

NorthPort Station Feasibility Study

NORTHPORT STATION



Submitted to:
Hagerstown/Eastern Panhandle MPO
City of Ranson, West Virginia



Submitted by:
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INTERNATIONAL



Appendices
June 16, 2015

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Appendices

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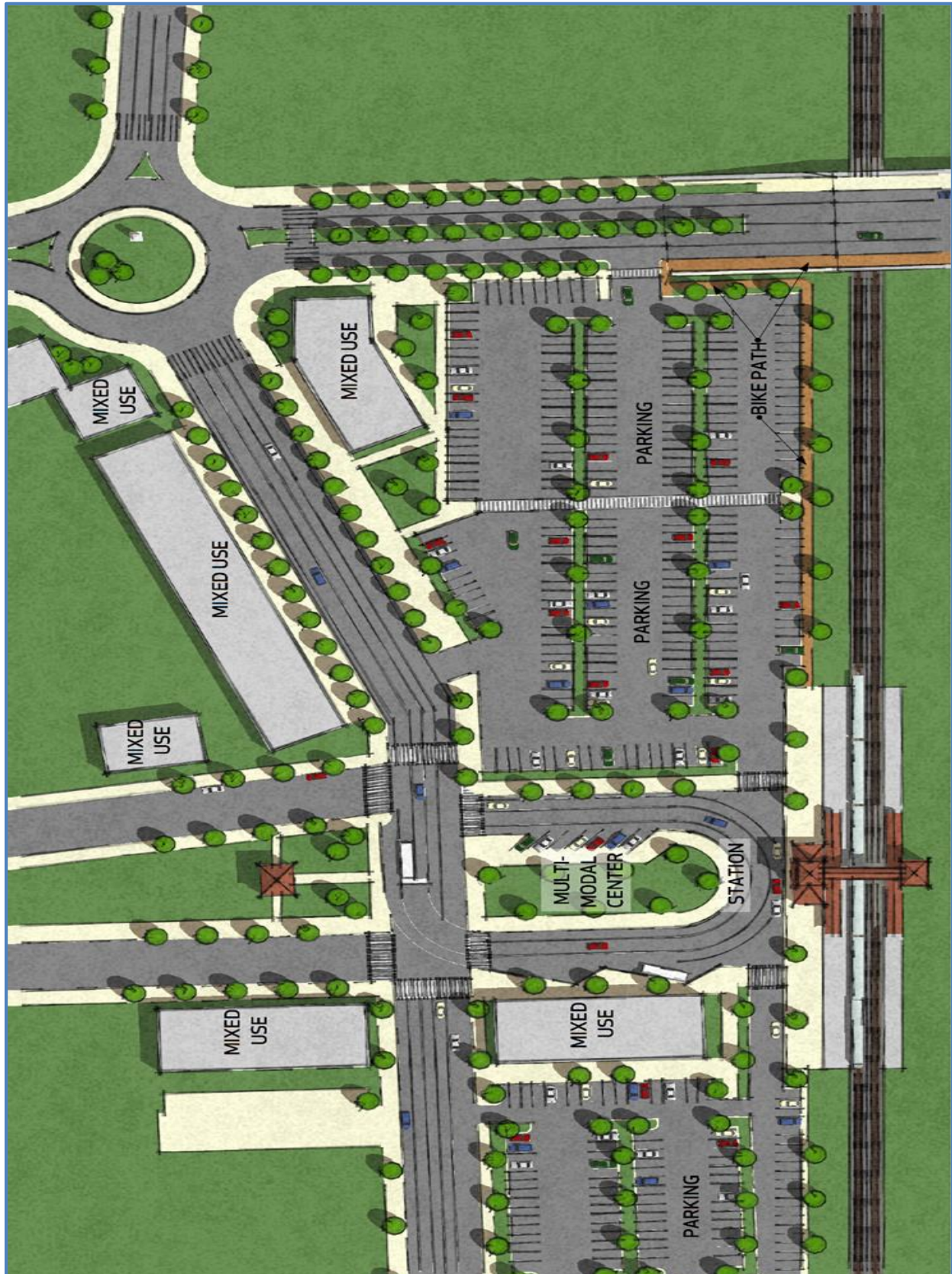
Appendix A

