Havre de Grace, MD. We would like to work with all parties involved to address our sincere concerns about the construction and resulting bridges to ensure a successful outcome for everyone. It is our desire to be a constructive part of the process and to vigorously represent our interests as local property owners.

As the owners of property that will be impacted by both the construction and final position of the railroad bridges we believe that it is critical to begin a dialog early in the process to prevent any impairment of the properties during or after the construction of the railroad bridges. We have extensively reviewed all publicly available project information, especially information related to property impacts. Just because a property is not in the direct path of the new bridges does not mean that there are no adverse impacts to adjacent properties. The adverse impacts to adjacent properties must be considered since they will materially impair the value of those properties and damage the owners and tenants of those properties.

The impacted properties are 600, 604 and 606 Water Street in Havre de Grace, MD. All three of these properties are income producing rental units that are highly desirable due to their view of the beautiful Susquehanna River and access to the Jean Roberts Park.

600 Water Street

600 Water Street is 90' from the current train bridge. The new bridge will be located 48' further West (*Effects Assessment for Historic Architectural Resources*, June 2016 – pg 5-21 Table 3) towards the property making the distance a mere 20' from the property line and 42' from the building. The new bridge will also be higher in elevation. The resulting impact is that the new train bridge will dwarf the building, block all sunlight and obstruct the current view of the Susquehanna River.

604 and 606 Water Street

600 Water Street is 138' from the current train bridge. The new bridge will be located 48' further West (*Effects Assessment for Historic Architectural Resources*, June 2016 – pg 5-21 Table 3) towards the property making the distance 82' from the property line and 90' from the building. The new bridge will also be higher in elevation. The resulting impact is that the new train bridge will dwarf the building, block sunlight during large portions of the day and obstruct the current view of the Susquehanna River.

CC:

Angela Willis – Maryland Transit Administration

Jacqueline Thorne – Maryland Department of Transportation

Bradley Killian – Harford County Planning and Zoning

Volney Ford – City of Havre de Grace

Susquehanna River Rail Bridge Project



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 30, 2016

Mary Lynn Snyder
Carey Alan Snyder
300 Bourbon Street
Havre de Grace, MD 21078

Re: Susquehanna River Rail Bridge Project

Dear Ms. and Mr. Snyder:

Thank you for your letter dated July 28, 2016. The project team welcomes feedback from the surrounding communities, and appreciates the effort and time required to prepare and submit your comments and questions. We understand you have already registered for the project's mailing list, and encourage you to visit our website (<http://www.susrailbridge.com/>) to remain apprised of new developments as the project progresses. The project team has embarked upon a robust public outreach program to solicit input from the communities, elected officials, key stakeholder groups, and potentially affected parties. As part of this outreach program, several public meetings have been held in Havre de Grace and Perryville. If you have been unable to attend these meetings, you may review the informational displays through this website link: <http://www.susrailbridge.com/previous.php>. Additional public meetings are anticipated to be scheduled throughout the course of the planning phase.

As you may already be aware, the Federal Railroad Administration (FRA) and Maryland Department of Transportation (MDOT) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential environmental impacts of the proposed project. This EA will analyze direct impacts as well as potential indirect impacts. An array of social and environmental impact categories will be evaluated, including land use, parks, air quality, noise, visual and aesthetic conditions, transportation (including anticipated levels of train traffic in future years), historic resources, environmental justice, construction-period impacts, and more. Potential mitigation measures will be presented in the EA.

The Proposed Project's potential impacts on visual and aesthetic conditions in the study area, including views to the bridge and the river, are being carefully

The property impairment concerns are:

- Restricted access to the property during construction of the bridges
- Construction disruption (noise, vibration, debris. Etc.) during construction of the bridges
- Structural damage to the property from vibration and falling debris during construction of the bridges
- Loss or impaired access to the Jean Roberts Park due to construction and/or the new train bridges
- Loss or impairment of parking on the property due to construction and/or the new train bridges
- Loss or impaired view of the Susquehanna River and Jean Roberts Park due to construction and/or the new train bridges
- Loss or impaired property access or parking due to the reconfiguration of Otsego and/or Water Streets due to the new train bridges
- Loss or impairment of property access, parking or view due to the configuration and placement of the new bridge piers due to the new train bridges
- Areas under the bridges are not landscaped, adequately maintained or are blocked from public access due to the new train bridges
- Loss or impaired access to direct sunlight due to the new train bridges
- Noise, vibration, dust and track debris when the new bridges are operational
- Increased frequency of trains when the new bridges are operational

If any of the items listed above occur, they will clearly damage both the rental tenants and the property owners. The negative impact will be on both the value of the property for resale and the ability of the property to produce rental income.

