



City of Havre de Grace

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Susquehanna River Rail Bridge Project
Advisory Board
of the
Mayor and City Council of Havre de Grace
for the
Mayor and Town Commission of Perryville

Advisory Bulletin #17
Easterly Right-of-Way and Alignments in Perryville
March 20, 2015

Background

The Advisory Board met on March 12, 2015 to examine the current and proposed rail right-of-way corridor, extending from the bridge abutment area below downtown Perryville to a point just east of the MARC Station, and including the track wye connecting to the Norfolk Southern line to Harrisburg, known locally as the Port Road.

As feasibility studies and preliminary design with regard to track elevation and alignment have been further developed by the SRRBP Project Team since last October, it appears that the most favorable track alignments would now place the lower-speed bridge along the upriver (north) side of the existing bridge, with the other new bridge taking its place. It also now appears that little or no raising of track elevation will become necessary east of the new bridge abutment.

The new bridge alignments, as much as can be understood at this stage of planning, will cause little change and have almost no impact along the south (Perry Point) side of existing trackage. Installation of a lower-speed new bridge along the upriver side of the existing bridge would shift the abutment in that direction accordingly, bringing it closer to the bottom end of Broad Street, directly across from the Rogers Tavern Historical Site.

Recommendations

1. The existing bridge abutment just east of Avenue A should be entirely rebuilt to ensure a consistent architectural appearance, using modern materials that can be expected to maintain a good appearance for the next 120 years or more.

2. The new abutment should be repositioned closer to the river, as may become necessary to ensure equal bridge spans to the relocated Havre de Grace abutment, and to provide more land-based track length for crossovers to the MARC Station and the Port Road wye entrance.
3. The north sidewall of new abutment should be extended eastward to Roundhouse Drive, to better facilitate an off-street parking area along its base for visitors to Rogers Tavern and the Town Dock.
4. The south sidewall of the new abutment should extend a short distance eastward toward the transformer station to facilitate an emergency response and maintenance access ramp leading up to trackside.
5. A fenced enclosure with gates should be installed along a new paved access road and ramp from Avenue A, locating it at least fifty feet eastward of the new abutment to conceal all such fencing from the Rogers Tavern vista.
6. All security fencing and guard railing systems visible from Broad Street should be upgraded as much as possible in appearance, placed far enough from the toe of embankments to allow weed control, and coated black to blend with the landscape. Where possible, the abutment and its side walls should provide security against trespassing in lieu of fencing, with only a low fence-style guard railing system along the top.
7. Retaining wall and abutment architecture and materials should be designed to discourage growth of noxious weeds and scrub trees as much as possible.
8. Earthen embankments visible to Broad Street should be densely planted with a variety of landscaping species that resist erosion and noxious weed growth.

Recommended Action

The Advisory Board recommends that the Mayor and Town Commission of Perryville take necessary steps to consolidate these or similar recommendations into a formal communication to the SRRBP Project Team as soon as possible.

Respectfully submitted,



Volney H. Ford
Chairman