Station Drawings

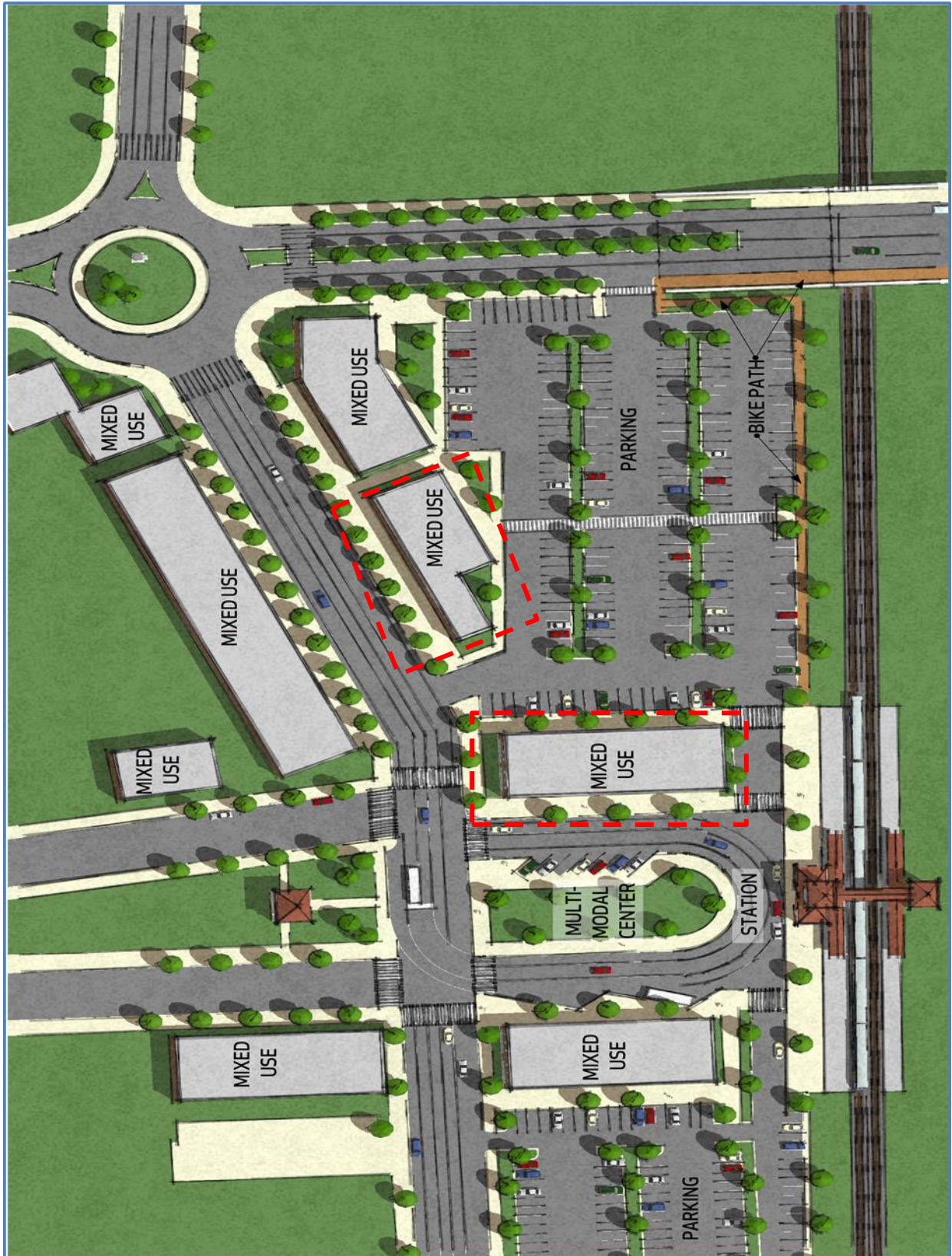
Northport Phase 1 Site Plan



Northport Phase 2 Site Plan

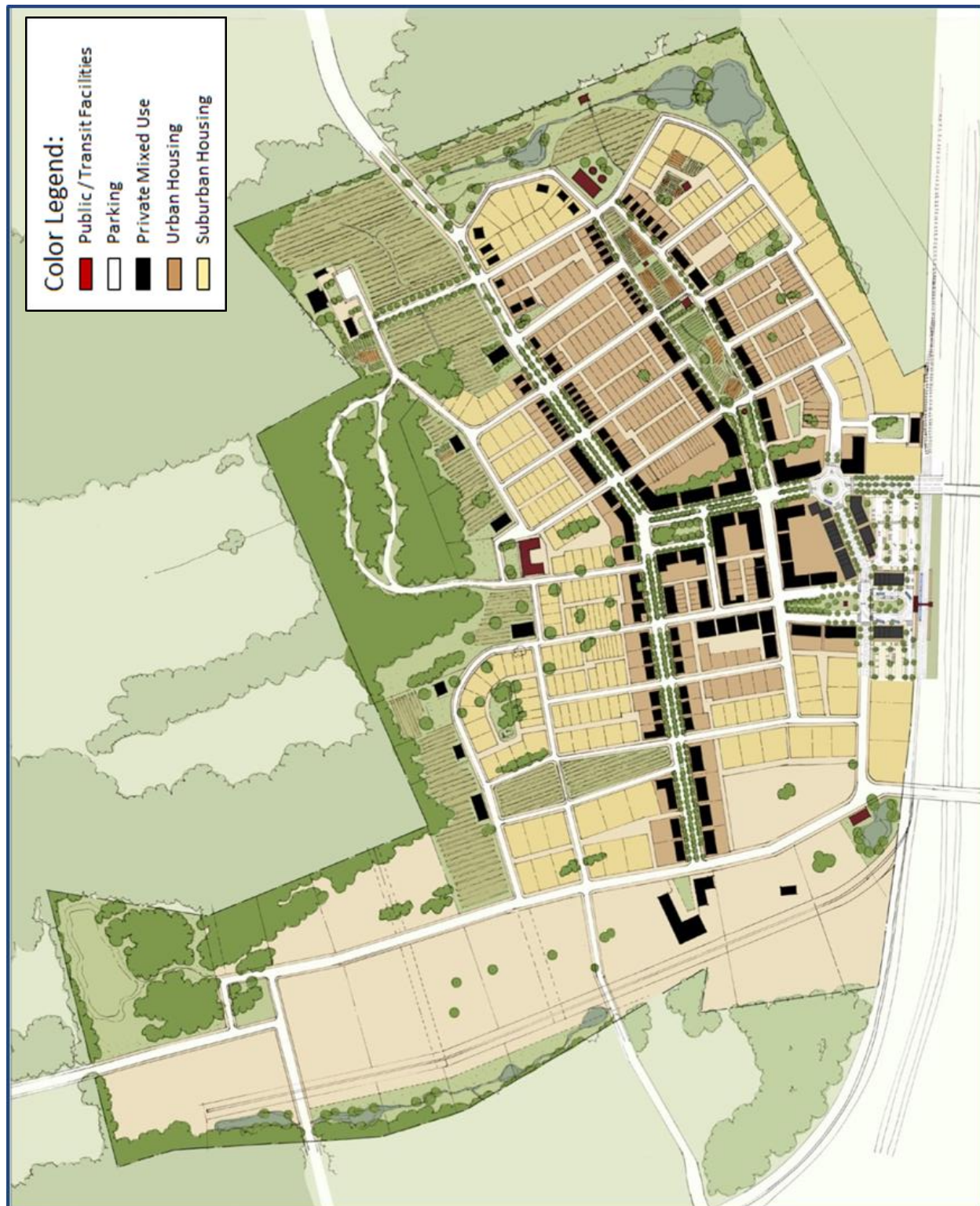


Northport Phase 3 Site Plan

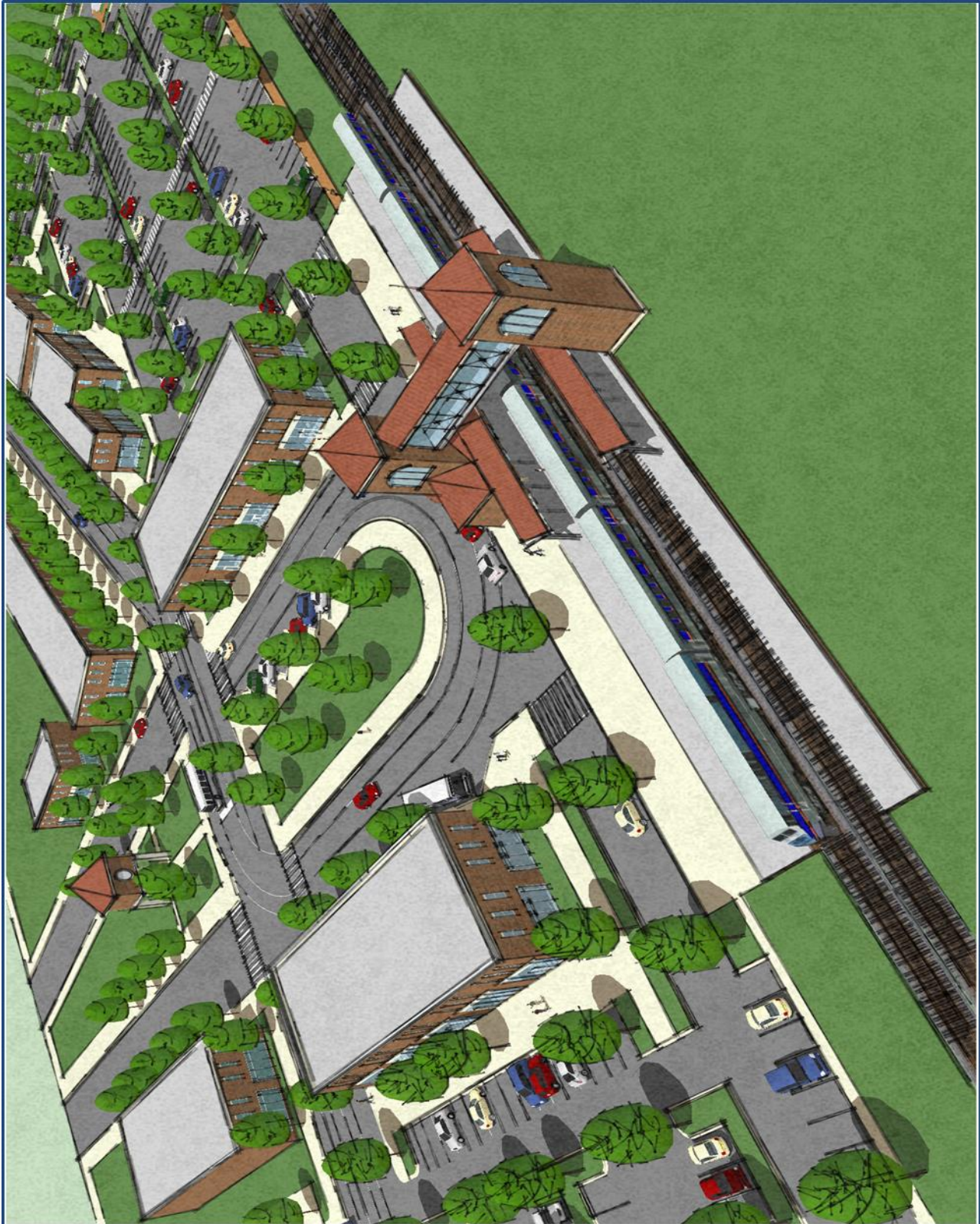




Northport Integration with Jefferson Orchards Development



NorthPort Station 3-D Aerial View1



NorthPort Station 3-D Aerial View2



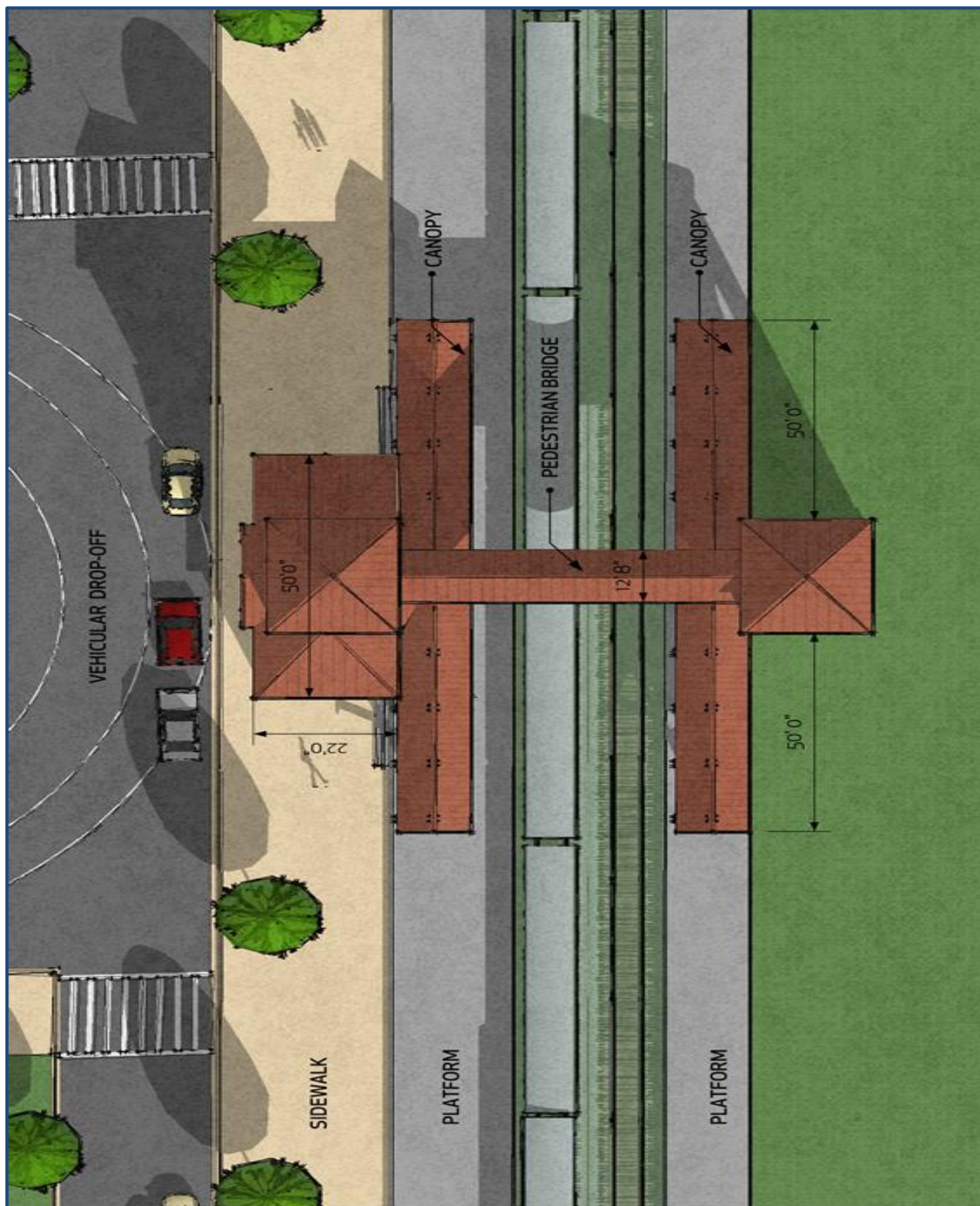
NorthPort Station 3-D Aerial View3



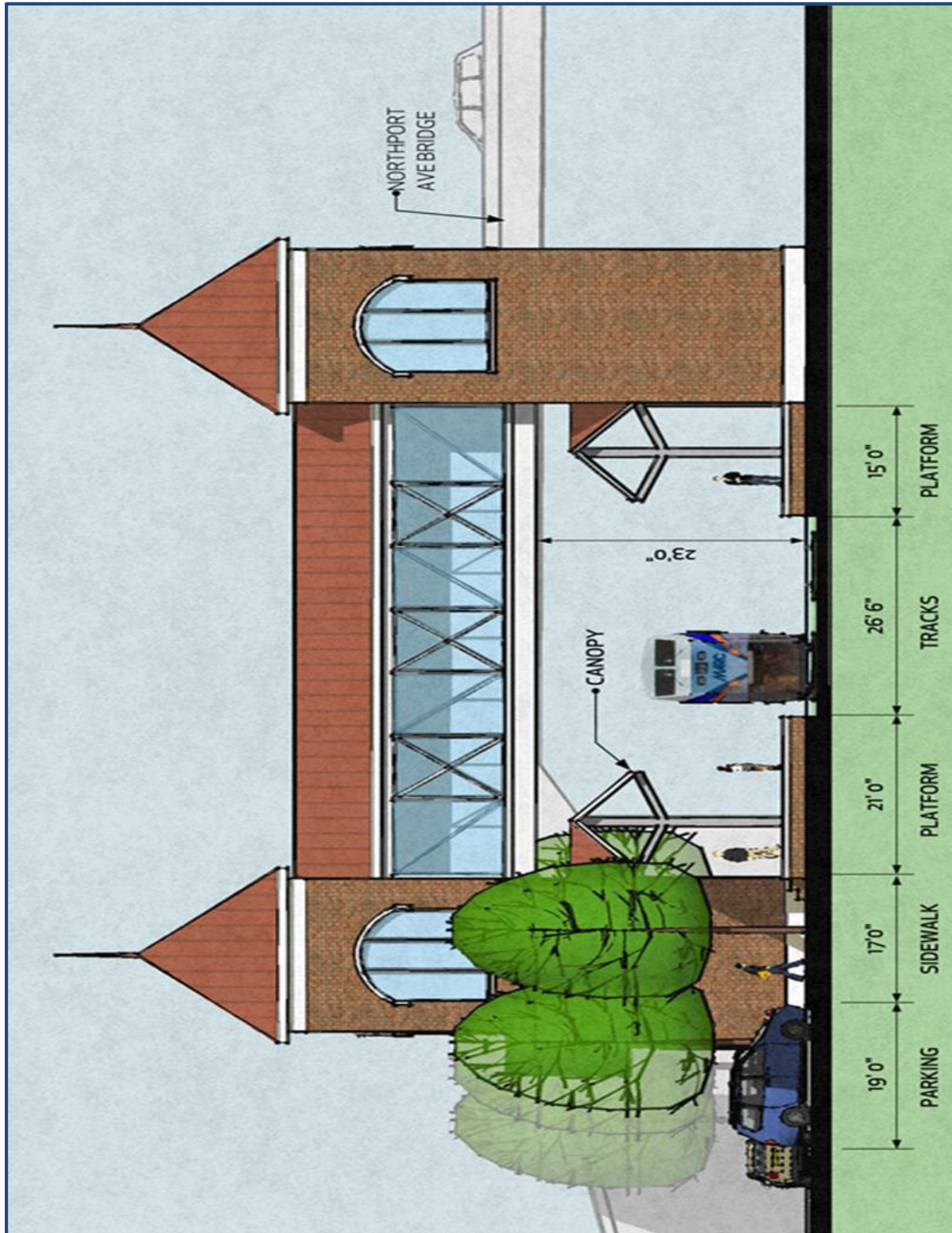
NorthPort Station 3-D Aerial View Site Plan



Aerial View of the Station Building and Pedestrian Bridge

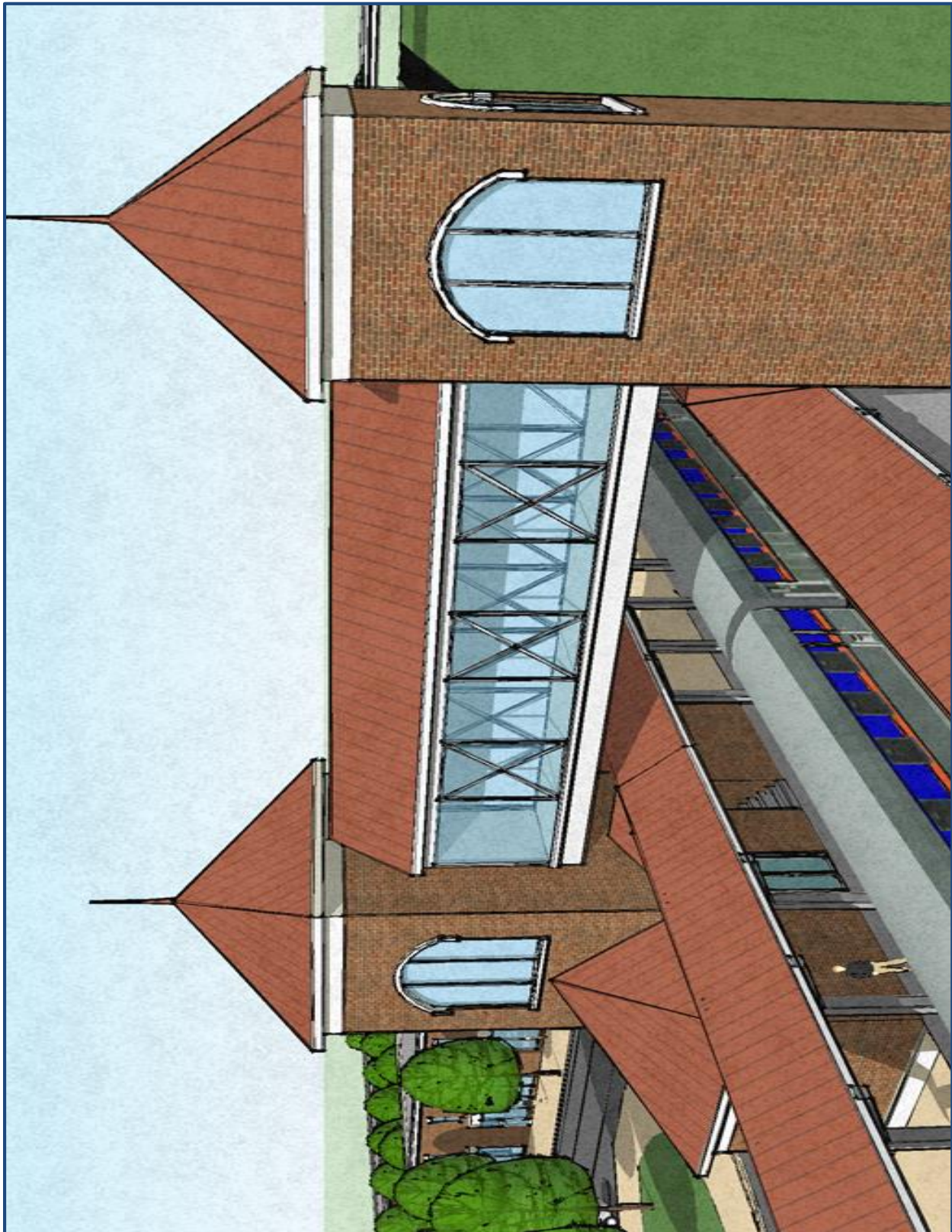


NorthPort Station Conceptual Design of the Pedestrian Bridge and Canopies





NorthPort Station and Pedestrian Bridge Close-Up View





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Environmental Due Diligence Report

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Introduction

The purpose of this document is to provide an Environmental Due Diligence screening for a parcel being considered for acquisition and development. This document does not fulfill requirements under the National Environmental Policy Act (NEPA) but rather is intended to highlight environmental subject areas most likely to require detailed study as project planning progresses. If and when the project does progress, the appropriate coordination must occur with the WV Division of Highways (DOH), the WV State Rail Authority (SRA), the Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), and other agencies as indicated throughout this document.

A. Project Description

The proposed project involves conversion of a portion of an apple orchard to a new multimodal transportation facility. Project area mapping is included as Attachments 1a-1b. The purpose of the project is to relocate the existing Maryland Area Regional Commuter (MARC) rail stop in nearby Duffields to the NorthPort location. The need for the project is to remedy safety issues at the existing Duffields Station while also supporting potential future transit-oriented development (TOD) around the NorthPort Station.

