

# SUSQUEHANNA RIVER RAIL BRIDGE PROJECT



## Section 106 Consulting Parties October 11, 2016





# Welcome & Introduction

- Project Updates
  - Historic Architecture: Effects Assessment; MHT concurrence
  - Archaeology: APE; Phase IA Assessment; Recommendations for Phase IB Investigations; MHT Concurrence
  - Environmental Analysis
  - Alternative 9A selected as preferred for Environmental Assessment
  - Continued design development



# Goals for Today's Meeting

- Archaeological update
- Adverse Effects: Steps to avoid / minimize / mitigate
- MOA: Develop stipulations



## Areas to be Tested in Phase IB for Potential Archaeological Resources

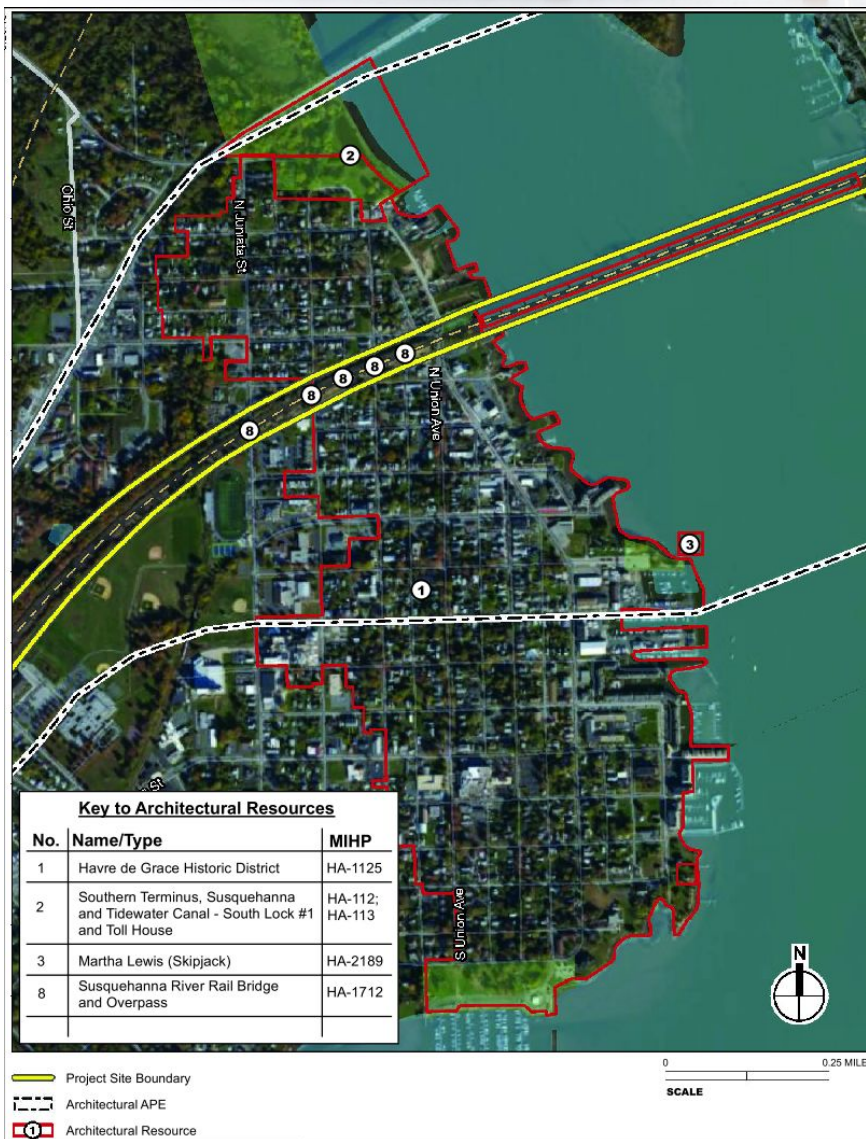
- Havre de Grace Train Station
- Havre de Grace – Susquehanna Riverfront
- Susquehanna River (Underwater Survey)
- Perry Point & Rodgers Tavern Site (18CE15)
- Wye Track Realignment Area