We are requesting the following occur before, during and after the construction of the new train bridges:

- 1) Conduct a study that examines the potential adverse impacts to property owners that are immediately adjacent to the new train bridges.
 - a. The study should consider both the construction and operational phases of the bridges
 - b. The study should be conducted by a mutually agreed upon independent third party
 - c. The study should be funded as part of the overall bridge construction project
- 2) Conduct private meetings with each impacted property owner (that desires a meeting) to review in specific detail how the impairment concerns listed above will be addressed.
 - a. If the concerns cannot be adequately addressed, establish a mutually agreed upon process to ensure that the property owner is fairly compensated
- 3) Conduct open meetings with the impacted property owners to discuss and address concerns.
 - a. Once every 3 months Pre and Post Construction
 - b. Monthly during Construction

Our hope is that by opening a mutually beneficial dialog early in the process we can avoid any unfortunate misunderstandings or negative impacts that would result in legal action and delay the bridge project. We can be contacted via email at alan@cas-advisors.com or via phone at 571-237-7099.

Sincerely,


Mary Lynn Snyder


Carey Alan Snyder

evaluated. The project team has repeatedly sought community input regarding the type of bridge and pier design to be implemented—including the presentation of sample renderings, informal public surveys, and open dialogues with the project sponsors and design team. If adverse impacts are identified, the EA will include proposed mitigation measures to minimize such impacts.

The Proposed Project's potential impacts on parkland and recreational resources are also subject to a detailed analysis. This analysis includes several waterfront parks in Havre de Grace, such as Jean Roberts Park and David Craig Park. As you may be aware, a portion of Jean Roberts Park is owned by Amtrak and leased to the City of Havre de Grace. The team has been coordinating closely with the City of Havre de Grace regarding the project's potential effects to parkland and specific recreational activities.

In addition to potential long-term impacts, the EA will present an analysis of potential short-term, temporary impacts anticipated during the construction period. Rail bridge construction is a large undertaking, and the project team is sensitive to the highly developed nature of the two adjacent communities. The project team has been coordinating with local officials since the project's inception, and we are aware of many concerns regarding temporary traffic detours; use and parking of heavy construction equipment; temporary use of parkland; dust, noise, vibration, and debris; and other typical construction-related issues. The EA will present an overview of the anticipated construction activities and potential measures to avoid, minimize, and mitigate short-term impacts. Furthermore, it is preliminarily expected that some historic properties will warrant preparation of a Construction Protection Plan. Additional information regarding the applicability of Construction Protection Plans will be included in the EA.

Additionally, the project is subject to Section 106 of the National Historic Preservation Act. Section 106 mandates that federal agencies consider the effects of their actions on any properties listed on or determined eligible for listing on the National Register of Historic Places (NR). The project team has evaluated the potential for the proposed project to affect historic architectural resources, including consideration of measures to avoid, minimize, or mitigate any adverse effects. The resulting *Effects Assessment for Historic Architectural Resources* report, which we understand you have reviewed, has been submitted to the MHT and consulting parties for their review and comment. As part of the ongoing environmental review and Section 106 process, consultation with the MHT, consulting parties, and the general public will continue.

The EA will be distributed for public review, and we encourage any additional comments you may have at that time. Based on the project schedule and the substantial number of public outreach information sessions and stakeholder meetings held to date, the project team does not currently anticipate holding any additional public meetings prior to the release of the EA. If you have any questions prior to the distribution of the EA, please feel free to contact me at

(202) 493-0844 or brandon.bratcher@dot.gov. Thank you again for your interest in the Susquehanna River Rail Bridge Project.

Sincerely,



Brandon L. Bratcher
Environmental Protection Specialist
Federal Railroad Administration

Cc: David Valenstein, Federal Railroad Administration
Jacqueline Thorne, Maryland Department of Transportation
Dan Reagle, Maryland Transit Administration



The City
of
Havre de Grace

Dianne Klair <diannek@havredegracemd.com>

Susquehanna River Rail Bridge Project

1 message

Alan Snyder <alan@cas-advisors.com>

Tue, Sep 20, 2016 at 2:10 PM

To: Dianne Klair <diannek@havredegracemd.com>

Dianne,

I appreciate your time today on the phone to understand my concerns regarding the impact on individual property owners from the Susquehanna River Rail project. The span of the new bridge will be just 20' from the property line of 600 Water Street. I look forward to working with you and the City to ensure that any negative impacts are minimized and remediated. I have attached the letter that was sent to the Federal Railroad Administration on July 18, 2016.