The pre-conceptual options for the multimodal transportation facility are illustrated in Attachments 2a-2c. All three options include a Station building north of the tracks, a platform south of the tracks, and parking. Option 1 provides access to the southern platform via an existing tunnel (Figure 1) and would likely require significant fill, retaining walls, and drainage design. Option 2 provides the Station at-grade with the rail line but would require a separate, Americans with Disabilities Act (ADA) compliant pedestrian bridge to access the southern platform. Option 3 provides the Station raised above the grade of the rail line, which may require retaining walls, and also requires the separate, ADA-compliant pedestrian bridge. Ownership, maintenance, and operating responsibilities for these facilities will need to be determined as planning progresses.



Figure 1: CSX Rail Tunnel

When site layout options are refined, they will reserve space to accommodate a diamond interchange at Route 9 at the existing location of the bridge. By reserving this space, the NorthPort Station facilities will not be adversely affected by ramps etc., should such an interchange be constructed at some point in the future.

Additionally, the Eastern Panhandle Transit Authority (EPTA) is seeking funding to establish a bus maintenance facility in the area on or near Jefferson Orchards. This facility has not been included in the pre-conceptual options, but at a minimum, EPTA will likely add a bus stop at the NorthPort Station. Finally, the proposed project will connect with the existing Route 9 regional pedestrian/bike trail.

B. Location

The proposed project area is located at Jefferson Orchards in the City of Ranson, Jefferson County, West Virginia. The multimodal transportation facility would be constructed on the existing MARC / Amtrak rail line, in the vicinity of Northport Avenue, 1st Street, and Granny Smith Lane. The multimodal transportation facility would be in close proximity to Route 9 as well as the Route 9 regional pedestrian/bike trail. See Attachments 1a-1b for project area mapping.

