



final negative declaration

SECTION 4 (f) STATEMENT

FOR:

CONTRACT NO. H 671-000-471
F.A.P. No. RS-RSG 9464 (1)
MARYLAND ROUTE 7A
REPLACEMENT BRIDGE OVER
AMTRAK MAINLINE AT HAVRE DE GRACE
IN HARFORD COUNTY, MARYLAND

prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

REPORT NUMBER: FHWA-MD-NEG-78-06-F

REGION III

MARYLAND ROUTE 7-A
REPLACEMENT BRIDGE OVER AMTRAK
MAINLINE AT HAVRE DE GRACE

ADMINISTRATIVE ACTION

FINAL

NEGATIVE DECLARATION
4(f) STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Submitted pursuant to 42 U.S.C. 4332 (2) (C), 23 U.S.C. 128 (a)
49 U.S.C. 1653 (f), 16 U.S.C. 470 (f)

M. S. Caltrider
State Highway Administrator

12/15/78
Date

by: Hal Kassoff
Hal Kassoff
Director, Office of Planning
and Preliminary Engineering

1/19/79
Date

by: Emil Elinsky
Emil Elinsky
Division Administrator
Federal Highway Administration

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
I. Location and Description of Project	1
II. Need	1
III. Traffic	2
IV. Recommended Alternate and Design Criteria	2
V. Social, Economic and Environmental Considerations	8
A. Land Use	8
B. Socio-Economic	8
C. Historic and Archeological Involvement	8
D. Air Quality	10
E. Noise	10
F. Ecology	11
VI. Section 4(f) Statement	12
VII. Basis for Negative Declaration	11
VIII. Public Involvement	19
IX. Correspondence Section	20
X. Appendix A	

LIST OF FIGURES

<u>FIGURE</u>	<u>PAGE</u>
1. Location Map	3
2. Study Area Map	4
3. Typical Section	5
4. Horizontal and Vertical	6
5. Alignments	
6. Land Use	9
7. 4(f) Alternates and Land Use	16

I. LOCATION AND DESCRIPTION OF FACILITY

5

Maryland Route 7-A located in Harford County, Maryland, serves as the primary access road to the City of Havre de Grace from the south and west. It also provides access to the Chesapeake Industrial Park and the Maryland National Guard Reservation. The western terminus of 7-A is U.S. Route 40. From this point, 7-A traverses eastward, crossing over the Amtrak Main Line and continues into the City of Havre de Grace. The subject of this document is the existing Maryland Route 7-A bridge over the Amtrak Main Line. See the vicinity map and location map on pages 3 and 4, respectively.

The existing bridge, constructed in 1905, is a two (2) lane steel trestle bridge. The width of the bridge is twenty-two (22) feet from curb to curb with no shoulders or pedestrian walkways. The load limit of the bridge has recently been reduced from fifteen (15) to five (5) tons (posted). The speed limit on the bridge is five (5) mph. The original timber plank floor was replaced in 1953 by the Pennsylvania Railroad with a steel through-type floor. This consisted of corrugated steel plates filled with bituminous concrete. The replacement deck has now deteriorated to a point where portions of it have been breaking off and falling onto the tracks below. Studies by the Maryland State Highway Administration and the Penn Central Railroad indicate that a more substantial deck of concrete would put excessive weight on the trusses and restrict the load limit even more.

II. NEED

The deteriorating condition of the existing bridge and the heavy truck traffic demands make it mandatory that a new bridge be constructed. The lowering of the load limit of the bridge, because of the deteriorating condition, severely limits the number of trucks that would normally use the facility to go to the Chesapeake Industrial Park. Currently heavy vehicles desiring to enter the park from the south, must continue northerly on U.S. Route 40 and enter the City of Havre de Grace via Ostego Street. From here the trucks must negotiate through the residential streets of Havre de Grace and back track to the industrial park. This results in an approximately 7 mile detour for industrial traffic and more importantly places heavy truck traffic on the local residential streets of Havre de Grace. This creates a hazardous condition for the pedestrians, particularly children, in the town. With the planned expansion of the industrial park, this problem will

become even more acute. The continuing of truck traffic through the city will result in adverse aesthetic, and noise impacts and the deterioration of the local streets.

Also, due to the poor condition of the existing bridge, school buses have been re-routed to use the Ostego Street entrance into Havre de Grace which creates an additional distance and hazard in transporting the children. Emergency vehicles, except those under the five ton limit, have also been banned from using the bridge causing delays in service.

The project has strong support from the citizens in the area and the elected officials from both Harford County and the City of Havre de Grace. (See Correspondence Section)

III. TRAFFIC

The Average Daily Traffic (ADT) for the project is as follows:

<u>1980</u>	<u>2000</u>
12,700	22,800

The percent of trucks is approximately 8 percent of the ADT.

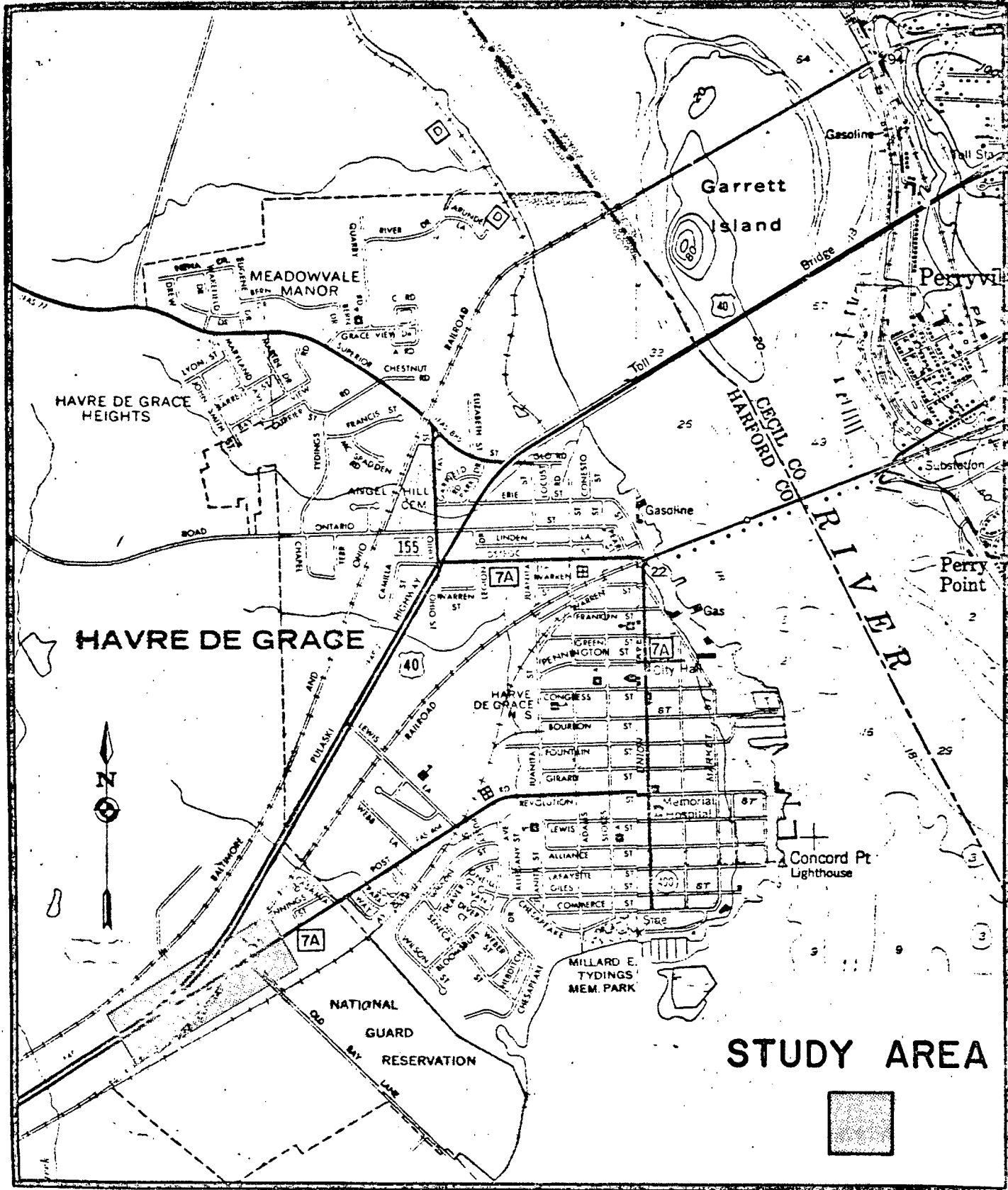
IV. RECOMMENDED ALTERNATE AND DESIGN CRITERIA

The purpose of the project is to replace the existing deteriorating bridge with a new structure and necessary approach roadway that will meet current design and safety criteria.

