



City of Havre de Grace

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

410-939-1800

Susquehanna River Rail Bridge Project Advisory Board of the Mayor and City Council

Advisory Bulletin #3
Bridge Abutment Area
October 24, 2014

Background

The Advisory Board met on October 21, 2014, to examine the immediate area around the westerly landing of the proposed rail bridge complex in order to determine the most favorable placement of the new bridge abutment. Factors taken into consideration were a greater height and width of the proposed bridge complex, longer spans between piers, a probable shifting of track alignment southward, the need for a more impressive gateway entrance to the downtown area, safer traffic flow and intersection alignments under the bridge, and sufficient space to install a permanent outdoor historical display dedicated to the history and architecture of previous bridges located at this site.

Site Recommendations

1. The new bridge abutment should be retracted westward, almost to the Freedom Lane tunnel underpass (eliminating that underpass) to allow for each of the following recommendations and to prevent further abutment crowding of the current street intersection area that would be caused by much wider bridge and trackage requirements.
2. The sharply curving, semi-blind intersection of Otsego Street and Union Avenue should be improved to a much wider radius of turn that would align directly with Saint John Street. This would allow longer and more generous turn lanes and greatly improved sight lines.
3. The Water Street intersection should be relocated farther west along Otsego Street, in conjunction with that of Pearl Street.
4. Both David Craig Park and Jean Roberts Park should be enlarged westward to the proposed Otsego/Union street curvature.

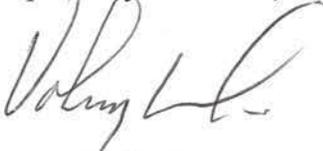
P911

5. Railroad property under the bridge complex and situated between the two city parks should, by special agreement, be made available for public use and maintained by the City of Havre de Grace to appear as part of the park complex. This area should contain landscaping and walkways, but should have no structures, to allow full access for bridge maintenance.
6. Railroad property under the bridge complex, and situated between the proposed Otsego/Union street curvature and the relocated bridge abutment, should likewise be made available for public use and maintained by the City of Havre de Grace as open space with landscaping and walkways, but no structures.
7. The monumental gateway signage that exists under the current bridge should be relocated northwestward toward the proposed intersection of Water and Otsego Streets, and should include a beautiful and enlarged landscaping feature.
8. The much higher new bridge understructure would result a brighter and more open streetscape, which should be enhanced with ornamental tree plantings wherever possible without blocking sight lines or interfering with bridge maintenance operations.
9. A significant portion of an enlarged David Craig Park should be reserved for a strategically placed permanent outdoor historical display dedicated to the history and architecture of the previous bridges at this site.

Recommended Action

The Advisory Board requests that the Mayor and City Council take necessary steps to consolidate these or similar recommendations into a formal communication to the SRRBP project team as soon as possible. The abutment location is an engineering and track alignment issue that must be resolved by the SRRBP project team very soon.

Respectfully submitted,



Volney H. Ford
Chairman