C. Metropolitan Planning & Air Quality

Conformity is required by Clean Air Act Section 176(c). This section requires that federal agencies do not adopt, accept, approve or fund activities that are not consistent with state air quality goals. Transportation conformity is required in areas which are designated nonattainment and maintenance by the United States Environmental Protection Agency (USEPA) for any of the transportation-related criteria pollutants: ozone, particulate matter, nitrogen dioxide, and carbon monoxide. However, the EPA has designated Jefferson County, West Virginia, as being in attainment for all of the transportation-related criteria pollutants¹.

Also, the proposed NorthPort Multimodal Transportation Facility Project is included as a recommendation in the Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO) Long Range Transportation Plan dated July 1, 2014².

D. Land Use & Zoning

The subject parcel is an active apple orchard. A Farmland Protection Board has been created in Jefferson County for the purpose of preserving farmland. However, participation in the preservation program is voluntary, and the subject parcel is not identified on the Board's mapping³ (dated November 6, 2013) as having an easement.

NorthPort already obtained full zoning and site plan entitlements from the City in 2012, under the newly adopted "Ranson Smart Code." Allowable uses onsite now include commercial, residential, and industrial mixed uses. Also, the draft Comprehensive Land Use Plan for Jefferson County recommends NorthPort as a TOD facility.

E. Traffic

The proposed project is located along the CSX freight/MARC commuter rail line, which runs parallel to the recently expanded Route 9 as well as a regional pedestrian/bike path and current EPTA bus routes. The ongoing feasibility study being prepared for HEPMPPO will include analysis of site access and connectivity from Route 9, connections with the Route 9

¹<http://www.epa.gov/oar/oaqps/greenbk/>

²http://www.hepmo.net/planning_docs/LRTP_2040.pdf

³http://www.wvfarmlandprotection.org/downloads/Jefferson/FPBCountyMap_11x17_rev10222013.pdf

pedestrian/bike path, connections to the potential TOD to potentially occur on the site in the future, amount and location of parking, and circulation for all modes of travel.

Coordination with CSX and EPTA is also planned as part of the feasibility study, to discuss how the proposed Station could affect operations. Considerations will include track or signaling changes that must be made to accommodate the Station; the impact of a potential rail siding near the Station to support future industrial development; and bus activity in and around the Station that will influence the Station, parking lot, and access road design. Furthermore, the study will include an evaluation of the potential demand for bus and rail service at the NorthPort facility in order to develop an estimate of service headway as well as stop and dwell times for both passenger rail and bus service. The results of this effort will be a service plan that is mutually agreed upon by each agency.

Vehicular traffic and parking demand will also be assessed and will be used to estimate the design of roads in the vicinity of the facility, the size of parking lots, potential capacity issues at existing intersections on Charles Town Road (WV 115), and the need for roadway access from other areas in the development.

In summary, impacts to all modes of traffic in the area will be investigated as part of the ongoing feasibility study being prepared for HEPMPO, and the findings will be incorporated into the project design.

As planning and design progress beyond the scope of the feasibility study, a full Traffic Impact Study will be necessary. A preliminary scope for the Traffic Impact Study should be provided to WV DOH for review and concurrence, per DOH Traffic Engineering Directive 106-2 concerning access to/from DOH roadways.

F. Cultural Resources

Structures

Structures within the viewshed of the proposed multimodal facility project have already been surveyed for historic integrity in 1992 and/or 1996, in preparation for construction on Route 9. Approximate locations of the structures, as mapped in the West Virginia State Historic Preservation Office (SHPO) Map Viewer⁴, are indicated on Attachment 3. A field view conducted on December 11, 2014, as well as GoogleEarth street view imagery, indicate that there are no extant residences located between the rail line and Route 9 in the vicinity of the CSX tunnel/B&O Railroad bridge. If the structure locations provided in the SHPO Map Viewer are generally accurate, then it is assumed that structures B, C, and E were demolished subsequent to the surveys identified in Table 1. As shown in Table 1, all of the structures in the viewshed of the proposed project were determined to be Not Eligible for inclusion in the National Register of Historic Places.

⁴<http://157.182.212.204/shpo/viewer/>

Table 1: Structures Surveyed for Historic Integrity within the Project Area Viewshed

Map ID	SHPO ID	Year Built	Type	Eligibility
A	JF-0078-0003	1900	Two-story farmstead (William Steward House)	Not Eligible (1992 survey); Not Eligible (1996 survey)
B	JF-0078-0014	1926	Two-story Residence (Witt House)	Not Eligible (1992 survey)
C	JF-0078-0015	1920s	Two-story Residence (Shiley House)	Not Eligible (1992 survey)
D	JF-0078-0004	1910	B&O Railroad Bridge	Not Eligible (1992 survey); Not Eligible (1996 survey)
E	JF-0078-0016	1930s-early 40s	Two-story Residence (Kite House)	Not Eligible (1992 survey); Not Eligible (1996 survey); Not Eligible (1997 survey)
F	JF-0078-0109	1900	Two-story Residence (Kramer House)	Not Eligible (1992 survey); Not Eligible (1996 survey)
G	JF-0078-0108	1920s	Two-story Residence (Paul Witt House)	Not Eligible (1996 survey)
H	JF-0078-0107	1920s	Two-story Residence (William Shiley House)	Not Eligible (1996 survey)

Archaeology

Coordination with the WV SHPO is necessary in order to determine whether or not archaeological investigations are warranted.

Marked Graves

There are at least two dozen marked graves located within the subject parcel, north of Granny Smith Lane and west of the intersection with 1st Street. The graves are scattered through an area that is partially maintained lawn and partially forested (Figure 2). A complete survey of the memorial stones was not completed, but observed dates ranged from 1901 to 1990. The burial ground is significantly beyond the limits for the proposed multimodal transportation facility but may be impacted by any future improvements to Granny Smith Lane or by any transit-oriented development proposed separately from the multimodal transportation facility.



Figure 2: A Few of the Marked Graves

The West Virginia state code includes provisions regarding burial sites on private property. Chapter 37, Article 13⁵, details removal, transfer, and disposition of remains in graves located upon privately owned lands. Section 37-13-1a states that “no improvement, construction, or

⁵ <http://www.legis.state.wv.us/WVcode/Code.cfm?chap=37&art=13#13>

development shall commence upon privately owned lands on which a cemetery or graves are located if such improvement, construction or development would destroy or otherwise physically disturb the cemetery or graves located on the land unless the owner first files a petition in accordance with the provisions of section two of this article and an order is entered pursuant to section five of this article providing for the disposition of the remains.” If removal of the remains is permitted, then the plaintiff is responsible for all associated costs of removal, transfer, and disposition. Chapter 37, Article 13A, Section 37-13A-7⁶, stipulates that if a governmental subdivision is notified of the existence within its jurisdiction of a marked grave site that is not located in a dedicated cemetery, then the governmental subdivision shall document the location and notify the property owner and the Division of Culture and History of both the location and the provisions in the state code regarding graves on private property.

The West Virginia SHPO has a limited role in respect to cemeteries. The SHPO has the authority to comment on whether or not the cemetery is eligible to be listed in the National Register of Historic Places. If determined to be eligible, then the SHPO works with Federal agencies to avoid the cemetery or to have it excavated by professional archaeologists. If the cemetery is determined to not be eligible for the National Register, then the SHPO’s role ends⁷.

In summary, if the multimodal facility work area encroaches on the nearby cemetery, then work must comply with state code and SHPO requirements.

If any publicly or privately owned historic resources will be impacted by the project, then Section 4(f) requirements may apply.

G. Noise & Vibration

Potential sources of noise and vibration created by the project include locomotive idling and passbys as well as bus idling and passbys. **If federal funding is received, then noise and vibration impacts will need to be assessed per the Federal Transit Administration’s *Transit Noise and Vibration Impact Assessment* manual.**

H. Acquisitions & Relocations

A Memorandum of Understanding is being developed to specify roles and responsibilities for covering costs, the structure for decision-making among the parties, and the confirmation of Jefferson Orchards’ intent to donate approximately five acres of land for the NorthPort Station. No additional property acquisition is anticipated for the multimodal facility project.

However, easements in WV DOH right-of-way may be required for a pedestrian bridge, alterations to existing drainage facilities, utilities, or other station components. Any work proposed within the controlled access right-of-way of Route 9 would need to be reviewed by WV DOH at the conceptual stage before progressing to further planning and design. Likewise,

⁶<http://www.legis.state.wv.us/WVcode/Code.cfm?chap=37&art=13A>

⁷<http://www.wvculture.org/shpo/cemeteries.html>

any proposals to modify the existing drainage system or to utilize the existing drainage structure for pedestrian access would need to be vetted by the WV DOH and the FHWA. WV DOH does not allow longitudinal occupancy by utilities in controlled access right-of-way, with the exception of certain telecommunications providers, and WV DOH will need to review plans for any utilities proposed through WV DOH right-of-way. The relationship between the plan preparer and the WV DOH will be defined by a written agreement typical for projects of this size and nature. This agreement could potentially include the WV SRA, which will also be involved in plan reviews.

The residence on the orchard property would not be directly impacted by any of the three pre-conceptual design options, and the remainder of the orchard could continue to function if so desired. Therefore, no relocations are anticipated as part of the multimodal facility project.

I. Hazardous Materials

Triad Engineering performed limited sampling of surficial soil (0 to 6 inches below surface) for the Jefferson Orchards property. A total of 36 hand borings were completed and the samples analyzed for a limited set of contaminants. The screening indicated that some of the samples exceeded the residential standard, the industrial standard, or the migration to groundwater standard for one or more constituents. **Due to the limited nature of this past screening effort, it is recommended that Phase I and Phase II Environmental Site Assessments be completed per American Society for Testing and Materials (ASTM) standards prior to property acquisition or development.**

J. Community Involvement & Equity and Environmental Justice Analyses

Community Involvement

The proposed project has significant stakeholder involvement and support. The owners of the subject parcel are actively seeking a buyer for the property. The West Virginia Rail Authority, West Virginia's federal congressional delegation, and West Virginia's state house representatives all strongly support TOD at NorthPort. In 2013 the Maryland Transit Administration approved a resolution to relocate the MARC stop from Duffields to NorthPort. The MARC Train System, CSX Rail, and the West Virginia Rail Authority have also granted permission for the Station relocation. The NorthPort Station Task Force met for the first time on August 22, 2014, with all attending entities expressing support for the multimodal facility. Task Force meeting attendees included representatives from the HEPMPO, the City of Ranson, Jefferson Orchards, the Jefferson County Planning Office, the City of Charles Town, and Senator Herb Snyder. Invitations to future meetings will also include the Jefferson County Economic Development Authority, the Region 9 Planning and Development Council, the West Virginia SRA, the Eastern Panhandle Transit Authority, and Sustainable Strategies DC.