Two alternates were considered in the Draft Negative Declaration prepared for the project. These were: (1) the construction of a new bridge on approximately the same location as the existing bridge and; (2) the No-Build alternate. Other alternate concepts were also considered as part of the Section 4(f) consultation.

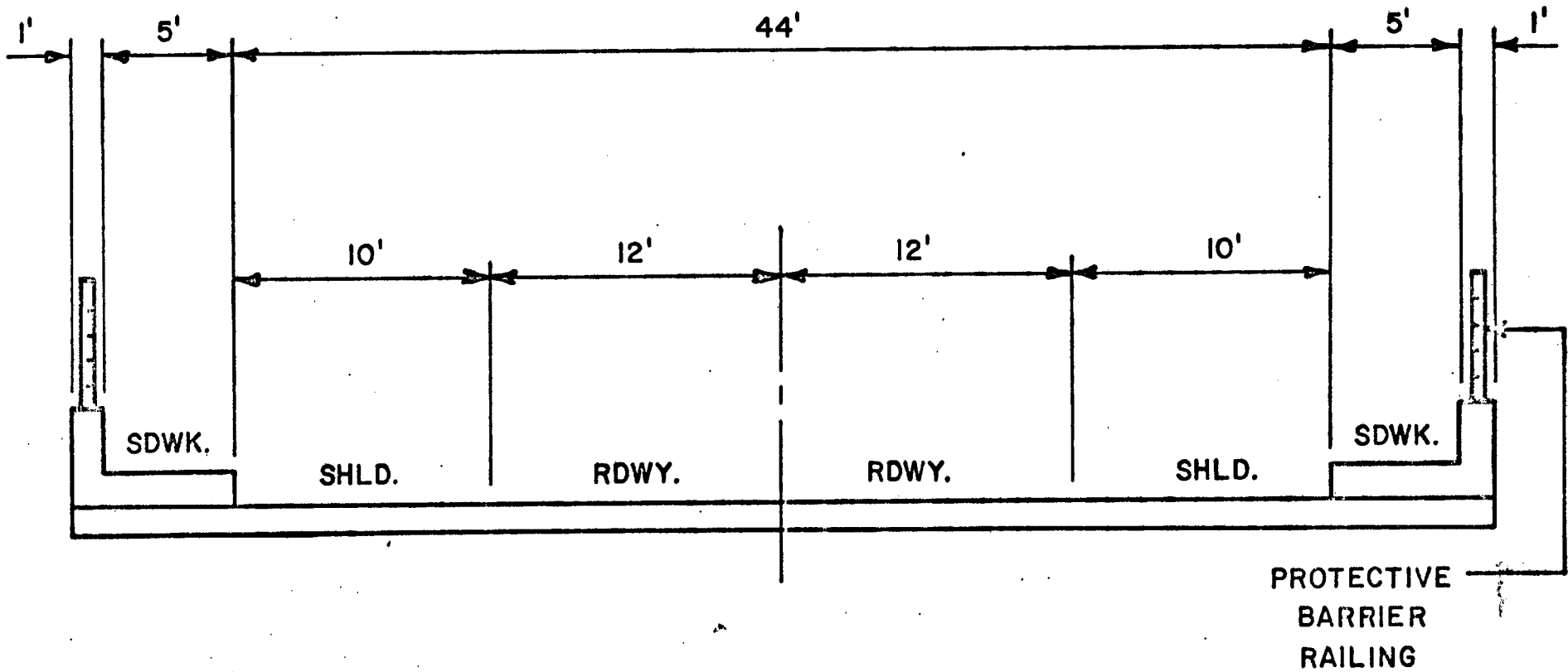
The construction of a new bridge has been selected for further study. The build alternate will eliminate the existing hazardous conditions and remove heavy truck traffic from the City of Havre de Grace by returning it to its original route. The build alternate is also consistent with the local plans of the area and, as mentioned previously, is strongly supported by the citizens and elected officials of the area.

The No-Build alternate would have allowed the existing sub-standard bridge to remain in use until it deteriorated to a point where it would be closed to all traffic.



STUDY AREA MAP

TYPICAL SECTION



PAGE 5

BRIDGE TYPICAL
MD. RTE. 7-A

11

The replacement bridge will be designed in accordance with the standards adopted by the American Association of State Highway and Transportation Officials (AASHTO). The new bridge will be constructed within the following design parameters:

Design Speed - 30 miles per hour

Vertical Control - Maximum grade 7%

Typical Section -

Bridge - 44 ft. section
2,12 foot travel lanes
2,10 foot shoulders
2,5 foot pedestrian walkways

Approaches - The approaches will be made compatible with the existing roadway on either side of the proposed bridge.

Bridge Length - Approximately 540 feet

Railroad Clearance - Approximately 23.5 feet.

Right of Way - All construction will be within the existing right of way.

The proposed typical section and horizontal and vertical profiles are illustrated on Pages 5 and 6.

The cost for the selected alternate is as follows:

Construction Cost	-	\$4,100,700
Right of Way	-	-----
Total		<u>\$4,100,700</u>

The construction cost figures includes monies for preliminary engineering and overhead costs.

12

V. SOCIAL, ECONOMIC, AND ENVIRONMENTAL
CONSIDERATIONS

A. Land Use

The land uses immediately abutting the proposed project are commercial, industrial and recreational. See page 9. The recreational land is owned by the Maryland National Guard which leases it to the Havre de Grace Little League. As mentioned earlier no additional right of way will be required for the project. The project is consistent with the local plans of the area.

B. Social - Economic

The selected alternate will not require the acquisition of any homes or businesses nor impact any minority groups or individuals.