I have also summarize the concerns and requests from the letter below:

The property impairment concerns are:

- Restricted access to the property during construction of the bridges
- Construction disruption (noise, vibration, debris. Etc.) during construction of the bridges
- Structural damage to the property from vibration and falling debris during construction of the bridges
- Loss or impaired access to the Jean Roberts Park due to construction and/or the new train bridges
- Loss or impairment of parking on the property due to construction and/or the new train bridges
- Loss or impaired view of the Susquehanna River and Jean Roberts Park due to construction and/or the new train bridges
- Loss or impaired property access or parking due to the reconfiguration of Otsego and/or Water Streets due to the new train bridges
- Loss or impairment of property access, parking or view due to the configuration and placement of the new bridge piers due to the new train bridges
- Areas under the bridges are not landscaped, adequately maintained or are blocked from public access due to the new train bridges
- Loss or impaired access to direct sunlight due to the new train bridges
- Noise, vibration, dust and track debris when the new bridges are operational
- Increased frequency of trains when the new bridges are operational

Requested Actions

- 1) Conduct a study that examines the potential adverse impacts to property owners that are immediately adjacent to the new train bridges.
 - a. The study should consider both the construction and operational phases of the bridges
 - b. The study should be conducted by a mutually agreed upon independent third party
 - c. The study should be funded as part of the overall bridge construction project
- 2) Conduct private meetings with each impacted property owner (that desires a meeting) to review in specific detail how the impairment concerns listed above will be addressed.
 - a. If the concerns cannot be adequately addressed, establish a mutually agreed upon process to ensure that the property owner is fairly compensated
- 3) Conduct open meetings with the impacted property owners to discuss and address concerns.
 - a. Once every 3 months Pre and Post Construction
 - b. Monthly during Construction

9/20/2016

City of Havre de Grace Mail - Susquehanna River Rail Bridge Project

I will send you some dates and times for a possible meeting next week in a separate email.

Regards,

Alan

Alan Snyder
CAS Advisors

(m) 571-237-7099

 **Amtrak Bridge Concerns - FRA Letter 7-18-16.pdf**
2161K

DATES FOR MEETINGS WITH DESIGN TEAM:

(Public meetings are denoted in bold)

2014

4/28/2014, MDOT hosted Public Outreach Information Session*, Havre de Grace Activity Center

6/17/2014, MDOT presentation to Town of Perryville, Perryville Town Hall

8/13/2014, MDOT hosted Public Outreach Information Session*, Perryville Fire Department

11/6/2014, requested by local SRRBP Advisory Board following their initial appointment,
Havre de Grace City Hall, Council Chambers

12/10/2014, MDOT hosted Public Outreach Information Session*, Havre de Grace High School

2015

3/9/2015, Section 106 Consulting Party Invitational meeting, Havre de Grace Activity Center

3/26/2015, SRRBP Advisory Board hosted Public Information Session, Havre de Grace Community Center. MDOT available for answering questions regarding the project

8/18/2015, Section 106 Consulting Party Invitational meeting, Perryville American Legion

11/10/2015, MDOT hosted Public Outreach Information Session*, Perryville High School

2016

3/17/2016, requested private session prior to public outreach session regarding final bridge design,
2 members of local Advisory Board and a Planning staff member

4/14/2016, MDOT hosted Public Outreach Information Session*, Havre de Grace Activity Center

10/11/2016, Section 106 Consulting Party Invitational meeting, Havre de Grace Activity Center

*MDOT hosted Public Outreach Sessions were operated in an Open House format with information boards located in staffed stations around a room and it was noted in the invitations that they served as Section 106 meetings. All information boards are posted on www.susrailbridge.com/previous.php. Written comments, such as visual preference for bridge design, or just general comments by the public were provided through comment sheets.

New Amtrak bridge in Havre de Grace: 10 years, \$1.1 billion



The Centennial Lane tunnel, above, is one of two such structures that need to be addressed during replacement of the Susquehanna River railroad bridge. (TED HENDRICKS | RECORD STAFF)

Record staff

OCTOBER 7, 2016 6:00 AM

In about 10 years, at a cost of more than \$1 billion and after one of the biggest construction projects in Harford County history, city officials say Havre de Grace will have been transformed.

The 110-year-old Amtrak railroad bridge spanning the Susquehanna River, which bisects Havre de Grace and is a vital link carrying high speed trains up and down the country's Northeast Corridor, is on schedule for replacement.

That tentative schedule, according to one Havre de Grace resident who has been actively involved in the planning process, is for construction to begin in about five years and for the bridge replacement project to be finished about five years later.

"The landscape of our city is going to change in the next 10 years," Havre de Grace Mayor Bill Martin said at Monday night's City Council meeting, "whether we want it to or not."

"And it's going to stay that way for 125 years," Volney Ford, chair of the city's Susquehanna River Rail Bridge Advisory Board, added.

Not a lot in the construction process over the next five years will be visible to people traveling through that area, Ford told the mayor and council. That time will be spent getting the plan ready for construction.

"It takes a long time to get all your ducks in a row" for a project of this magnitude, Ford said.

While 10 years may seem far off, Ford warned there's an urgency because the preliminary planning phase, when many of the big decisions are made, is quickly nearing its end.

When asked by Martin when residents should be focused on this project and providing input, Ford said they need to do it now.