Feedback from the public will also be solicited via a postcard survey at the Duffields, Harpers Ferry, and Brunswick MARC Stations by leaving postcards on vehicles parked at these stations on two sample days in January 2015. The postcard survey will request rider origin and

destination, trip purpose, frequency of MARC Station use, and rider opinion of the proposed NorthPort Station location.

The public will have another opportunity to comment on the proposed project by attending a regularly scheduled public meeting of the Ranson City Council, which will be presented with the draft NorthPort Station Feasibility Report along with up to four poster boards. The feasibility study will be presented at a regularly scheduled meeting of the HEPMPO Interstate Council as well.

Equity and Environmental Analyses

Equity and environmental justice analyses should be completed to determine if the proposed project would result in disproportionately high or adverse impacts to minority or low-income populations present at either the NorthPort or the Duffields Station locations.

K. Public Parkland & Recreation Areas

There are no national or state parks, national or state forests, national wilderness areas, or state game lands within or adjacent to the project area. The Route 9 pedestrian/bike trail is in the vicinity of the project, and connections will be made to the trail as discussed in Section E.

L. Wetlands

The National Wetlands Inventory maintained by the United States Fish and Wildlife Service (USFWS) does not identify any wetlands within or in the immediate vicinity of the work area proposed under Options 1-3. **However, a qualified wetland professional should conduct an onsite wetland survey to confirm the absence of wetlands with the project area.**

M. Floodplains

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) 54037C0110E, 54037C0130E, 54037C0020E, and 54037C0040E were reviewed. These FIRMs show that there are no mapped FEMA floodways, 1-percent-annual-chance floodplains, or 0.2-percent-annual chance floodplains on or in the immediate vicinity of the project area.

N. Water Quality & Navigable Waterways

No sole source aquifers have been identified within the project area by the United States Environmental Protection Agency. No streams or water bodies were identified onsite during the December 11, 2014, field view or on FEMA mapping. However, there is a culvert under Route 9 across from the CSX rail tunnel.

As shown in Figure 3, there is a metal sign citing a permit type and registration number located at the northern end of the CSX rail tunnel onsite. The West Virginia Department of

Environmental Protection water resources permit database⁸ indicates that this was a National Pollutant Discharge Elimination System (NPDES) Water Pollution Control permit for stormwater associated with construction activities. The permit was valid from December 2003 to June 2008 and appears to be associated with Route 9 construction.

Based on site topography and field view observations, it appears that stormwater travels through the rail tunnel (Figure 1). **Therefore, if the CSX rail tunnel is utilized as a pedestrian underpass (Option 1), then impacts to site drainage will need to be investigated. Any proposals to modify the existing drainage system or to utilize the existing drainage structure for pedestrian access would need to be vetted by the WV DOH and the FHWA. Regardless of what is proposed, the WV DOH will need to review the drainage layout and calculations to verify the level of impact on the State Highway System.**



Figure 3: Sign for NPDES Construction Permit

For any potential work done as a result of designs proposed by this project, all relevant local, state, and railway design standards and requirements will have to be met, as relates to Stormwater Management (SWM) and Erosion and Sediment Control (ESC). Table 2 below provides standards that will be required according to relevant entities.

Table 2: Applicable Standards for SWM and ESC

Entity	Requirement Type	Document Name	Content Description
City of Ranson	SWM	Ranson, WV Code of Ordinances ⁹	Chapter 16-Article II-Division 7 provides subdivision design standards to be followed within the City of Ranson. SWM Standards are included.
City of Ranson	SWM	City of Ranson Stormwater Management Ordinance ¹⁰	This ordinance was created separately from the general City ordinances to comply with the City's MS4 Permit requirements. It suggests practices designed to protect, maintain, and enhance the environment of Ranson, and protect the health, safety, and welfare of its citizens.
WV-DOH	ESC	WVDOH Erosion and Sediment Control Manual ¹¹	This manual deals primarily with water erosion and resulting sedimentation. It is intended to be used as a guide to aid in the design, construction, and

⁸<http://www.dep.wv.gov/insidedep/Pages/WaterResourcesPermitSearch.aspx>

⁹https://www.municode.com/library/wv/ranson/codes/code_of_ordinances?nodeId=14357

¹⁰<http://www.cityofransonwv.net/documentcenter/view/589>

¹¹<http://www.transportation.wv.gov/highways/engineering/files/Erosion/Erosion2003.pdf>

Entity	Requirement Type	Document Name	Content Description
			maintenance of highways with respect to erosion and sedimentation control.
WV-DOH	SWM	WVDOH 2007 Drainage Manual ¹²	This manual provides designers with information and tools necessary to perform drainage analysis and design for highway facilities. The information contained in the manual is based largely on American Association of State Highway and Transportation Officials (AASHTO) requirements.
CSX	SWM/ESC	Standard Specifications for Private Sidetracks 2007 ¹³	These guidelines are intended to provide information and guidance for the design and specifications for the construction of private railroad tracks and their supporting roadbeds. Drainage requirements are provided in Design-Section B, and Grading-Section F. ESC requirements are provided in Grading-Section K.
MARC	N/A	N/A	No relevant requirements identified.

Potential short-term and long-term surface and ground water quality impacts caused by implementation of the proposed project should be mitigated with the use of Best Management Practices, an Erosion and Sediment Pollution Control Plan, and/or a NPDES permit, according to all relevant standards and guidelines, in order to prevent any significant impacts to water quality within the area of potential effect.

O. Endangered Species & Ecologically-Sensitive Areas

West Virginia does not have state threatened and endangered species legislation, so the species listed as threatened or endangered in the State are those from the USFWS' list of federally threatened or endangered species¹⁴. The USFWS Information, Planning, and Conservation System (IPaC)¹⁵ was used to complete an official species list request, included as Attachment 4a. The official list of species was generated to identify species which may either occur within the project area or be affected by the project even though the species is located downstream of the project area. These species include the Madison Cave isopod (threatened crustacean), the Indiana

¹²<http://www.transportation.wv.gov/highways/engineering/Manuals/Drainage/WVDOH%202007%20Drainage%20Manual%20with%20Addendum.pdf>

¹³http://csx.com/share/wwwcsx_mura/assets/File/Customers/Services_and_Partners/CSX_Industrial_Sidetrack_Manual_063003.pdf

¹⁴<http://www.wvdnr.gov/wildlife/endangered.shtm>

¹⁵<http://ecos.fws.gov/ipac/wizard/chooseLocation!prepare.action>

bat (endangered), and the Northern long-eared Bat (proposed endangered). **Further consultation with the USFWS is required under section 7 of the Endangered Species Act of 1973, as amended.**

An initial project scoping query was also completed through IPaC and identified no critical habitats or USFWS national wildlife refuges within the project area. A list of 16 migratory birds of concern were identified that could potentially be affected by the proposed project, so impacts to migratory birds should also be included in the above-referenced coordination with the USFWS. The initial project scoping query, titled the “Trust Resources List,” is also included as Attachment 4b.

P. Safety & Security

There are safety concerns at the existing Duffields Station, which includes an at-grade pedestrian crossing to access the far platform as well as a separate at-grade vehicular crossing for Flowing Springs Road. Both crossings include warning signals, and the vehicular crossing includes gates. Nonetheless, these at-grade crossings pose a hazard for CSX and MARC, and there have been at least two fatalities at the existing Duffields Station. There is inter-track safety fencing installed for a short length through the Station.

The proposed NorthPort Station will provide for access to the far platform via either an existing tunnel or a new pedestrian bridge, in order to avoid constructing a hazardous at-grade pedestrian crossing. No at-grade vehicular crossings are proposed in any of the three pre-conceptual options included as Attachments 2a-2c. The proposed Station will also comply with ADA, lighting, and safety design standards.

Q. Construction

Temporary impacts related to construction of the proposed project will be typical for this type of construction project and will cease immediately after the activity is completed. It is assumed that construction activities will follow federal, state, and local statutes, regulations, and ordinances, and the proper permits will be obtained and followed. A temporary decrease in local air quality will be expected due to the atmospheric dispersion of dirt, dust, and other fine particulates that are commonly associated with the construction process. Temporary increases in noise levels will likely be experienced during normal working hours due to the construction process. No significant construction impacts are anticipated.

Conclusion

This document is intended to highlight environmental subject areas most likely to require detailed study. Table 2 summarizes the environmental subject areas with no concerns or further coordination/analyses identified (green), with additional coordination or analyses warranted (yellow), and with potential concerns identified (red). The additional coordination and detailed study should be conducted as project planning progresses or during the National Environmental Policy Act (NEPA) process.