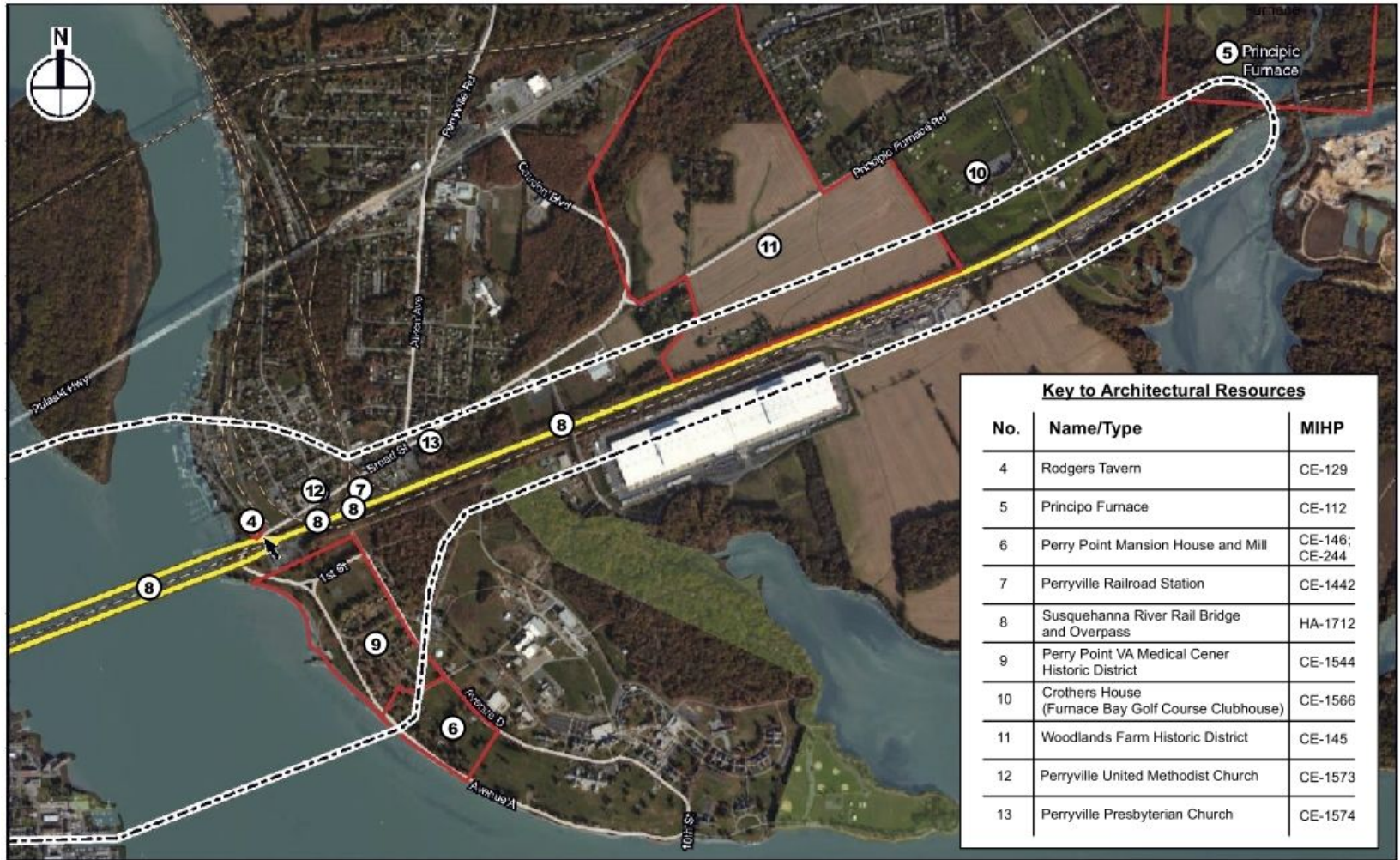
## Historic Resources Adversely Affected