"We're in that phase right now," Ford said. "When this preliminary design is done, it's pretty much set, unless some high ranking politician gets involved."

Ford said the bridge replacement project is expected to take 10 years to complete and will cost \$1.1 billion.

"Think of the 695-95 project," he said at the council meeting. "It's been 13 years and it's still going on."

In the past decade-plus, the state has completely redone the area where the Beltway, also known as I-695 and I-95 intersect.

Ford said he believes the advisory board has accomplished much, but he told the council there are still two issues to be resolved.

The first is how the bridge design will affect the main entrance to downtown from the north side where Otsego Street and Union Avenue merge.

"We believe this is the most serious issue confronting Havre de Grace," Ford said.

He said plans call for a shorter span over that main thoroughfare than is the case with the existing bridge.

The existing bridge is a "series of 200-foot long spans to the channel and 240s to Perryville," Ford said in a phone interview Wednesday.

The new bridge is planned to be a series of 170-foot long spans, for the most part, except for 160-foot long spans in downtown Havre de Grace and Perryville.

"You can get the street through there if they do 160," Ford said, but it would be far from ideal.

He and the other Susquehanna River Rail Bridge Advisory Board members have suggested alternatives.

They have asked "that the first span leaving the abutment be a traditional arch concrete beam," Ford said. "Of course, that costs more."

But it's a cost Ford and the advisory board think is well worth it.

"We wanted this same long arch span on both sides [of the river]," Ford said. "And so would Perryville."

The span is the gateway to downtown Havre de Grace, where the Susquehanna, the longest river east of the Mississippi, reaches the Chesapeake Bay, Ford said, adding it's a community with a long and rich history. Geography and history make the Havre de Grace side of the span unique.

"This bridge requires a certain amount of dignity in design," Ford, who has had a long career in architecture, design and engineering, said.

"We support the need for it, but we want it done right," he said.

The cost of replacing the bridge is just one issue; the other is that it will impact an area with a national historic designation, which creates another set of considerations.

The other concern the advisory board faces, Ford said during his update Monday night, is what the new bridge and rail alignment will mean for the smaller historic bridges and tunnels just west of the river.

There are two tunnels, at Freedom and Centennial lanes, and three bridges, spanning Stokes Street, Adams Street and Juniata streets.

There are problems with the tunnels that time and weather have created, Ford said, and modernization will force the replacement of the three street crossing bridges.

"They cannot preserve those bridges," he said. "It's impossible."

As for the tunnels, neither can be saved not only because of their condition after more than 100 years, but also because the new railroad bed above them will be much wider.

"Let's clone a new tunnel out of two tunnels," Ford suggested.

Whatever is done with those historic structures will be part of a project of historic proportions.

"This is going to be the largest construction project Havre de Grace has ever seen," City Council President Steve Gamatoria said, thanking Ford for the time and attention he has given this project.

"We will do our best to not let the citizens down," Ford replied.

two names and a commitment to development... show you can indeed fight city hall – or in Bel Air’s case town hall – and win. But, you have to be willing to show up and make your voice heard.

Residents of the rest of Harford County should take heed, as the county’s comprehensive rezoning process ramps up over the next six months. If you don’t like what is being proposed for your neighborhood, make your voice heard to county council members.

Show up and speak out. Get in the game like the folks in Bel Air did. It’s the only way to ensure your neighborhood’s future protection.

Pay attention

The replacement of the bridge carrying the Amtrak rail lines over the Susquehanna River from Havre de Grace to Perryville, or Perryville to Havre de Grace, depending on your point of view, has been the subject of much conversation.

Unfortunately, it’s been talked about in numbers that don’t seem real. It’s going to take 10 years to build, if this government project finishes on time. It won’t. And it’s going to cost \$1.1 billion (that’s \$1,100 million), if the cost of this government project doesn’t go up. It will.

The time it’s supposed to take from now to completion is hard to fathom. The money it’s supposed to cost is harder to comprehend. With those incomprehensible numbers attached to this bridge replacement, it’s easy to see how many of us have remained interested in, but not too focused on, what’s about to happen.

The update Volney Ford, chair of the city’s Susquehanna River Rail Bridge Advisory Board, gave to the Havre de Grace City Council and mayor at their Oct. 3 meeting should be the only wake-up call any of us needs to quit dozing and to start paying closer attention to this monumental project.

It’s likely to be the third largest construction project in Harford County history after only the Conowingo Dam and Interstate 95. (We don’t really count Aberdeen Proving Ground, which should be number one on any list, because it wasn’t really a single project, but rather a compendium of projects that created a community out of farmland and woods.)

The bridge replacement is in its preliminary design phase, a misnomer if ever there was one, based on what Ford told city officials in his report.

While it is, indeed, in the preliminary phase, much of the important stuff has already been decided.