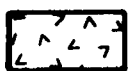
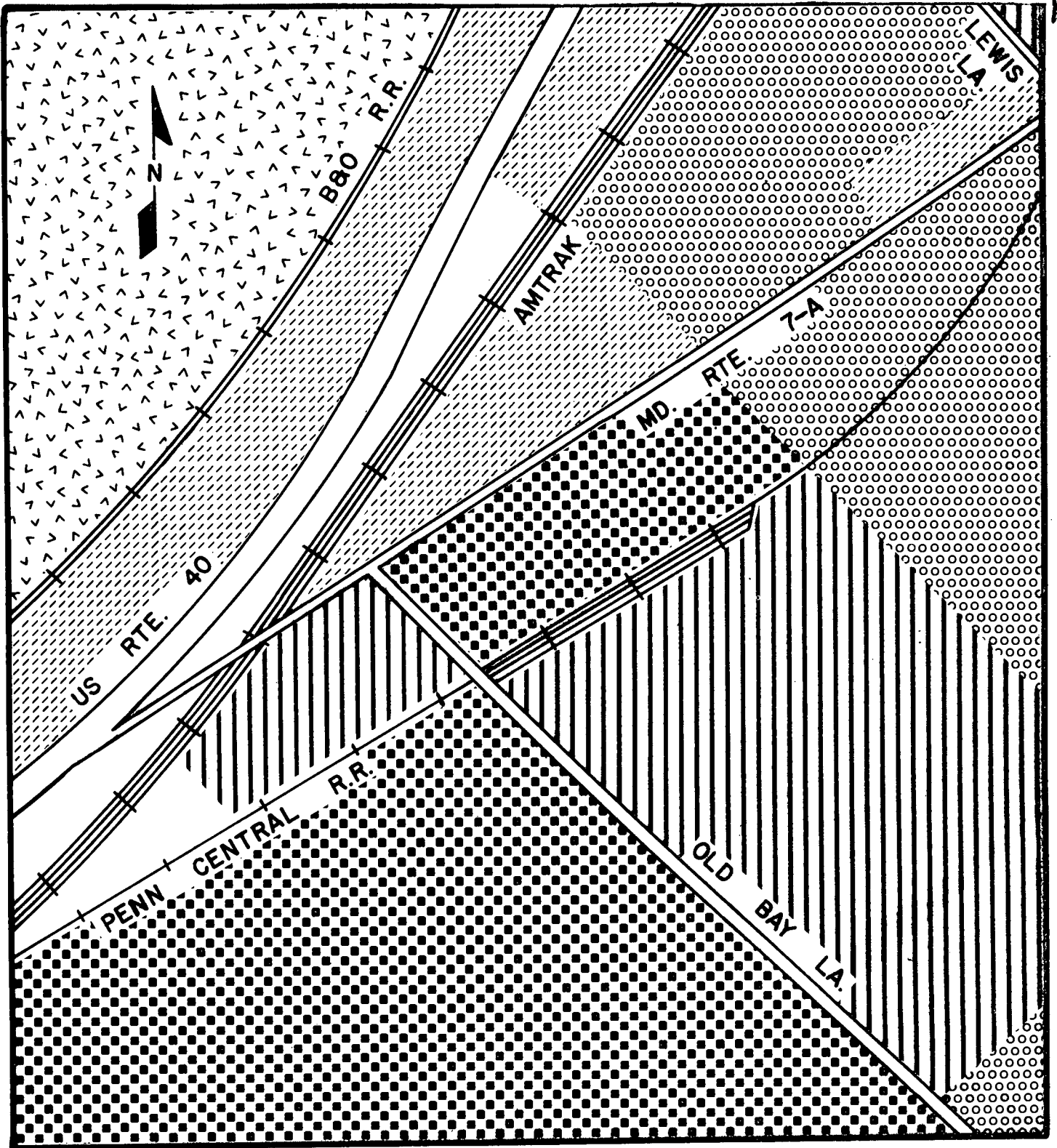
The No-Build alternate could have had an adverse impact on the economy and development of the area. Firms locating in the Chesapeake Industrial Park are committed to obtain 50 percent of their employees from the City of Havre de Grace. If the existing bridge is not replaced, firms may decide to locate in areas that provide better access for heavy vehicles. This obviously could effect the employment opportunities of people living in Havre de Grace.

C. Historic and Archeological Involvement

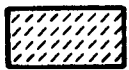
The existing bridge, which was built in 1905, has been identified by the Maryland Historical Trust as being an example of early steel bridge truss construction in the State of Maryland. It has also been determined by the Keeper of the Register that the bridge is eligible for inclusion on the National Register of Historic Places.

A 4(f) Statement is included beginning on page 12 of this document detailing the impact of the bridge. A Memorandum of Agreement can be found in Appendix A. The memorandum stipulates specific mitigation measures that will be followed and implemented before and during the dismantling of the existing bridge.

No other historic sites are within the project area.



AGRICULTURAL OR UNDEVELOPED



COMMERCIAL



INDUSTRIAL



RESIDENTIAL



INSTITUTIONAL OR RECREATIONAL

LAND USE MAP

A preliminary archeological reconnaissance survey was completed in the project area. No sites were identified.

D. Air Quality

The project is located in the Metropolitan Baltimore Intrastate Air Quality Control Region. The project being the replacement of an existing bridge will not increase the capacity of the facility nor increase traffic over normal growth. The project, being extremely local in nature, will not adversely affect the air quality of the air quality region or the immediate surrounding areas. The project will also not interfere with the long term goals of the State Implementation Plan.

There will be some unavoidable short-term increase in local air pollution during the construction of the project. However, the State Highway Administration has established Specifications for Materials, Highways, Bridges, and Indidental Structures which specify procedures to be followed by contractors involved in State work. The Maryland Bureau of Air Quality and Noise Control has reviewed these specifications and has found them consistent with the Regulations Governing the Control of Air Pollution in the State of Maryland.

The proposed improvement is consistent with the State Implementation Plan.

E. Noise

Prior to the lowering of the load limit on the existing bridge it was used, by truck traffic, as the primary access route to the Chesapeake Industrial Park and the Maryland National Guard Reservation. As was discussed earlier, the truck traffic must now take a detour route through Havre de Grace to reach those facilities. The completion of the project will remove the traffic from the residential areas of Havre de Grace and return it to its original route. As can be seen on Page 9 the majority of land use surrounding the project is industrial and commercial. The proposed improvement will not relocate the bridge closer to any noise sensitive areas nor increase the capacity of the facility. The recreational facilities of Stancil Field are normally in use when there is no or a minimum of truck traffic, primarily after the Industrial Park has ceased operations on weekdays and on weekends when the Industrial Park is closed. Thus the project will not introduce noise levels that are incompatible with this land use of the area.

Temporary increases in local noise levels will be experienced during construction activities. The increase in noise levels will be short term and will only be experienced during daylight hours.

F. Ecology

The project area contains no streams, wetlands, or floodplains. There will be no loss of unique habitat or rare or endangered species of plants or animals. No prime or unique agricultural lands are involved.

V. BASIS FOR NEGATIVE DECLARATION

In view of the above evaluation and in accordance with Volume 7, Chapter 7, Section 2, Paragraph 12, of the Federal Aid Highway Program Manual, it has been determined that the project will not have a significant impact on the environment and, therefore, qualifies for submission as a Negative Declaration.

The preceding discussion has evaluated a number of environmental and social factors which must be considered during the planning and development of a highway project. As a result of the evaluation, it can be seen that the selected alternate will not have a significant effect and in some areas no affect on social, economic, or natural aspects of the environment. There will be no relocations of homes or businesses when the project is constructed. The completion of the project will improve the noise quality of the City of Havre de Grace by removing the heavy truck traffic from the local street system.

All possible measures will be taken to protect the public safety and welfare during the replacement of the deteriorating and dangerous railroad bridge. The design of the bridge will increase pedestrian as well as traffic safety.

16

VI. SECTION 4(f) STATEMENT
MARYLAND ROUTE 7-A
REPLACEMENT BRIDGE OVER
AMTRAK MAINLINE AT HAVRE DE GRACE
IN HARFORD COUNTY, MARYLAND

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 1653(f)) requires that the proposed use of any land from an historic site of National, State or Local significance be given particular attention. The proposed action requires the taking of such land. This statement will document that there are no feasible and prudent alternatives to use of 4(f) property. Additionally, a full evaluation of measures to minimize harm will be made. The 4(f) issue for the proposed project is the Maryland Route 7-A bridge over the Amtrak Railroad. The bridge is eligible for inclusion on the National Register of Historic Places.