Table 3: Summary of Due Diligence Findings

Environmental Subject Area	Recommendations for Additional Coordination or Analyses
Metropolitan Planning & Air Quality	N/A
Land Use & Zoning	N/A
Traffic	Impacts to all modes of traffic in the area will be investigated as part of the ongoing feasibility study being prepared for HEPMPO, and the findings will be incorporated into the project design. As planning and design progress beyond the scope of the feasibility study, a full Traffic Impact Study will be necessary. A preliminary scope for the Traffic Impact Study should be provided to WV DOH for review and concurrence, per DOH Traffic Engineering Directive 106-2 concerning access to/from DOH roadways.
Cultural Resources	Coordination with the WV SHPO is necessary in order to determine whether or not archaeological investigations are warranted. Also, if the multimodal facility work area encroaches on the nearby cemetery, then work must comply with state code and SHPO requirements. If any publicly or privately owned historic resources will be impacted by the project, then Section 4(f) requirements may apply.
Noise & Vibration	If federal funding is received, then noise and vibration impacts will need to be assessed per the Federal Transit Administration's <i>Transit Noise and Vibration Impact Assessment</i> manual.
Acquisitions & Relocations	Easements, coordination, and plan reviews by WV DOH, WV SRA, FHWA, FRA and other entities may be necessary for any work proposed outside of Jefferson Orchards' existing right-of-way.
Hazardous Materials	Due to the limited nature of the past screening effort, it is recommended that Phase I and Phase II Environmental Site Assessments be completed per American Society for Testing and Materials (ASTM) standards prior to property acquisition or development.
Community Involvement & Equity and Environmental Justice Analyses	Equity and environmental justice analyses should be completed to determine if the proposed project would result in disproportionately high or adverse impacts to minority or low-income populations present at either the NorthPort or the Duffields Station locations.
Public Parkland & Recreation Areas	N/A
Wetlands	A qualified wetland professional should conduct an onsite wetland survey to confirm the absence of wetlands with the project area.
Floodplains	N/A
Water Quality & Navigable Waterways	If the CSX rail tunnel is utilized as a pedestrian underpass (Option 1), then impacts to site drainage will need to be investigated. Any proposals to modify the existing drainage system or to utilize the existing drainage structure for pedestrian access would need to be vetted by the WV DOH and the FHWA. Regardless of what is proposed, the WV DOH will need to review the drainage layout and calculations to verify the level of impact on the State Highway System. Potential short-term and long-term surface and ground water quality

Environmental Subject Area	Recommendations for Additional Coordination or Analyses
	impacts caused by implementation of the proposed project should be mitigated with the use of Best Management Practices, an Erosion and Sediment Pollution Control Plan, and/or a NPDES permit, according to all relevant standards and guidelines.
Endangered Species & Ecologically-Sensitive Areas	Further consultation with the USFWS is required under section 7 of the Endangered Species Act of 1973, as amended.
Safety & Security	N/A
Construction	N/A

	No Concerns or Further Coordination/Analyses Identified
	Additional Coordination or Analyses Warranted
	Potential Concern Identified

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Appendix C

Agency Agreements

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Resolution #2015-22

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANSON ADOPTING AND APPROVING THE NORTHPORT STATION FEASIBILITY STUDY AND MEMORANDUM OF UNDERSTANDING WITH JEFFERSON ORCHARDS, INC..

WHEREAS, the City of Ranson was selected in October 2010 and awarded over \$1,000,000 by the Partnership for Sustainable Communities which is comprised of the United States Department of Transportation, United States Housing and Urban Development and United States Environmental Protection Agency to serve as a national model for how small rural cities on the fringe of a major metropolitan area can foster sustainable economic development, transit, and community livability through targeted and strategic planning and infrastructure investments;

WHEREAS, the planning funds were used for the following linked and interdependent project components:

- Draft the 2012 Comprehensive Plan.
- Develop a new zoning ordinance for downtown, as well as undeveloped, outlying areas of the City of Ranson;
- Redesign the Fairfax Boulevard-George Street Corridor into a "complete street" with green infrastructure, to promote a better transportation route for pedestrians, cyclists, and transit;
- Design a new regional Charles Washington Commuter Center in downtown Charles Town that will facilitate access to regional rail and bus transit systems for Ranson, Charles Town and Jefferson County; and
- Create a master plan for downtown Ranson that spurs job growth and economic development in former dilapidated manufacturing sites;

WHEREAS, within the 2012 Ranson Comprehensive Plan, the Jefferson Orchards property is highlighted as one of the major development projects within the region and was selected by the Ranson City Council and Ranson Planning Commission as a property to demonstrate "SmartCode" regulations to promote traditional-neighborhood, mixed-use, and green focused development. The approved plan allows for a Village, Town Center or Transit Oriented Development. Within the Comprehensive Plan, the proposed relocation of the Duffields MARC Stop to Jefferson Orchards is supported;

WHEREAS, the City of Ranson and Hagerstown-Eastern Panhandle MPO has committed significant resources for the proposed relocation of the Duffields MARC stop to the Jefferson Orchards site. The West Virginia State Rail Authority adopted a unanimous resolution supporting the relocation and signed an agreement with MARC and CSX to relocate the MARC stop at Duffields to NorthPort;

WHEREAS, the Hagerstown-Eastern Panhandle Metropolitan Transit Authority funded a Feasibility Study to conduct a site assessment to identify key physical constraints that could affect the location of the Northport Station and design criteria for the station and its parking facilities;

WHEREAS, the Hagerstown-Eastern Panhandle MPO and its consultants have presented the final study to Ranson City Council;

WHEREAS, Jefferson Orchards, Inc. and the City of Ranson desire to enter into a Memorandum of Understanding concerning the implementation of the "Northport Station" project to establish a multi-modal transportation station on the Jefferson Orchards property that is consistent with the plan for future development of that property.

WHEREFORE, the Ranson City Council resolves as follows:

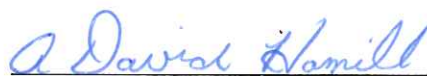
Section 1. The Ranson City Council hereby adopts and supports the Northport Feasibility Study, a copy which is attached to this Resolution and incorporated as fully set forth herein.

Section 2. The Mayor is hereby authorized to execute the Memorandum of Understanding with Jefferson Orchards, Inc., a copy of which is attached to this resolution and incorporated as fully set forth herein.

Section 3. The City Clerk is hereby directed to forward a copy of this executed Resolution and Memorandum of Understanding to the Hagerstown-Eastern Panhandle MPO and Jefferson Orchards, Inc.

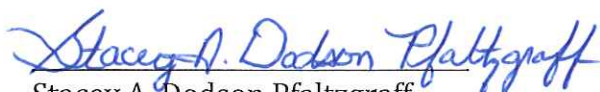
Dated this 7th day of July 2015.

Approved by:



A. David Hamill
Mayor

Attested by:



Stacey A. Dodson Pfaltzgraff
City Clerk



**RESOLUTION OF THE EASTERN PANHANDLE TRANSIT AUTHORITY ADOPTING AND
APPROVING THE NORTHPORT STATION FEASIBILITY STUDY AND MEMORANDUM
OF UNDERSTANDING WITH THE CITY OF RANSON**

RESOLUTION -- 1-15

WHEREAS, on May 18, 2015, the Eastern Panhandle Transit Authority (EPTA) was presented with a proposal to support and approve the Northport Station Feasibility Study and Memorandum of Understanding with the City of Ranson. The presentation, provided by Mr. Matt Mullenax of the Hagerstown Eastern Panhandle Metropolitan Planning Organization (MPO) and Mr. Matt Ward, Consultant for Sustainable Strategies, representing the City of Ranson;

WHEREAS, the City of Ranson was selected in October 2010 and awarded over \$1,000,000 by the Partnership for Sustainable Communities which is comprised of the United States Department of Transportation, United States Housing and Urban Development and United States Environmental Protection Agency to serve as a national model for how small rural cities on the fringe of a major metropolitan area can foster sustainable economic development, transit, and community livability through targeted and strategic planning and infrastructure investments;

WHEREAS, within the 2012 Ranson Comprehensive Plan, the Jefferson Orchards property is highlighted as one of the major development projects within the region and was selected by the Ranson City Council and Ranson Planning Commission as a property to demonstrate "SmartCode" regulations to promote traditional-neighborhood, mixed-use, and green focused development. The approved plan allows for a Village, Town Center, or Transit Oriented Development. Within the Comprehensive Plan, the proposed relocation of the Duffields MARC Stop to Jefferson Orchards is supported;

WHEREAS, the City of Ranson and Hagerstown-Eastern Panhandle MPO has committed significant resources for the proposed relocation of the Duffields MARC stop to the Jefferson Orchards site. The West Virginia State Rail Authority adopted a unanimous resolution supporting the relocation and signed an agreement with MARC and CSX to relocate the MARC stop at Duffields to Northport;

WHEREAS, the Hagerstown Eastern Panhandle MPO funded a Feasibility Study to conduct a site assessment to identify key physical constraints that could affect the location of the Northport Station and design criteria for the station and its parking facilities;

WHEREAS, the Hagerstown-Eastern Panhandle MPO and its consultants have presented the final study to Ranson City Council;

WHEREAS, the City of Ranson and Eastern Panhandle Transit Authority desire to enter into a Memorandum of Understanding concerning the implementation of the "Northport Station" project to establish a multi-modal transportation station on the Jefferson Orchards property.

WHEREAS, the "Northport Station" project is consistent with the Hagerstown-Eastern Panhandle MPO Long-Range Plan, Direction 2040, as well as, the Eastern Panhandle Transit Authority 2015 Transit Development Plan.

WHEREFORE, the Eastern Panhandle Transit Authority resolves as follows:

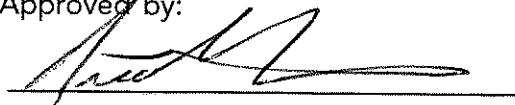
Section 1. The Eastern Panhandle Transit Authority hereby adopts and supports the Northport Feasibility Study, a copy which is attached to this Resolution and incorporated as fully set forth herein.

Section 2. The EPTA Board President is hereby authorized to create and execute the Memorandum of Understanding with the City of Ranson.

Section 3. The EPTA Executive Director is hereby directed to forward a copy of this executed Resolution and Memorandum of Understanding to the Hagerstown-Eastern Panhandle MPO and the City of Ranson upon completion.

Dated this 20th day of July 2015.

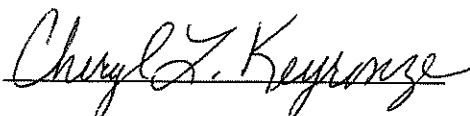
Approved by:



Nic Diehl

Board President

Attested by:



Cheryl L. Keyrouze

Executive Director

**MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF RANSON, WV &
JEFFERSON ORCHARDS, INC.**

This Memorandum of Understanding (MOU) is between the City of Ranson, WV (hereafter "City" or "Ranson") and Jefferson Orchards, Inc., concerning the implementation of the "Northport Station" project to establish a multi-modal transportation station on the Jefferson Orchards property that is consistent with the plan for future development of that property.