Mayor Bill Martin asked Ford during last week’s meeting when the citizenry should start paying closer attention to what’s happening with the project.

“We’re in that phase right now,” Ford said. “When this preliminary design is done, it’s pretty much set, unless some high ranking politician gets involved.”

The biggest issue that still needs to be decided, according to Ford, is what the underpasses will look like in Havre de Grace and Perryville.

The most important one, obviously, is where Ontario Street and Union Avenue meet to become the gateway to downtown Havre de Grace, Ford says he and other officials are pushing for the same archway type underpass to be erected on both sides of the river. The feds aren’t as enamored with the proposal that would be better aesthetically, but harder on the pocketbook.

We agree with Ford. This is the gateway to our lovely city and it should be an attractive entrance, even though it will cost more. Lord knows, as we’ve said many times before, our governments, especially the federal one, have spent a whole lot more on a whole lot worse.

This is neither the time, nor the place for scrimping. To a lesser degree, what is done with the smaller, historic underpasses on Centennial and Freedom lanes is also important.

Ford has a good idea to make one tunnel on Centennial Lane out of the two tunnels, since neither can be saved as is because the rail bed overhead will be much wider.

The mayor and city council thanked Ford for his dedication and time to this project. We agree. Ford is perfectly trained, suited and experienced to represent Havre de Grace at this critical time and the city is fortunate to have him.

Future generations will reap the long-term benefits of what Ford, and other officials, elected and otherwise, are doing today.

As for today’s generation, we encourage everyone, including us, to pay close attention to what happens in the next few months with this project.

Letters to the editor

OPEN FORUM

Sheriff’s office be part of barg

Editor:

Recently, the Harford County Deputy Sheriff’s Union began a public conversation concerning collective bargaining.

Collective bargaining is being sought by the Deputy Sheriff’s Union in hopes that they will have the opportunity to negotiate with the county on issues related to salaries and benefits. As sheriff, I have no authority to provide funding for raises or benefits as this is a function exclusive to the county executive.

What has led to this initiative by the Deputy Sheriff’s Union goes back to a number of years ago. The union, working with the past county administration, established an agreement upon a compensation package that included modest increases and step enhancements. The informal agreement resulted in a comprehensive pay package that addressed the immediate needs and also made the Sheriff’s Office marketable in the competitive world of recruiting. The latter becoming so important in current times with the beating law enforcement has taken at the hands of liberal media.

Law enforcement remains a noble profession sought by caring individuals who put others ahead of themselves; however, without a competitive pay package it is becoming increasingly more difficult to recruit and retain those who serve you with devotion.

The past county administration, citing financial challenges, did not fund the established pay scale and step increases for a seven-year period. The result is now a severely broken pay structure which has created scenarios where some in ranks are making the same or more than those senior in grade. These compression

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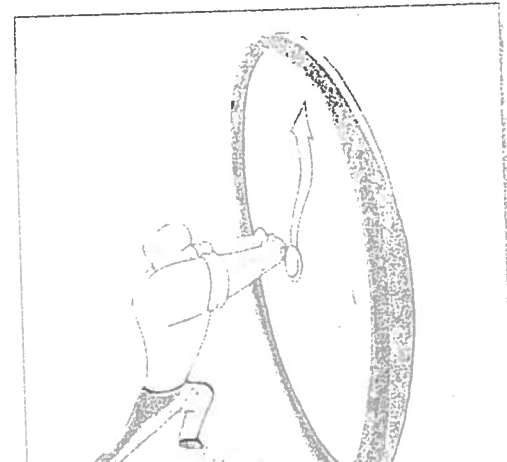
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BARRY GLASSMAN
HARFORD COUNTY EXECUTIVE

BILLY BONIFACE
DIRECTOR OF ADMINISTRATION



BRADLEY F. KILLIAN
DIRECTOR OF PLANNING & ZONING

November 3, 2016

Mr. Dan Reagle
Maryland Transit Administration
Environmental Planning Division
6 St. Paul Street, Room 924
Baltimore, Maryland 21202

RE: Potential MOA Stipulations

Dear Mr. Reagle:

Thank you for the opportunity to provide comments on the Potential MOA Stipulations which was provided to the Susquehanna River Rail Bridge Project Consulting Party at the October 11, 2016 meeting. Harford County Department of Planning and Zoning has reviewed the Stipulations as requested and offer the following comments:

- With the construction of this bridge, an opportunity is presented to establish a safe crossing for bicyclists and pedestrians.
- Harford County supports the Transit Oriented Development efforts put forth by the City of Havre de Grace and the Town of Perryville.

If you have any questions regarding our comments please contact me at 410-638-3103, extension 1372 or aarawls@harfordcountymd.gov.