- Susquehanna River Rail Bridge
- 8 (out of 9) Overpass Bridges
- Havre de Grace Historic District
- Rodgers Tavern
- Perryville Railroad Station complex

# SUSQUEHANNA RIVER RAIL BRIDGE PROJECT



# SUSQUEHANNA RIVER RAIL BRIDGE PROJECT



**Key to Architectural Resources**

No.	Name/Type	MIHP
4	Rodgers Tavern	CE-129
5	Principo Furnace	CE-112
6	Perry Point Mansion House and Mill	CE-146; CE-244
7	Perryville Railroad Station	CE-1442
8	Susquehanna River Rail Bridge and Overpass	HA-1712
9	Perry Point VA Medical Center Historic District	CE-1544
10	Crothers House (Furnace Bay Golf Course Clubhouse)	CE-1566
11	Woodlands Farm Historic District	CE-145
12	Perryville United Methodist Church	CE-1573
13	Perryville Presbyterian Church	CE-1574

- Project Site Boundary
- Architectural APE
- Architectural Resource





# Design Input from Previous Consultation

- **Susquehanna River Rail Bridge:**
  - Increased proposed girder spacing from 150' to 170' typical to reduce # of piers
  - Designed aesthetic pier shape with opening for “sleek” appearance
- **HdG Historic District / Overpass Bridges:**
  - Moved HdG abutment further south to accommodate requested roadway realignment
  - Utilizing form liner with stone pattern and staining for retaining walls to provide masonry appearance
- **Rodgers Tavern:**
  - Moved Perryville abutment further north adding a span to improve viewshed
  - Utilizing form liner with stone pattern and staining on retaining wall to provide masonry appearance
- **Perryville Station:**
  - Relocating Perry Tower on Amtrak ROW to preserve structure
- **HdG and Perryville:**
  - In lieu of chain link fencing, use aesthetic fencing





## Adverse Effects include...

- Physical destruction, damage, or alteration of all or part of the property
- Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the NR
- Introduction of visual, audible or atmospheric elements that are out of character with the property or alter its setting
- Neglect of a property resulting in its deterioration or destruction
- Transfer, lease, or sale of the property (36 CFR Part 800.5[2])

Avoid...Minimize...Mitigate



## Adverse Effect to Susquehanna River Rail Bridge

Demolition = adverse effect

- **AVOIDANCE** is not feasible





# Minimize

Use traditional design features in the two new bridges

(supported by input at 12/10/14, 11/10/15, and 04/14/16 public meetings)





## Mitigate

- Educational:
  - Document bridge
  - Develop historic interpretive material
  - Salvage key parts
- Design: continued consultation with MHT and consulting parties



# Consulting Parties' Comments:

## Susquehanna River Rail Bridge

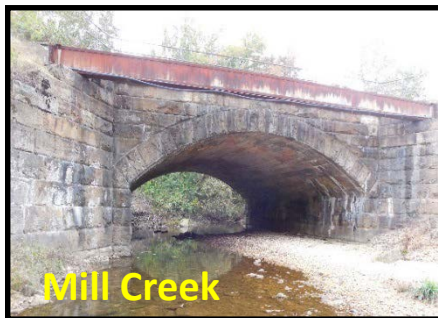
- Bridge and piers:
  - aesthetically pleasing
  - architecturally consistent with existing structures
  - Utilize pier form elements of past 2 bridges?
- Longer span over the HdG Historic District?
- Save piers from earlier bridge?