- 1.) ***Reservation and/or Dedication of Property to City of Ranson or Other Party for Development of Northport Station:*** Jefferson Orchards agrees to reserve up to 7.5 acres of land, at the site of the "Preferred Location" identified at pages 19 and 21 (Figures 18 and 19) of the June 2015 "Northport Station Feasibility Study" conducted by the Hagerstown-Eastern Panhandle Metropolitan Planning Organization ("HEPMPO"), for establishment and operation of the Northport Station project by either a public or private entity or partnership of both. The Northport Station Feasibility Study shall be attached hereto as Exhibit "A." The term "reservation" means that Jefferson Orchards shall not develop, allow to be developed, or take any development or land use action that is incompatible and inconsistent with the construction of the Northport Train Station or its associated infrastructure as shown on Figure 19 of the "Northport Feasibility Study." The land to be reserved is specifically identified in Figures 18 and 19 of the "Northport Feasibility Study" and such reserved land shall be made part of Jefferson Orchard's Land Development Plan and Plat dated March 16, 2012. This reservation and/or dedication of land is in consideration of: (1) Jefferson Orchards receiving funding through the City of Ranson to employ land use experts to plan, rezone and author an approved land development plan and plat for a Transit Oriented Development (TOD) through grant funding obtained by the City of Ranson from the U.S. Department of Housing and Urban Development (HUD Challenge Planning Grant); and, (2) in consideration of HEPMPPO funding 100% of aforesaid feasibility study.

If the City of Ranson or another public or governmental entity agrees to partner with Jefferson Orchards and/or its successor to fund (either in total or partially) and construct Northport Station, Jefferson Orchards will deed land and/or grant easements specifically shown on Figure 19 of the "Northport Feasibility Study" sufficient and necessary to enable the construction and operation of the Northport Station including the passenger station, platforms, bridges, transit bus pick-up/drop-off facilities, access roadways, parking lots, stormwater management, and other associated facilities consistent with the terms and conditions below. The dedication of land and sufficient easements to construct station and associated infrastructure shall be at no cost, charge or commission to any public entity responsible for the construction and operation of Northport Station. Nothing in this Agreement shall preclude Jefferson Orchards and/or its successors from developing or retaining development rights on the reserved/dedicated property so long as such development is consistent with the approved zoning and Land Development Plan and Plat. Nothing in this Agreement shall preclude Jefferson Orchards from selling the land identified in Figures 18 and 19 of the "Northport Feasibility Study" so long as the successor or assigns abide by the terms contained in this Agreement and in accordance

with the approved Land Development Plan and Plat. The total amount of land that is actually used in this dedication will be determined when the Northport Station has completed 30% engineering or other appropriate milestone. This dedication of land and necessary easements are contingent upon the following:

- a.) Jefferson Orchards acknowledges it has a vested Land Development Plan and Plat pursuant to Chapter 8A of the West Virginia Code approved by the Ranson Planning Commission on March 16, 2012, which was made permissible under rezoning to Smart-Code New Community under Ranson Municipal Ordinance, Chapter 19A granted by the City of Ranson which allows for a Village, Town Center or Transit Oriented Development (TOD). Jefferson Orchards was identified by the City of Ranson in 2012 and selected to take part in funding received through Ranson's HUD's Challenge Planning Grant as a site that could be utilized to demonstrate SmartCode regulations to promote traditional-neighborhood, mixed-use and green-focused development. Jefferson Orchards rezoning and Land Development Plan and Plat was approved by the Ranson City Council and Ranson Planning Commission, in part, because of the "proposed relocation of Duffields MARC station and development of a Transit Oriented Development in an intended growth urban area. This area is also proposed for a Special Industrial District that would utilize the rail access." See City of Ranson 2012 City of Ranson Comprehensive Plan, Page 30.
- b.) Jefferson Orchards acknowledges that the "Northport Feasibility Study" identified the preferred station location (Figure 18 of Study) and completed a conceptual design plan (Figure 19) to illustrate and document potential station area site plans and specific design elements for the future Northport Station. A conceptual site plan for Northport Station was developed to illustrate proposed roadway access to the station, vehicle parking, abutting buildings, pedestrian facilities and the station building and platform structures (Figure 19).
- c.) Jefferson Orchards acknowledges and agrees that the land identified in Figure 19 of the "Northport Feasibility Study" shall be made part of and incorporated into the approved Land Development Plan and Plat; and, that such land shall be reserved by the Developer unless or until such time as the approved Land Development Plan and Plan is amended through the appropriate land use development processes of the City of Ranson. The land shall be reserved for the construction roadway access to the station, vehicle parking, abutting buildings, pedestrian facilities and the station building and platform structures. Nothing in this Agreement shall preclude Jefferson Orchards from constructing or retaining the private development rights within the land reserved so long as such development is not inconsistent with Figures 18 and 19 of the "Northport Feasibility Study" and the land development ordinances of the City of Ranson. The City shall not issue any permits inconsistent with Figures 18 and 19 of the Northport Feasibility Study unless or until the Land Development Plan and Plat is approved by both the Ranson Planning Commission and the Ranson City Council.

- d.) Jefferson Orchards or its assigns or transferees have the right to review and approve or disapprove the final design of Northport Station, for the purpose of ensuring that Northport Station will be compatible with any current or planned development and use of the remainder of the Jefferson Orchard's property. The design and construction of Northport Station shall comply with all land use regulations and building codes of Ranson and meet the criteria required for a train station by MARC, CSX, Amtrak and the West Virginia Rail Authority. This review and approval includes consideration of any future request for vehicle storage or maintenance facilities by the Eastern Panhandle Transit Authority and whether such use is compatible for overall land development plans.
- e.) Jefferson Orchards or its assigns or transferees shall maintain the right to sell, lease, and/or develop portions of the Northport Station acreage in accordance with and consistent with the approved zoning and Land Development Plan and consistent with Figures 18 and 19 of the "Northport Feasibility Study". Unless agreed under separate arrangement, no proceeds of such sale, lease or development of Northport land is required to be devoted to design, construction or operation of the public transit facilities. If Jefferson Orchards and/or its assigns agree to construct Northport Station and associated facilities, no dedication of land shall be necessary.
- 2.) ***No Agreement on Future Funding:*** Nothing in this MOU binds or commits either party to any responsibility for funding the consulting, pre-construction, construction, operations or maintenance of the Northport Station transit and associated facilities. Such costs, if any, will be allocated by the parties by separate agreement.
- 3.) ***No Waiver or Agreement Concerning Zoning or Land Entitlements:*** Nothing in this MOU provides any agreement between the parties that changes, alters or amends the zoning or land entitlements provided to Jefferson Orchards or its assigns/transferees on either the 7.5 acres or the remainder of the Jefferson Orchards property. Current zoning on the property permits Northport Station as an entitled use. Any petitions or requests for rezoning shall follow the requirements and procedures of the City of Ranson, but the terms contained in this Agreement and the fact that the land has been planned as a TOD shall be a consideration City Council considers while deliberating whether a rezoning or amendment to the Land Development Plan and Plat should occur.
- 4.) ***Rights Transferable:*** If the Northport Station project becomes owned or led by another entity, such as a state agency or public transit authority or other similar public party, the rights accorded to the City of Ranson under this MOU shall transfer by the adoption of a City Resolution to that public party after adequate notice to Jefferson Orchards. The rights and obligations accorded to Jefferson Orchards under this MOU shall be transferred to any buyer, assignee, transferee, or successor of and to Jefferson Orchards.
- 5.) ***Access:*** Jefferson Orchards provides the right of access to the reserved property to the City of Ranson and parties working in coordination with Ranson to establish Northport Station, for the purposes of site planning and development. Ranson shall provide

Jefferson Orchards with reasonable notice of the intent to access the site. If Ranson seeks to conduct environmental or archeological investigations at the dedicated property for the purpose of permitting and clearances for the Northport Station, Jefferson Orchards is required to reach an agreement with Ranson that provides such access, under terms and conditions agreed upon by the parties.

6.) **Land Value:** The parties agree that, to the extent that the value of the dedication of an easement and/or fee simple property can be used as matching resources for grants or other funding dedicated to the Northport Station project, the parties will recognize such value as a contribution by Jefferson Orchards.

7.) **Contacts & Authorized Representatives:** Unless provided by notice of a party, the following persons shall be the authorized representatives and contacts of the parties under this MOU:

City of Ranson
Andy Blake

City Manager
ablake@cityofransonwv.net
304.724.3872

Jefferson Orchards, Inc.
Authorized Representative
Mark Ralston
mhralson@gmail.com
214.808.4357

8.) **Recordation:** This Agreement shall be recorded in the land use records of Jefferson County.

9.) **Binding Effect of Agreement:** This Agreement shall be binding on and inure to the benefit of the parties to this Agreement and their heirs, personal representatives, successors and assigns.

DATED this _____ day of _____, 20____.

RANSON PLANNING COMMISSION

By: _____
Anthony Grant
Its: President

CITY OF RANSON

By: _____
A. David Hamill
Its: Mayor

JEFFERSON ORCHARDS

By: _____

Its: _____

STATE OF WEST VIRGINIA;

COUNTY OF JEFFERSON; to-wit:

The foregoing instrument was acknowledged before me by Anthony Grant, Ranson Planning Commission President, this ____ day of _____, 2015.

My commission expires: _____

NOTARY PUBLIC

STATE OF WEST VIRGINIA;

COUNTY OF JEFFERSON; to-wit:

The foregoing instrument was acknowledged before me by A. David Hamill, Mayor of the City of Ranson this ____ day of _____, 2015.

My commission expires: _____

NOTARY PUBLIC

STATE OF _____;

COUNTY OF _____; to-wit:

The foregoing instrument was acknowledged before me by _____,
for _____, its _____, this ____ day of
_____, 2015.