Sincerely,

Alex Rawls
Transportation Planner

AR/lap

cc: Jenny B. King, Deputy Director, Department of Planning and Zoning
Shane P. Grimm, Chief, Long-Range Planning Section, Department of Planning and Zoning
Dianne Klair, Planner, City of Havre de Grace Planning and Zoning

Maryland's New Center Of Opportunity

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | www.harfordcountymd.gov

220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

MD20170321-0224

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.

18

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

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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:

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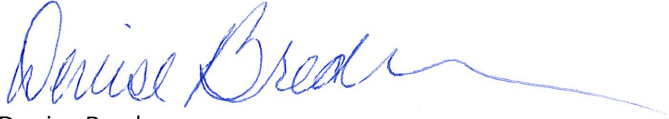
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Sincerely,



Denise Breder
Town Administrator

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CC: Mayor and Commissioners, Town of Perryville
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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



MD Department of Transportation



DEC 02 2016

Office of Freight and Multimodalism

November 22, 2016

Mr. Brandon L. Bratcher
Environmental Protection Specialist
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building, Mail Stop 20
Washington, DC 20590

Dear Mr. Bratcher,

I have recently received your November 1, 2016 written response to the various issues outlined in my July 18, 2016 letter. Upon my initial review, I have noted a few inconsistencies in your response and note that some issues have apparently been left unaddressed. I'm happy to discuss these points with you at your convenience.

It's rather challenging to provide meaningful comments to your proposed stipulations in such a brief timeframe, therefore I respectfully request the opportunity to review and comment on the draft document prior to execution.

In the meantime, I would like to offer the following the response to each of the potential MOA stipulations.

Proposed measures:

- Prepare HAER documentation for bridges and tower
We concur.
- Develop interpretive material for HdG and Perryville
and an educational document (film?)

The transportation history within the site study area is nationally, regionally and locally significant therefore appropriate study and documentation is required. I propose the development of an interpretative plan that details the collateral materials, signage and educational materials appropriate to the area. The LSHG will provide contractual services to develop and execute the research and implementation of the plan and produce any necessary collateral materials and

signage. We will work with the local governments and area partners to determine the final custodian.

- Salvage key bridge elements (for interpretation)
We concur and suggest adding this to the interpretive plan I proposed above.
- Use traditional design features in two new bridges to ensure that the bridge and piers are compatible with former bridge and adjacent bridges
We concur.
- 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.
We concur.
- Develop aesthetic treatment for retaining wall near Rodgers Tavern. Use landscaping, if possible.
We concur. The look and color of the stone on the retaining wall must emulate and compliment Rodgers Tavern.
- Design new retaining walls in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties
We concur.
- Develop and implement a Construction Protection Plan (CPP) for historic district structures and Rodgers Tavern
We concur, and request a CPP also be developed and implemented for the Abraham Jarrett Thomas House (HA-790).
- Move the Interlocking Tower to avoid demolition
We concur, the new location should take into consideration any future expansion of the Perryville Station.
- Conduct Phase IB archaeological investigation, including for submerged resources
We concur and request that the MOA not be executed until the environmental study is completed and open for public review and comment.

- Develop a procedure for handling discovery of an unanticipated resource or effect
We concur, and also request input from the National Park Service as the study area is within a National historic trail boundary.
- Continue design consultation with MHT and consulting parties.
We concur and look forward to reviewing and comment on this project.

Additionally, we strongly recommend the following additional measures be included:

1. The community should be provided a 3D visual model of the proposed plans that illustrate the impact on existing communities.
2. Plan to address a safe pedestrian river and bikeway access across the Susquehanna River; no sufficient response has been given to this issue and the community desire as reflected in local comment at public input sessions, local comprehensive plans, and state and federal goals.
3. State highway administration should investigate an alternative gateway to the City of Havre de Grace due to the impact on Otsego street. – possibly via Maryland Rt 155 through the North Park to Water Street.
4. Re-evaluation of the opportunity of an increased overland span at the current main gateway into Havre de Grace's downtown (intersection of Otsego Street/Union Avenue/Water St).

Sincerely,



Mary Ann Lisanti
Executive Director

Cc: Dianne Klair, City of Havre de Grace
Denise Breeder, Town of Perryville
Elizabeth Hughes, Maryland Historical Trust

Beth Cole, Maryland Historical Trust
Tim Tamburrino, Maryland Historical Trust
Paul DeSignore, Amtrak
Amrita Hill, Amtrak
Dan Reagle, Maryland Transit Administration
Laura Shick, Federal Railroad Administration
Jacqueline Thorne, Maryland Department of Transportation
LSHG Board of Directors



City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078

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410- 939-1800

410- 575-7043

February 15, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist
Federal Rail Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Bratcher and the Project Team:

Attached you will find a study that I and the Havre de Grace City Council commissioned at the City's expense to make the case for a modified bridge design over the intersection of MD 7/Otsego and Union Avenues, our main gateway into the City's historic downtown. This study was performed by a professional bridge engineer, David R. Schmidt, P.E., on the City's behalf to determine that our request for consideration for a larger bridge span is, in fact, feasible. This issue is extremely important to us and we fervently ask you to consider making the final preliminary design for the two new bridge spans and their respective pier locations complementary to our community as opposed to undermining the entrance to our downtown.