1. Need

The deteriorating condition of the existing bridge and the heavy truck traffic make it mandatory that a new bridge be constructed. The lowering of the load limit of the bridge, because of the deteriorating condition, severely limits the number of trucks that would normally use the facility to go to the Chesapeake Industrial Park. Currently, heavy vehicles desiring to enter the Park from the south must continue northerly on U.S. Route 40 and enter the City of Havre de Grace via Ostego Street. From here the trucks must negotiate through the residential streets of Havre de Grace and back track to the industrial park. This results in an approximately 7 mile detour for industrial traffic and, more importantly, places heavy truck traffic on the local residential streets of Havre de Grace. This creates a hazardous condition for the pedestrians, particularly children, in the town. With the planned expansion of the industrial park, this problem will become even more acute. The continuing of truck traffic through the city will result in adverse aesthetic, and noise, and the deterioration of the local streets.

Also, due to the poor condition of the existing bridge, school buses have been re-routed to use the Ostego Street entrance into Havre de Grace which creates an additional distance and hazard in transporting the children. Emergency vehicles, except those under the five ton limit, have also been banned from using the bridge, causing delays in service.

2. Project Description

The project is located in Harford County, Maryland, in the City of Havre de Grace. The proposed improvement would replace an existing deteriorating bridge over the Amtrak Railroad. A new structure and necessary approach roadway that will meet current design and safety criteria is proposed.

No additional right of way would be acquired for this alternative. The proposed bridge will include two 12 foot lanes, two 10 foot shoulders, and two 5 foot pedestrian walkways.

3. Description of Section 4(f) Involvement

The Old Post Road Bridge carrying Maryland Route 7-A over the former Penn Central Railroad Line in Havre de Grace, was constructed by the American Bridge Company of New York in 1905. The structure was found to be eligible for the National Register of Historic Places by the U.S. Department of the Interior. The bridge would be removed by the proposed action.

The bridge is an example of a Baltimore, or Petit, truss, also known as a subdivided Pratt. The only major renovation of the two lane bridge occurred in 1953 when the Pennsylvania Central Railroad replaced the decking. At that time, the structure could support 15 tons (posted). With constant use and age, the bridge's weight limit has decreased to a maximum of 5 tons (posted). Studies by the Maryland State Highway Administration and the Penn Central Railroad indicate that a more substantial deck of concrete would put excessive weight on the trusses and restrict the load limit even more. As a transportation link, the existing Maryland Route 7-A bridge does not and cannot satisfy modern transportation requirements.

4. Alternatives

The highway action most critically needed for this project is an adequate bridge to carry traffic on Maryland Route 7-A over the Amtrak Facility.

18

The Draft Negative Declaration considered only two alternates, the build and the no-build. However, three additional alternatives were discussed in the Discussion of 4(f) Involvements. A brief review follows of these alternate actions, which are not considered prudent or feasible alternatives to the proposed action. See map 16 on page for the location of these alternates.

No-Build

This alternative would involve no direct construction, nor right of way purchase.

However, this would be a temporary condition. The decking on the existing 7-A bridge is in need of replacement. Normal maintenance generally would accomplish this resurfacing. However, as mentioned previously, the Maryland State Highway Administration and the Penn Central Railroad have determined that a new deck would put excessive weight on the trusses. The superstructure cannot be restored or reconstructed to support the required decking.

The No-Build option would not resolve the need for an adequate facility to accommodate existing and future levels of traffic. The situation would become acute by 1985, when the present decking is estimated to have degraded to a point unacceptable to permit traffic. The No-Build Alternative would also continue the pedestrian and vehicular traffic hazards cited above.

Alternate 2

This alternative would move the proposed bridge alignment to the south of the existing structure. This alternative would require the acquisition of a commercial establishment and one residence.

It would also require the acquisition of approximately 2.5 acres of additional right of way. Approximately 1.4 acres of this right of way would have been be from Stancil Field, a recreational area currently a public use facility under private lease control, requiring 4(f) consultation. The alternative would also require, for right of way purposes, a football field and a bleacher area from Stancil Field. The bleachers would also have to be moved to another area of the field.

Alternate 3

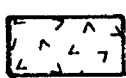
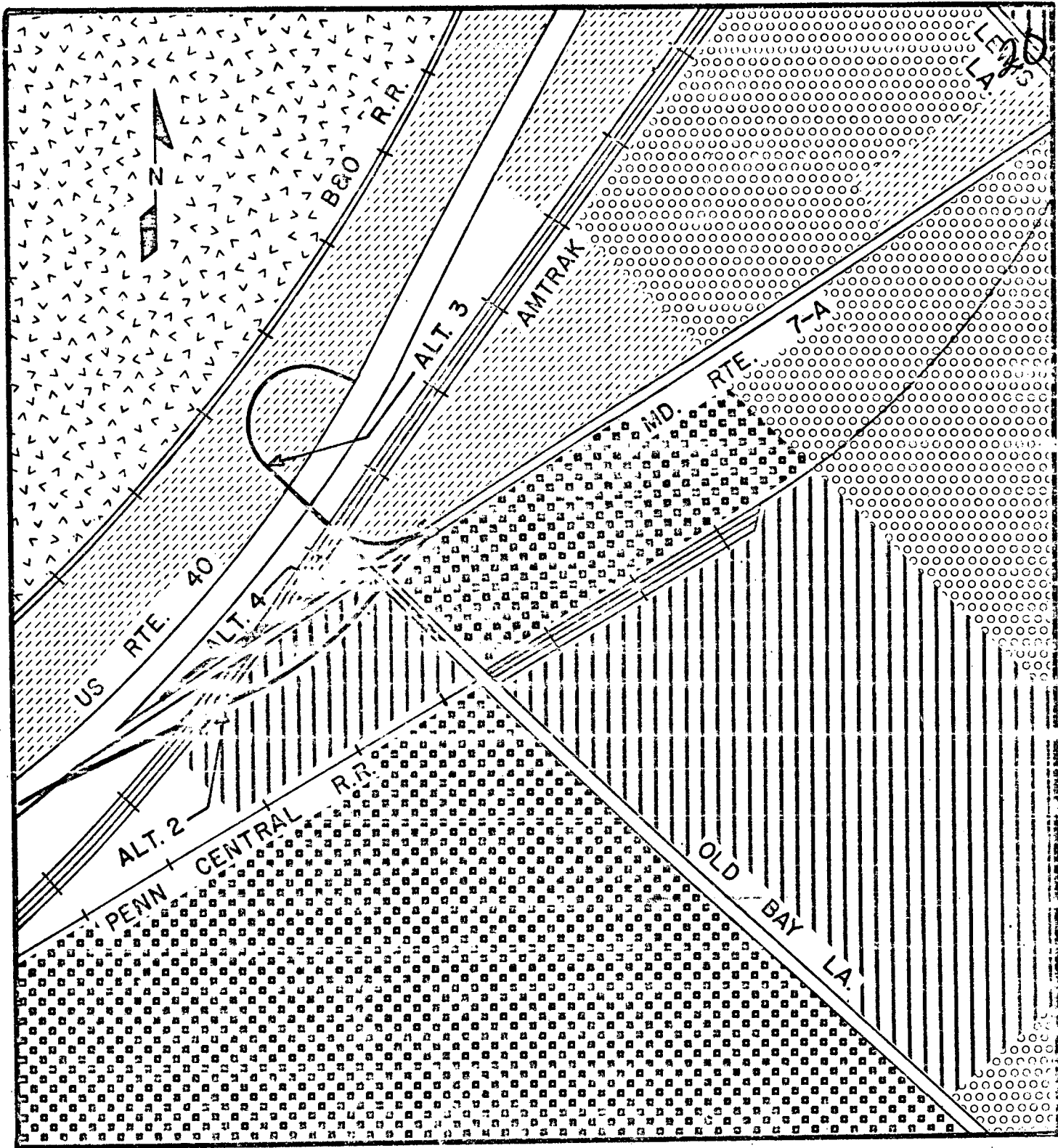
This alternative extended Old-Bay Lane in a northwesterly direction to cross the Amtrak facility and U.S. Route 40 on structure.