## Adverse Effect to Overpass Rail Bridges

### Bridge Replacement or Extension (all except Lily Run)

- **AVOIDANCE** of replacing or extending bridges not feasible
- **MINIMIZE** or avoid through use of stone not feasible
- **MINIMIZE** by using a form liner that emulates look and color of stone
- **MITIGATE** through preparation of Historic American Engineering Record (HAER) Documentation



Mill Creek



North Freedom Lane



Perryville Railroad Station



Centennial Lane



## Adverse Effect to Overpass Rail Bridges (cont'd)

### **Possible adverse effect with construction of adjacent retaining walls**

- **AVOID** additional adverse effect by ensuring design of the new walls is in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*



## Consulting Parties' Comments: Overpass Bridges

- Concern for loss of bridges:
  - Rail corridor has huge visual impact on HdG
  - Explain engineering reasons for not using stone in new design
  - Will form liner be visually appealing? see example?  
rendering?
- Safety and maintenance concerns with extension of tunnels (specifically Freedom and Centennial Lanes). Possible lighting within these overpasses?





## Adverse Effect to Havre de Grace Historic District

### Visual adverse effect due to widening

- **MINIMIZE:**
  - Locate bridge abutment further south
  - Construct retaining walls, in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*



### Possible adverse effect with construction-related Damage

- **AVOIDANCE** through development and implementation of a Construction Protection Plan (CPP)





# Consulting Parties' Comments:

## Havre de Grace Historic District

- Larger span overland due to the constriction of gateway into HdG?
- Additional adverse effect for the interference with HdG HD and main road entrance due to reduced pier span distance?
- Effect on entire historic district
- All existing walking trails, signature sidewalks, and streetscape improvements reconstructed?
- Consulting parties provided with:
  - Details to evaluate the impact on structures within HD
  - Explanation why the widening was deemed to have no impact on structures
  - Depictions or examples from other areas showing what is proposed



## Adverse Effects to Rodgers Tavern

### Visual adverse effect from the widening and new retaining wall

- **MINIMIZE** through:
  - aesthetic treatment for wall
  - landscaping, if possible



### Possible adverse effect with construction-related damage

- **AVOID** through development and implementation of a Construction Protection Plan (CPP)





# Consulting Parties' Comments:

## Rodgers Tavern

- **Concerns:**
  - Visual / noise effects
  - Design of retaining wall: stone face?
  - Impacts to Broad Street / Avenue A
  - Design of landing in Perryville



## Adverse Effects to Station Complex

### Possible adverse effect from demolition of interlocking tower

- **AVOID** by shifting the Interlocking Tower within ROW
- **MITIGATE:**
  - HAER recordation to document the two contributing resources that would be altered and/or removed
  - Install signage interpreting the history of the Perryville Station and/or museum improvements





## 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.



## Potential MOA Stipulations (cont'd)

- 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
- Conduct Phase IB archaeological investigation, including for submerged resources



## Potential MOA Stipulations (cont'd)

- Develop procedure for handling discovery of an unanticipated resource or effect
- Continue design consultation with MHT and consulting parties





## Next Steps

- Prepare Memorandum of Agreement (MOA) for review and final execution.
- Continued design refinement and consultation with consulting parties and MHT
- Include the draft MOA in the Environmental Assessment



# Suggestions, Questions, Comments?

**For more information visit:**

**Project website at [http://www.susrailbridge.com/section\\_106.php](http://www.susrailbridge.com/section_106.php) for:**

- Phase IA Archaeological Assessment
- Effects Assessment for Historic Architectural Resources

**The Citizen's Guide to Section 106**

**<http://achp.gov/docs/CitizenGuide.pdf>**

**For additional project information, please contact:**

**Dan Reagle**

Maryland Transit Administration

Environmental Planning Division

6 St. Paul Street, Room 924

Baltimore, MD 21202

**410.767.3771**

**[DReagle1@mta.maryland.gov](mailto:DReagle1@mta.maryland.gov)**