As they are designed now, two new bridge spans will be built over the existing curve of Otsego Street and Union Avenue; one new bridge will go north of the existing bridge and one will be in the location of the existing bridge. This is an understandable outcome of your bridge replacement (and expansion) project. However, the problem that we have is with the bridge piers as they are proposed which are to be built 160' on center. We have been told that the bridges cannot be designed with a longer span. I offer the attached report to respectfully counter that perspective and ask that you please reconsider your design which will greatly affect our downtown entrance and the homes in the immediate vicinity.

Our proposal is intended to extend the pier distance to 220' which would allow some relief for the homes located along Otsego Street, a better road configuration and for a reduction in the total number of piers. We are looking for an optimal design that better preserves our historic context and downtown gateway entrance. We have worked very hard to make this a vibrant, revitalized community and the construction of your project as designed will jeopardize decades worth of work. I cannot stress enough the need to reevaluate the proposed preliminary design. Our downtown is dependent on a gateway that works for us and this entrance is our primary access.

Sincerely,

William T. Martin,
Mayor, City of Havre de Grace

Cc: Council President Stephen Gamatoria
Council Member David Glenn
Council Member Michael Hitchings
Council Member Monica Worrell
Council Member David Martin
Council Member Randolph Craig



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 13, 2017

William T. Martin
Mayor
City of Havre de Grace
711 Pennington Avenue
Havre de Grace, MD 21078

Dear Mayor Martin,

FRA is in receipt of your letter dated February 15, 2017 and offers the following response.

Our design team for the Susquehanna River Bridge replacement team has always taken seriously every input received from the public and coordinating agencies in planning this major bridge replacement project. In fact, many comments have been incorporated into the project's design. The communities of both Havre de Grace and Perryville have been most cooperative and supportive throughout the project along with all the other important stakeholders.

The design team is in the process of entertaining the use of a 220-foot span as the first span of the bridge on the Havre de Grace side of the project, as you have suggested, but advises FRA that this may have the following impacts on the overall design of the project:

1. The highway alignment on Otsego Street may have a significantly sharper curve than previously designed by moving the new southern abutment 40' north.
2. The aesthetics of the bridge will be slightly altered being that the majority of the span configurations depths are 12' deep girders and the span over Ostego Street may have a 14' depth or be a steel box beam instead of steel I-beams.

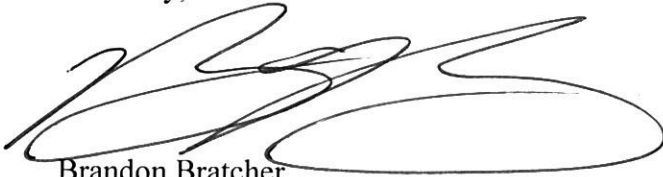
Please note that the design team previously incorporated the City-requested realignment of Otsego Street / North Union Avenue into the design, however slight modifications were needed to comply with AASHTO and MDSHA roadway criteria. It is anticipated that the Conceptual Road Alignment C will require more significant adjustments to comply with AASHTO and MDSHA standards.

Our design team will continue to develop the roadway design and span configuration in the "final design stage" of the project. At this juncture it appears that a 14-foot deep, 220-foot girder over Ostego Street is more economical and feasible compared to the box (tub) girder design. Amtrak and the team had already initially discounted the merits of the tub girder for various

construction related logistics, long-term service maintenance and inspection requirements in a railroad environment (heavy cyclical loads).

The design team will continue to communicate with the City as the design advances. Please let us know if you have any further questions/concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brandon Bratcher', written over a large, faint, circular watermark or background mark.

Brandon Bratcher
Environmental Protection Specialist
Federal Railroad Administration

cc: Laura Shick (FRA)
Jacqueline Thorne (MDOT)
Tim Tamburrino (MHT)
Paul DelSignore (Amtrak)
Marlys Osterhues (FRA)



City of Havre de Grace

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MD 20170321-0224

March 29, 2017

Mr. Brandon Bratcher, Environmental Protection Specialist
Federal Rail Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Bratcher and the Project Team:

I am deeply appreciative of your letter dated March 13, 2017 where you stated that you will consider the use of a 220-foot span over the Otsego Street/Union Avenue intersection as an engineering solution for the entrance into our historic downtown commercial area. On behalf the City of Havre de Grace, I accept the offer for the City to be a Concurring Party on the Programmatic Agreement that gets finalized following the Environmental Assessment 30-day comment period for the Susquehanna River Rail Bridge Project ending April 6th, 2017.