The structure would be approximately 420 feet in length. Four separate ramps connecting the Old Bay Lane/Maryland Route 7-A and U.S. Route 40 traffic would be required. Approximately eight acres of right of way would have to be acquired to implement this alternate. This alternative would cost approximately \$8,000,000 to construct. This alternative would also require additional right of way from Stancil Field, approximately one-third of an acre. It would also require the construction of a retaining wall on the field. The bridge carrying Maryland Route 7-A would be closed to traffic.

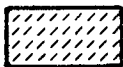
Alternate 4

A northern alternative parallel to the existing structure was also investigated. However, this alternative was eliminated for engineering reasons. There is insufficient distance to provide an adequate and safe minimum turning radius from Maryland Route 7-A westbound to U.S. Route 40 northbound. The grades between the Maryland Route 7-A and U.S. Route 40 tie-in would exceed the maximum allowed design standards.

With Alternatives 2, 3, and 4, and the No-Build, the existing bridge would not be required for construction. However, neither the railroad, the town of Havre de Grace, State Highway Administration, nor any other entity, has expressed interest in assuming responsibility for maintenance or liability of the existing structure. Closure of the bridge to vehicular traffic would not significantly reduce the buckling and dropping of pavement onto the Amtrak facilities. With age, the bridge surface would not even provide pedestrian safety. Removal of decking in order to retain the historic structure without jeopardizing railroad equipment, would provide a tremendous safety hazard to adventurous pedestrians.



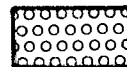
AGRICULTURAL OR UNDEVELOPED



COMMERCIAL



INDUSTRIAL



RESIDENTIAL



INSTITUTIONAL OR RECREATIONAL

4(f) ALTERNATES & LAND USE MAP

For these reasons, and those cited above, the replacement of the existing facility as proposed is the only prudent and feasible action.

5. Area Affected

The present 270 foot long historic structure would be replaced by a modern, safe facility.

The proposed bridge will be able to accommodate heavy truck traffic, eliminating their use of the residential areas of Havre de Grace. Plans for replacement of the Maryland Route 7-A bridge estimate that traffic would be diverted to other routes (as all heavy truck traffic is now) for two years. During this time, the existing structure would be dismantled and a new bridge constructed on the same location, within existing right of way.

6. Measures to Minimize Harm

Because the structure spans an actively used railroad, the dismantling operation of the existing bridge would involve particular care. The State Highway Administration proposes to undertake several measures to reduce the impact of the loss of this historic structure.

A complete set of measured drawings would be provided to the Maryland Historical Trust and the Historic American Engineering Record (HAER). Photographs of the standing structure would be taken in accordance with the techniques and accuracy suggested by the HAER. These negatives would be deposited with the Maryland Historical Trust, and copies distributed to the HAER.

The State Highway Administration would provide the Trust with a proposed schedule of construction and notify the Trust prior to the start of removal of the structure. Appropriate photographs of the dismantling can also be taken.

During final planning as well as design of this project, a proper repository for some of the representative joints or beams will be searched for by the Maryland Historical Trust, Historic American Engineering Record, and the State Highway Administration.

7. Coordination

The significance of the bridge was identified by the Historic American Engineering Record in an April, 1977 Aerial Reconnaissance Report of Historic Structures on the Northeast Corridor. The information was brought to the attention of the Federal Highway Administration and State Historic Preservation Officer by the Historic American Engineering Record in September, 1977. The Maryland State Highway Administration was informed of the historic nature of the bridge in October, 1977. In December, 1977, the State Historic Preservation Officer cited the significance of the structure. The State Historic Preservation Officer also indicated that removal of the bridge could be satisfactorily mitigated.

Preservation planners from the Maryland Historical Trust under contract with the State Highway Administration performed additional research on the bridge. The collected information was forwarded to the Keeper of the Register, National Park Service, U.S. Department of the Interior, in the Spring of 1978. The structure was determined to meet the qualifications for inclusion in the National Register.

A Draft Negative Declaration/4(f) Involvement was prepared for this project. The document was circulated to the U.S. Department of the Interior, Agriculture, and Housing and Urban Development. A copy was also sent to the Maryland Historical Trust.

In accordance with Section 106 of the National Historic Preservation Act of 1966, and Executive Order 11593, the Federal Highway Administration developed stipulations for a Memorandum of Agreement concerning the effect to the Old Post Road bridge. The Memorandum was formally prepared by the Advisory Council on Historic Preservation and signed by the Council, the Maryland State Historic Preservation Officer, the Federal Highway Administration, and concurred in by the Maryland State Highway Administration. The stipulations for removal were mentioned above, and may be found in the Appendix.

VII. PUBLIC INVOLVEMENT

In accordance with the Maryland Department of Transportation Action Plan, Chapter V, Highway Project Development a Public Hearing was not required. In addition the local elected officials were asked if they thought a Public Hearing would be necessary or desired by the local citizenry. In all cases, the responses were negative.

The Draft Negative Declaration/4(f) Involvement document was put on display for public review and comment within the project area. The availability of the document was advertized in the Havre de Grace Record and the Harford Democrat. The State Highway Administration received no comments or responses as a result of the advertisement.

IX. CORRESPONDENCE



City of Havre de Grace - Department of Public Works

415 St. John Street, Havre de Grace, Maryland 21078

939-0150

1978 JUN 26 AM 9 54

David L. Himes
Deputy Director

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

June 22, 1978

Re: EIS of Rte 7A Bridge

Mr. Kenneth V. Dodson
Project Manager
Room 403
300 W. Preston Street
Baltimore, Maryland 21201

Dear Mr. Dodson,

We appreciate you furnishing us a copy of "An Environmental Assessment of Proposed Improvements to Maryland Route 7A". We have reviewed the submission and must compliment the preparers for their indepth coverage. We concur in their evaluations and concerns.

The evaluation and corrective action to minimize impact on Stancill Field is appreciated due to its value to the participants both within the City and in the County. The great need for the structure improvement in behalf of access to the Industrial Park is properly assessed.

Very truly yours,

Harold J. Hamilton
Harold J. Hamilton
Director of Public Works

HJH/blf

cc. Mayor Frank J. Hutchins

Krolak

26

UNITED STATES DEPARTMENT OF AGRICULTURE
 FOREST SERVICE
 NORTHEASTERN AREA STATE AND PRIVATE FORESTRY
 370 REED ROAD - BROOMALL, PA. 19008
 (215) 596-1672

JUN 15 PM 2 45

1950
June 14, 1978

AGRICULTURE
PROJECT PLANNING



Mr. Frederick Gottemoeller
 Director, Office of Planning
 and Preliminary Engineering
 Maryland Department of Transportation
 300 West Preston Street
 Baltimore, Md. 21201


Refer to: Draft Negative Declaration
 Replacement Bridge over Amtrak,
 Havre de Grace

Dear Mr. Gottemoeller:

We concur with the determination that this project will have no
 significant effect on the natural environment.

We appreciate the opportunity to review this declaration.

Sincerely,

for 
 DALE O. VANDENBURG
 Staff Director
 Environmental Quality Evaluation

RECEIVED

JUN 16 1978

Planning & Preliminary Engineering

ACTION	INFO	SUSPENSE DATE	FILE
___ Camponeschi	___ Houst	___ DeSantis	___ Hopkins
___ Schneider	___ Krolak	___ Dodson	___ Janata
___ Hewig	___ Uhl	___ Grandy	___ Koller
___ Hoffman	___ Peabody	___ Hanrahan	___ Williamson
		___ Honeywell	



ER-78/363

United States Department of the Interior

27

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

JUN 15 AM 9 40

JUN 14 1978

ADMINISTRATION
PROJECT PLANNING

Dear Mr. Elinsky:

This is in response to a request for the Department of the Interior's comments on the draft negative declaration/Section 4(f) statement for Maryland Route 7-A, Harford County, Maryland.

SECTION 4(f) COMMENTS

This Department concurs with the proposed selection of Alternate 1, as it appears to meet the requirement of the first provision of Section 4(f). Alternates 2 and 3 would create severe adverse impacts to other Section 4(f) properties, and Alternate 4 does not appear sound from a design standpoint.

The statement indicates the Maryland Department of Transportation's intent to meet the second provision of Section 4(f), all possible planning to minimize harm. If Alternate 1 is selected, all of the proposed mitigation measures should be completed prior to the demolition of the existing bridge. These mitigation measures include conducting an Historic American Engineering Record Survey, completing a technical set of drawings, photographing the dismantling, and attempting to preserve representative bridge joints (as recommended in the State Historic Preservation Officer's correspondence of December 23, 1977).

NEGATIVE DECLARATION COMMENTS

On page 11, the document states that both the Historic American Engineering Record and the State Historic Preservation Officer have indicated that the bridge would probably meet the criteria for inclusion on the National Register of Historic Places. Therefore, if Alternate 1 is selected a formal determination of eligibility should be requested, following the procedures in the Federal Register of September 21, 1977 (36 CFR 63). In addition, all procedures mandated by Section 106 of the National Historic Preservation Act of



ACTION	INFO	SUSPENSE DATE	FILE
<input checked="" type="checkbox"/> Camponeschi	<input type="checkbox"/> Houst	<input type="checkbox"/> DeSantis	<input type="checkbox"/> Hopkins
<input type="checkbox"/> Schreider	<input checked="" type="checkbox"/> Krolek	<input type="checkbox"/> Dodson	<input type="checkbox"/> Janata
<input type="checkbox"/> Helwig	<input type="checkbox"/> Jnl	<input type="checkbox"/> Grandy	<input type="checkbox"/> Koller
<input type="checkbox"/> Hoffman	<input type="checkbox"/> Peabody	<input type="checkbox"/> Hanrahan	<input type="checkbox"/> Williamson
		<input type="checkbox"/> Honeywell	<input type="checkbox"/>

Mr. Emil Elinsky, Baltimore, Maryland

1966 also must be followed if the bridge is determined to be eligible. Regulations concerning the Advisory Council's process for compliance with Section 106 were published in the Federal Register of January 25, 1974 (36 CFR 800). The present draft statement appears to contain enough information to expedite the compliance with Section 106 procedures.

The statement is adequate with regard to fish and wildlife and recreation concerns.

SUMMARY COMMENTS

The Department of the Interior would concur with U.S. Department of Transportation Section 4(f) approval of Alternate 1, provided that compliance with all mitigation procedures is followed.

Sincerely yours,

Larry E. Meierotto

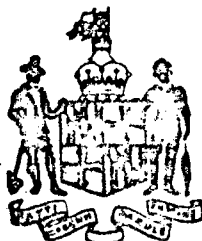
Deputy Assistant Secretary of the Interior

Mr. Emil Elinsky
Division Administrator
Federal Highway Administration
The Rotunda, Suite 220
Baltimore, Maryland 21211

cc: (Mr. Eugene T. Camponeschi
Chief, Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

The bridge has been determined to be eligible for inclusion on the National Register of Historic Places in accordance with the procedures in the Federal Register of September 21, 1977 (36 CFR 63).

Alternate 1 has been selected and all of the mitigative measures listed in the Draft Negative Declaration/4(f) Involvement will be implemented. See the Memorandum of Agreement in Appendix A of this document.



29

SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

ARTHUR H. HELTON
SIXTH DISTRICT
HARFORD COUNTY

BUDGET AND TAXATION
COMMITTEE
JOINT COMMITTEE ON
CORRECTIONS

DISTRICT OFFICE:
P. O. BOX 696
HARFORD COMMUNITY SERVICE BUILDING
ABERDEEN, MARYLAND 21001
(AC301) 273-6670 - 575-6759

HOME:
820 ONTARIO STREET
HAVRE DE GRACE, MARYLAND 21078
(AC301) 839-0102

February 23, 1978

Bernard M. Evans
State Highway Administrator
MARYLAND DEPARTMENT OF TRANSPORTATION
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Re: Route 7 and Lewis Lane Bridges
Havre de Grace

Bernie
Dear Mr. Evans:

Thank you for your February 10th letter regarding the Maryland Route 7 Bridge replacement and Lewis Lane Bridge replacement project in Havre de Grace.

Following receipt of your letter, I spoke with Havre de Grace Director of Public Works Harold Hamilton, as he and his office are providing coordination for the project. As you know, it is his viewpoint also that the problems inherent in the Route 7 Bridge replacement dictate proceeding as well with the Lewis Lane Bridge replacement in order that Lewis Lane can be completed prior to removal of the Route 7 span.

Mr. Hamilton also indicated to me in the course of our conversation that the paperwork for the project is well underway. (A copy of his letter to me confirming the substance of our telephone conversation is enclosed for your information.)

I am writing at this time to ask for whatever assistance your office can give to Mr. Hamilton with this necessary paperwork, should it be required, as you know well just how urgent the need for replacement of these bridges is.

ADY ADX

30

Mr. Evans

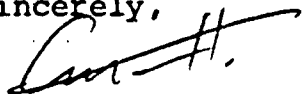
- 2 -

February 23, 1978

I appreciate your continuing to keep me informed about progress of this project from your vantagepoint and ask you to please contact me if my staff or I can help in any way with moving these crucial bridge replacements along.

With kind regards, I am

Sincerely,



ARTHUR H. HELTON
Senator, District 6

AHH:ccs
Enclosure

cc. with enc.: Hon. George B. Adams

cc: Mr. Harold Hamilton



HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21404

George B. Adams, Jr.
DARBY COUNTY
NORTH LEGISLATIVE DISTRICT
ALL COUNTY COMMITTEE

HOME: 477 WEST BEL AIR AVENUE
ABERDEEN, MARYLAND 21001

February 20, 1978

Mr. Bernard M. Evans
State Highway Administrator
Maryland Department of Transportation
P. O. Box 717
300 W. Preston Street
Baltimore, Maryland 21203

Dear Mr. Evans:

Thank you for your letter of February 10. I have contacted Mr. Harold Hamilton, the Director of Public Works for Havre de Grace, who is coordinating the Lewis Lane bridge and Route 7 bridge projects with the state and federal governments. Mr. Hamilton agrees that the Lewis Lane bridge should be completed before the removal of the Route 7 bridge, and the paperwork for this bridge seems to be moving ahead.

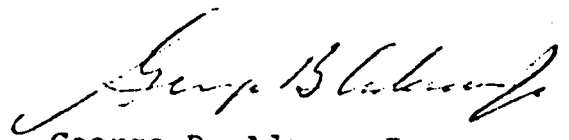
I would appreciate any help you or your staff can give Mr. Hamilton if there should be any problems in moving this paperwork since both bridges are considered critical for replacement. The winter of '78 has also caused further deterioration of these two structures.