Thank you for your continued public outreach and for working with us to accommodate our design concerns.

Sincerely,

William T. Martin
Mayor, City of Havre de Grace

Cc: Council President Stephen Gamatoria
Council Member David Glenn
Council Member Michael Hitchings
Council Member Monica Worrell
Council Member David Martin
Council Member Randolph Craig

Havre de Grace

April 24, 2017

The Honorable Chris Van Hollen, Jr.
110 Hart Senate Office Building
Washington, D. C. 20510

RECEIVED

MAY 16 2017

**SENATOR
CHRIS VAN HOLLEN**

Dear Senator Van Hollen,

First, may I offer my congratulations on your attaining this high office. May you serve to forever tip the balance to the Democratic side. We thank you for this dedication.

The purpose in my writing to you today is to offer my opinion on a monumental project in my home town of Havre de Grace which is long overdue. We are faced with a case of crumbling infrastructure using plans and ideas offering no more than "band aid" replacements.

Amtrak, or otherwise known in my day as the Pennsy, has plans to renew its track from Baltimore to the Susquehanna River. Fine, the bridge is over 100 years old and is in dire need of an upgrade. Hopefully the Bush River Bridge and its sister over the Gunpowder will be eliminated by moving the line shoreward. This brings me to the second part of my argument: the Conrail or once the old B&O line parallels the Amtrak and presents an equally antiquated bridge in need of replacement. Why can we not combine the lines on the Conrail right-of-way up to and over one single futuristic bridge, designed to handle all needs present and future. By following the Conrail r-o-w, the line would skirt the City to the north. No longer would Havre de Grace be bisected by the "Iron Horse" as it has been for over a century. My family lore tells of my Great Uncle Harry as a child having his cap snatched off his head by a Union Soldier as he stood at the station.

In the interest of practicality (one bridge instead of two) and the new structure could be built without disturbing the existing lines until ready; with more attention to safety in moving the Amtrak to the Conrail right-of-way at the edge of town with less residential encroachment; with less noise for most residents. The new high-speed train would have a sleek, sound and aesthetically pleasing bridge.

For many attractive reasons, we residents envision a non-political and unified effort for one bridge.

Please accept the chart for your purpose if helpful. Thank you.

Sincerely,



Thomas Carroll

214 Strawberry Ln.
Havre de Grace, MD 21078
tmilton214@hotmail.com

May 23, 2017

Mr. Thomas Carroll
214 Strawberry Lane
Havre de Grace, MD 21078

Mr. Carroll,

Senator Van Hollen's office forwarded your inquiry to me, as I am the project manager for the Susquehanna River Rail Bridge Project. Thank you for your interest in the improvements to Amtrak's Northeast Corridor (NEC) infrastructure. You seem to be very knowledgeable about the history of the local rail lines. I was not aware, that Amtrak was nicknamed the Pennsy. The formation of Conrail under the Regional Rail Reorganization Act of 1974 helped revitalize rail service. Norfolk Southern Corporation (NS) and CSX Corporation (CSX) jointly acquired Conrail in 1997. Improved freight rail traffic is one of the many proposed benefits of the Susquehanna River Rail Bridge Project.

The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) have prepared an Environmental Assessment (EA) to evaluate the potential impacts for the Susquehanna River Rail Bridge Project. The Project goals are to improve rail connectivity along the Northeast Corridor (NEC) by replacing or improving the Susquehanna River Rail Bridge between the City of Havre de Grace in Harford County, Maryland and the Town of Perryville in Cecil County, Maryland. FRA is the lead federal agency and the National Railroad Passenger Corporation (Amtrak), as the bridge owner and operator, is providing conceptual and preliminary engineering designs and is acting in coordination with MDOT and FRA.

The existing two-track Susquehanna River Rail Bridge is 111 years old and creates a bottleneck along this segment of Amtrak's NEC. This rail bridge is a critical link along one of the U.S. Department of Transportation's (USDOT) designated high-speed rail corridors. Amtrak, the Maryland Area Regional Commuter (MARC), and Norfolk Southern Railway (NS) use the existing two-track bridge.

Amtrak would construct a new two-track bridge to the west of the existing bridge and a second new two-track bridge on the existing bridge alignment. Based on the alternatives development and screening process the Preferred Alternative would accommodate a maximum speed of 160 mph. Once the new bridge to the west is completed, which would be used primarily by MARC commuter rail and NS freight rail service, the existing bridge would be taken out of service, demolished, and replaced. A new high-speed passenger bridge would be built in the center of the right-of-way of the existing bridge alignment. For additional resources, please feel free to contact me or visit the project website. (www.susrailbridge.com). My direct phone line is (410)-684-7060.

Sincerely,



Jacqueline Thorne, Maryland Department of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

cc: The Honorable Chris Van Hollen, Jr.
Deborah J. Haynie