I am enclosing a letter from Mr. Hamilton to Mr. Eugene C. Cullum which outlines preliminary engineering of bridge replacement of the Lewis Lane Bridge to the various state and federal government consultants.

I cannot stress enough the urgency for the replacement of these bridges as the City of Havre de Grace has had several flood alerts so far this winter concerning the Susquehanna River. Should such a disaster occur, the city would be cut off completely without these bridges. As you know, the Susquehanna River flooding problem is going to become more serious as development increases in Pennsylvania and New York.

If there are any questions concerning the letter to Mr. Cullum, please do not hesitate to contact Mr. Hamilton, or me if you feel as though my help is needed with the federal government or the State of Maryland. I would appreciate your keeping me informed of the progress of both bridges.

Best wishes,



George B. Adams, Jr.

GBA/emp

2 Encls

- cc: Treasurer William S. James
- Senator Arthur H. Helton
- Mr. Harry Pistel
- Mayor Frank Hutchins
- Mr. Harold Hamilton



Maryland Historical Trust

December 23, 1977

BUREAU OF PROJECT PLANNING

JAN 23 1978

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21203

Dear Mr. Camponeschi:

In response to your letter of December 9, 1977, in regard to the Maryland Route 7-A/Old Post Road Bridge (H671-000-471, FAB #RSG 9464 (1)): if the Route 7-A Bridge were to be determined eligible for inclusion on the National Register it appears the Federal Highway Administration would have to make a finding of "adverse effect" for the project under 36CFR800.

However, if it is determined that the bridge cannot be preserved, I refer you to the April 1977 Aerial Reconnaissance report of Historic Structures on the Northeast Corridor undertaken by Robert M. Vogel and Eric DeLony which includes a mention of this bridge. With regard to its historical significance this structure received a rating of II-A, that is, "a historicity of somewhat less historical importance (than Level I structures) but sufficiently so that if the structure is to be either demolished or significantly altered complete measured drawings (in the absence of original engineering) and photographs should be made."

Robert Vogel has also suggested, in this particular case, that representative joints could be removed from the structure for their preservation, if a proper repository could be found.

In such a case, I would support a Memorandum of Agreement along those lines if FHWA were to decide to submit such to the Federal Advisory Council on Historic Preservation.

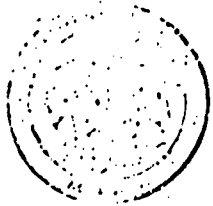
Sincerely yours,

John N. Pearce
State Historic
Preservation Officer

JNP:BMD:REG:mms

Mr. Eugene T. Camponeschi, Chief
December 23, 1977
Page -2-

cc: The Honorable William S. James
Mr. John E. Clark
Mrs. Frederick J. Viele
Mr. Robert M. Vogel
Mr. Eric DeLony
Mr. Jack Ladd Carr



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

H30-774

September 27, 1977

7. A
MRE 25
?
J.
10/6

Mr. R. W. Bergeron
Federal Highway Administration
George H. Fallon Federal Office Building
31 Hopkins Plaza, Room 1633
Baltimore, Maryland 21201

Dear Mr. Bergeron:

We have been alerted by a concerned, local resident that the Old Post Road Bridge carrying Maryland State Route 7 over the former Penn Central Railroad main line in Havre de Grace, Maryland, is scheduled for replacement by the Maryland State Highway Administration.

This structure was built in 1905 by the American Bridge Company of New York and is an example of a Baltimore or Petit truss, also known as a subdivided Pratt. More than likely, it would be eligible for listing in the National Register of Historic Places as an early example of steel bridge truss construction in the State of Maryland.

According to an article appearing in the Havre de Grace newspaper, federal funds will be applied for to replace the bridge. On the basis of this information, may we advise you to investigate this matter to determine: 1) whether the State intends to use FHWA funds to replace the bridge, 2) whether the bridge is eligible for the National Register, and 3) whether this involvement will require the comments of the Advisory Council on Historic Preservation pursuant to Section 106 of the National Historic Preservation Act.

We hope you do not regard this and our other letter concerning the Dulaney Valley Road Bridge as obstructionist. Sending Section 106 Alert letters to you is normal procedure for this office when the replacement of a bridge of potential or established historical significance is brought to our attention. Our intent primarily is to make certain that a historic record in the form of engineering drawings, photographs, and written data is produced before bridges such as these



RECEIVED

SEP 29 1977

MARYLAND HISTORICAL
TRUST

two are destroyed. This is the purpose of the Historic American Engineering Record. As usual, we stand ready to advise and assist you, or the State, or local transportation authority on the proper documentation of such structures to HAER standards as called for under Section 2(c), Executive Order 11593.

Thank you for your attention to this matter.

Sincerely yours,

Signed

Eric N. DeLony
Acting Chief
Historic American Engineering Record

bcc: Mr. John N. Pearce
State Historic Preservation Officer
The John Shaw House
21 State Circle
Annapolis, Maryland 21401

37

Maryland Department of Transportation

State Highway Administration

Hermann K. ...
Secretary
Bernard M. Evans
Administrator

August 9, 1977

Subject: Contract No. H 671-471
RR Bridge No. 62.09
on Old Post Road (Md.7)
near Havre de Grace,
Harford County

The Honorable George B. Adams
477 West Bel Air Avenue
Aberdeen, Maryland 21001

Dear Delegate Adams,

Thank you for your letter of July 20, 1977 in which you expressed your concern over the poor condition of the subject structure.

As you explained in your letter, the vital needs of the City of Havre de Grace depend upon replacement of this structure and therefore be assured that the State Highway Administration is making every effort to expedite the necessary procedures to accomplish this task. I have met with our Administrator, Mr. Bernard Evans, and have received positive direction from him on how to proceed with this project. In addition to this Bureau's efforts, the Bureau of Project Planning is now preparing for an "Alternative Location Meeting" tentatively scheduled for October.

You stated in your correspondence to inform you if I felt that it would be necessary for the Harford County Delegation to go to Washington to seek help on this matter. Please be informed that I do not believe that this action would be necessary at this time but be assured that if circumstances would warrant an effort of this type, I will immediately advise you of same.

38

Delegate Adams
August 9, 1977
Page 2

If I can be of further assistance on this subject, please do not hesitate to contact me.

Very truly yours,

Earle S. Freedman, Chief
Bureau of Bridge Design

ESP:NFK:ss

cc: Mr. B. M. Evans
Mr. H. J. Pistel
Mr. E. T. Camponeschi
Senator C. A. Hopkins
Senator A. H. Helton, Jr.
Delegate J. H. Hargreaves
Delegate W. H. Amoss
Delegate G. A. Price
Delegate R. C. Matthews
Delegate W. H. Cox, Jr.
Delegate C. I. Riley
Mayor F. J. Hutchins



HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21404

GEORGE B. ADAMS, JR.
HARFORD COUNTY
SIXTH LEGISLATIVE DISTRICT

HOME:
477 WEST BEL AIR AVENUE
ABERDEEN, MARYLAND 21001

JUDICIARY COMMITTEE

July 20, 1977

Mr. Earle S. Freedman
Chief, Bureau of Bridge Design
Maryland Department of Transportation
P. O. Box 717
300 W. Preston Street
Baltimore, Maryland 21203

Dear Mr. Freedman:

Senator Helton was not able to be at the meeting concerning RR Bridge Number 62.09 on Old Post Road near Havre de Grace in Harford County because he was out of town.

I would appreciate your adding him to the distribution list for all future correspondence on this subject. His mailing address is as follows: Senator Arthur H. Helton, Jr., P. O. Box 696, Harford Community Services Building, Aberdeen, Maryland 21001.

Sincerely,

George B. Adams, Jr.
Chairman, Harford County Delegation

GBA/emp

cc: Senator Helton

RECEIVED
JUL 21 1977
FEDERAL GOVERNMENT

Mayor
Frank J. Hutchins



City Clerk
W. Robert Himes

City of Havre de Grace

121 N. Union Ave., Havre de Grace, Md. 21078

40
335-1800

July 19, 1977

Re: Old Post Road-Maryland
Route 7A

Mr. Harry J. Pistel
District Engineer
State Highway Administration
Joppa and Falls Roads
Brooklandville, Maryland 21022

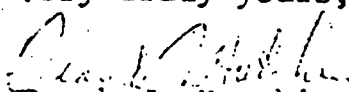
Dear Mr. Pistel,

During the regular Federal Aid meeting in your office on July 14, 1977, Mr. George Ostensen of the FHWA stated that the Post Road Bridge over the Amtrak "could be approved for design and construction using 'G' funds provided the City of Havre de Grace would indicate their willingness to forego the extensive approach road construction." It is assumed that this also referred to the alternate location that involved the relocation of the bridge site and provided a partial interchange with U.S. Route 40.

This has been considered by Mayor-Council at their regular meeting on July 18, 1977 and we unanimously concur in limiting the proposed work to the existing alignment with an adequate new structure. The recent improvements made by SHA on Old Post Road from Old Bay Lane to Juniata Street with the markings have proven to be most beneficial.

We trust that this statement will suffice in aiding you, from a local standpoint, to program this project into an immediate funding status. Should any additional input from the City be required, please notify us at your convenience.

Very truly yours,


Frank J. Hutchins
Mayor

FJH/blf

cc. Harold J. Hamilton

RECEIVED
DISTRICT 4

JUL 20 1977



SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21404

ARTHUR H. HELTON, JR.
STATE SENATOR
SIXTH DISTRICT
HARFORD COUNTY, MARYLAND

COMMITTEE:
CONSTITUTIONAL AND PUBLIC LAW

DISTRICT OFFICE:
P. O. BOX 698
HARFORD COMMUNITY SERVICES BLDG.
ABERDEEN, MARYLAND 21001
301-273-6670
301-575-6759

July 14, 1977

The Honorable Paul S. Sarbanes
Attn: Mr. Bruce Gilmore
United States Senate
Dirksen Senate Office Building
Washington, D. C. 20510

Dear Paul:

There is a railroad overpass bridge in my district which is in such serious disrepair that it has been considered one of the five most serious bridge repair projects in the State of Maryland.

This bridge deterioration is so severe that the speed limit on the bridge is now set at 5 m.p.h. and the vehicle weight limit at 10,000 pounds. Pieces of the bridge fall on passing trains and, with Havre de Grace a flood-prone city, this bridge provides the only safe entrance and exit for the city under flood conditions. The city also is the location of one of two hospitals in Harford County.

Beside the physical deterioration, there has been continuing confusion regarding ownership of the bridge, i. e. Penn Central, Amtrak, and the State of Maryland all denying ownership. Attempts are being made to resolve this situation now.

I have enclosed two pieces of correspondence which I think explain the severity of the situation and the confusion surrounding it.

It is my understanding that it may be necessary to have federal legislation to produce the necessary funding or, at least, federal guarantee of some reimbursement if we proceed at the State level.

Senator Sarbanes

- 2 -

42
July 14, 1977

I thought your staff would want the background on this issue and, if feasible, consider legislation or amendments to existing proposed legislation which would provide some assistance in getting this bridge replaced.

Some of our local officials have already requested of Congressman Bauman and Long that they seek some kind of solution through the House, if possible.

Mr. Bernard Evans, Director of the Maryland Department of Transportation's State Highway Administration, is aware of this situation and has been working on it, and he should be contacted if your staff wishes to pursue the matter.

Thank you for any help you may provide.

Sincerely,



ARTHUR H. HELTON
Senator, District 6

AHH:ccs

xc: Hon. George B. Adams
Hon. William Amoss
Hon. Frank Hutchins
Mr. Bernard Evans

X. APPENDIX "A"

44

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration, Department of Transportation, proposes to assist the Maryland Department of Transportation, State Highway Administration, in the demolition of the Old Post Road Bridge, Maryland Route 7A, near Havre de Grace, Maryland; and the construction of its replacement; and,

WHEREAS, the Federal Highway Administration, Department of Transportation, in consultation with the Maryland State Historic Preservation Officer, has determined that this undertaking as proposed would have an adverse effect upon the bridge, a property determined on the authority of the Secretary of the Interior to be eligible for inclusion in the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320), the Federal Highway Administration has requested the comments of the Advisory Council on Historic Preservation; and,

WHEREAS, pursuant to the procedures of the Advisory Council on Historic Preservation (36 CFR Part 800), representatives of the Advisory Council on Historic Preservation, the Federal Highway Administration, and the Maryland State Historic Preservation Officer have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect; and,

WHEREAS, the Federal Highway Administration has reviewed alternatives that would permit the retention of the bridge as a vehicular facility and have determined that the existing condition of the structure would require major modifications to meet the load, clearance, and height requirements of Federal programs standards of the Northeast Corridor Improvement Program and the suggested standards of the American Association of State Highway Transportation Officials (AASHTO); and that such alterations would alter the integrity of the structure; and,

45

Page 2
Memorandum of Agreement
Old Post Road Bridge
Federal Highway Administration

WHEREAS, the Federal Highway Administration has explored alternatives that would permit retention of the bridge for pedestrian use or require construction of a new bridge for vehicular traffic, and have determined that the existing facility would still not meet the Federal program standards identified above; and constructing a new facility would be fiscally imprudent; and

WHEREAS, the Maryland Department of Transportation, State Highway Administration, was invited and participated in the consultation process;

NOW, THEREFORE, it is mutually agreed that implementation of the undertaking in accordance with the following stipulations, will satisfactorily mitigate adverse effect on the above-mentioned property.

Stipulations

1. Prior to the demolition of the bridge, the Federal Highway Administration (FHWA) will ensure that the Maryland Department of Transportation, State Highway Administration (MDSHA), will record the structure so that there will be a permanent record of the bridge's existence. FHWA/MDSHA will first contact the Historic American Engineering Record (HAER) (Heritage Conservation and Recreation Service, U.S. Department of the Interior, Washington, D.C. 20240, 202-343-4256) to determine the level of documentation required. All documentation must be accepted by HAER prior to demolition. MDSHA will also provide copies of this documentation to the Maryland State Historic Preservation Officer (SHPO) for his records.
2. The FHWA will investigate with the MDSHA the possibility of retaining sections of the bridge, specifically the pin connected joints, to be utilized to aid current research of FHWA in bridge strength capacity studies. In the event that this proves to be an acceptable option, FHWA will notify the MDSHA prior to the commencement of demolition so that precautions can be undertaken to salvage the designated sections.

Page 3
Memorandum of Agreement
Old Post Road Bridge
Federal Highway Administration

- 3. The MDSHA will notify the SHPO at least 15 working days prior to the commencement of demolition to provide the SHPO an opportunity to record the dismantling of the structure.
- 4. The FHWA will notify the Keeper of the National Register in writing not more than 30 days after the demolition so that the property can be removed from the list of eligible properties.

12/11/78

Robert W. Utley (date)
Deputy Executive Director
Advisory Council on Historic Preservation

12/14/78

Emil Elinberg (date)
Federal Highway Administration

(date) 12-15-78

J. Little
Maryland State Historic Preservation
Officer

(date) 12/15/78

Richard H. Jenette
Chairman
Advisory Council on Historic Preservation

Concur:

(date) 12/15/78

M.S. Callahan
Maryland State Highway Administration