My commission expires: _____

NOTARY PUBLIC

DRAFT



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

State Rail Authority

120 Water Plant Drive, Moorefield, West Virginia 26836
(304) 538-2305 • TDD: (800) 742-6991 • FAX: (304) 538-7474

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Cabinet Secretary

Resolution of the West Virginia State Rail Authority

At a meeting of the Board of Directors of the West Virginia State Rail Authority duly called and held on the 24th day of January 2013, a quorum being present, the following was adopted:

Whereas, the Board of Directors was asked to support a resolution to allow its Executive Director to discuss with MARC the possibility of the re-location of the Duffields train station.

Whereupon, on motion it was voted on and approved that:

The Executive Director, on behalf of the State Rail Authority, has the authority to enter into discussions with the Maryland's MARC train service (MARC) regarding the re-location of the Duffields MARC train stop to a future new train station at the "NorthPort" development in the City of Ranson, WV.

I, Max Scott, Secretary of the Board of Directors of the West Virginia State Rail Authority, do hereby certify that the foregoing action of the Board of Directors was properly voted upon and adopted at a meeting duly called and held on January 24, 2013, that such action of the board has not been repealed, revoked, rescinded or amended, and is in full force and effect as of the date hereof, and that such resolution does not conflict with any charter or by-law provision of the corporation.

The State Rail Authority

By: Max G. Scott
Secretary
Board of Directors

Date: 1/30/13

Attest: Angela Lynn Myers

West Virginia State Rail Authority

January 24th, 2013

RESOLUTION

The Board of Directors of the West Virginia Rail Authority, in light of increased demand for passenger rail transportation and the need for improved access and safety for its citizens, gives its Director Cindy Butler the authority to enter into discussions with the Maryland's MARC train service (MARC) regarding the re-location of the Duffields MARC train stop to a future new train station at the "NorthPort" development in the City of Ranson, West Virginia (Ranson).

Whereas, the West Virginia Rail Authority is underway with comprehensive studies to determine how to maximize the use of passenger rail and MARC rail opportunities in the state; and

Whereas, population growth in Jefferson County and the WV Eastern Panhandle is significantly increasing; and

Whereas, MARC Rail service in the WV Eastern Panhandle is already a generator of economic opportunity and a solution to traffic congestion and other road-related transportation challenges; and

Whereas, the demand for passenger rail transportation to the Maryland and Washington, DC job markets is increasing; and

Whereas, the West Virginia Rail Authority is the contracted partner of MARC for the use and upkeep of the Duffields, WV train stop; and

Whereas, the Duffields stop's geographic location and at-grade positioning creates significant safety and access concerns for riders; and

Whereas, the City of Ranson has zoned property at the current Jefferson Orchards location for the creation of an improved train station and transit-oriented development; and

Whereas, Ranson, the property owners, the WV congressional delegation, the WV state representatives in this community, WV MARC riders, and the general public support the development of the Northport MARC train station project; and

Whereas, the West Virginia Rail Authority would not significantly increase its current responsibilities at the new station;

Now, Therefore,

Be It Resolved that the West Virginia Rail Authority, as the contracted partner with MARC, has the authority to enter into discussions to close Duffields and relocate services to the NorthPort development on the current Jefferson Orchards property; and

Be It Further Resolved that the West Virginia Rail Authority supports the future implementation by Northport and property developers of the Northport MARC Train Station; and

Be It Further Resolved that the Board of Directors of the West Virginia State Rail Authority designates and empowers Executive Director Cindy Butler to conduct discussions and decision-making on the Northport Train Station with MARC and CSX Rail Corporation.



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
State Rail Authority

120 Water Plant Drive, Moorefield, West Virginia 26836
(304) 538-2305 • TDD: (800) 742-6991 • FAX: (304) 538-7474

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Cabinet Secretary

Resolution of the West Virginia State Rail Authority

At a meeting of the Board of Directors of the West Virginia State Rail Authority duly called and held on the 24th day of January 2013, a quorum being present, the following was adopted:

Whereas, the Board of Directors was asked to support national legislation that will facilitate private and public investment into transit-oriented development around rail station in West Virginia.

Whereupon, on motion it was voted on and approved that:

That the WV State Rail Authority would support the passage of the Nation High Performance Passenger Rail Transportation-Oriented Development Act of 2013, as a way to promote the private-public financing needed for transit-oriented development around rail stations in West Virginia and nationally.

I, Max Scott, Secretary of the Board of Directors of the West Virginia State Rail Authority, do hereby certify that the foregoing action of the Board of Directors was properly voted upon and adopted at a meeting duly called and held on January 24, 2013, that such action of the board has not been repealed, revoked, rescinded or amended, and is in full force and effect as of the date hereof, and that such resolution does not conflict with any charter or by-law provision of the corporation.

The State Rail Authority

By: Max G. Scott
Secretary
Board of Directors

Date: 1/30/13

Attest: Angela Lynn Myers

West Virginia State Rail Authority

January 24th, 2013

RESOLUTION

The Board of Directors of the West Virginia Rail Authority supports national legislation that will facilitate private and public investment into transit-oriented development around rail stations in West Virginia.

Whereas, the West Virginia Rail Authority seeks to promote transit-oriented development around commuter rail stations; and,

Whereas, funding for these developments is heavily dependent on private and public sector partnership; and,

Whereas, there is not currently a model to efficiently provide financing for the development of rail facilities while creating vibrant communities around station areas, and;

Whereas, the National High Performance Passenger Rail Transportation-Oriented Development Act of 2013 would create a body to efficiently manage such partnerships,

Now, Therefore,

Be It Resolved that the West Virginia Rail Authority, supports the passage of The National High Performance Passenger Rail Transportation-Oriented Development Act of 2013, as a way to promote the private-public financing needed for transit-oriented development around rail stations in West Virginia and nationally.



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
Darrell B. Mobley, Acting Secretary • Ralign T. Wells, Administrator

February 20, 2013

Ms. Cindy Butler
Director
West Virginia State Rail Authority
120 Water Plant Drive
Moorefield, West Virginia 26836

RE: Resolution of the West Virginia State Rail Authority

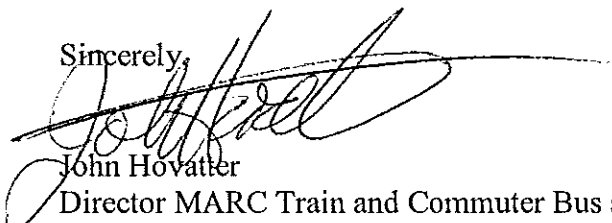
On January 24, 2013, the West Virginia Department of Transportation State Rail Authority ("State Rail Authority") approved a resolution supporting the relocation of our MARC stop at Duffields, West Virginia to Northport Station in Ranson, West Virginia.

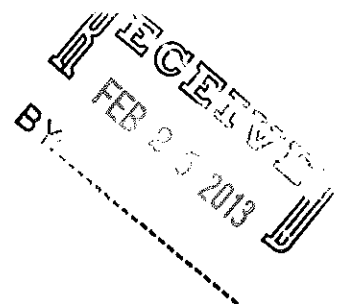
MTA agrees with this proposal to exchange Duffield's for Northport, provided that the State Rail Authority will be responsible for this new station, regardless of who owns or supports this new station in the future. The new station must meet all current ADA, and level boarding requirements and must be completely at-grade (railroad) separated. The MTA installed a PA/LED system at the Duffield station that would also need to be relocated, without costs to the MTA, to the new station. There will be no crosswalks across the CSXT tracks and there must be an emergency plan in place prior to the station being activated and approved by both MTA and CSXT.

MTA agrees to work with the developers, the City and CSXT to support the building of this new station; however, MTA will not be responsible for any funding or failure to build this new station. Any and all expenses for CSXT to review plans and provide flagging during construction will be borne entirely by the State Railroad Authority or the developers.

The Agreement between the Maryland Transit Administration and the West Virginia State Rail Authority dated November 1, 2002 and as amended on November 6, 2008, makes the State Rail Authority responsible for the station properties at the Harpers Ferry, Duffields and Martinsburg, West Virginia stations. If the Northport Station is substituted for the Duffields MARC stop, the 2002 Agreement will need to be amended to substitute it for Duffields in the Agreement. We look forward to our continued working relationship and improving service for our MARC customers.

Sincerely,


John Hovatter
Director MARC Train and Commuter Bus services



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Appendix D

CSX Valuation Map



Appendix E

WVDOH Right-of-Way Plan Sheet

ORCHARD ROAD CONSTRUCTION & CURVE DATA

P.I. 3+15.05
D = 8° 58' 16" Rt.
C = 11° 27' 33"
T = 39.22'
L = 78.29'
R = 500.00'
E = 1.54'
e = 4.3%
Runoff = 74'
Runout = 35

ORCHARD ROAD ACQUISITION & CURVE DATA

P.I. = 5+11.01
N 320702.14
E 2427358.92
Dc = 12° 43' 57"
Δ = 30° 58' 27" Lt.
T = 124.69'
L = 243.27'
R = 450.00'
E = 16.95'
e = N/A
Runoff = N/A
Runout = N/A

STA. 2+00 MATCH THIS SHEET

BEGIN WORK STA. 0+59.96
ORCHARD ROAD CONSTRUCTION &

BEGIN WORK STA. 0+00
ORCHARD ROAD ACQUISITION &

0+19.97
110' LT.
(ACQ. &)

BIKE PATH CURVE DATA

P.I. 3213+49.99
N 320655.19
E 2427666.53
Dc = 38° 11' 50"
Δ = 29° 34' 06" Lt.
T = 39.59'
L = 77.41'
R = 150.00'
E = 5.14'
e = N/A
Runoff = N/A
Runout = N/A

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W.V.	5	U319 9 2.28	DPC-0042 (017) C	2002	JEFFERSON	27	100

KEARNEYSVILLE TO CHARLES TOWN

PRINTED

OCT 24 2007

BIKE PATH CURVE DATA

P.I. 3216+45.88
N 320677.24
E 2427359.70
Dc = 38° 11' 50"
Δ = 56° 36' 42" Rt.
T = 80.79'
L = 148.21'
R = 150.00'
E = 20.37'
e = N/A
Runoff = N/A
Runout = N/A

BIKE PATH CURVE DATA

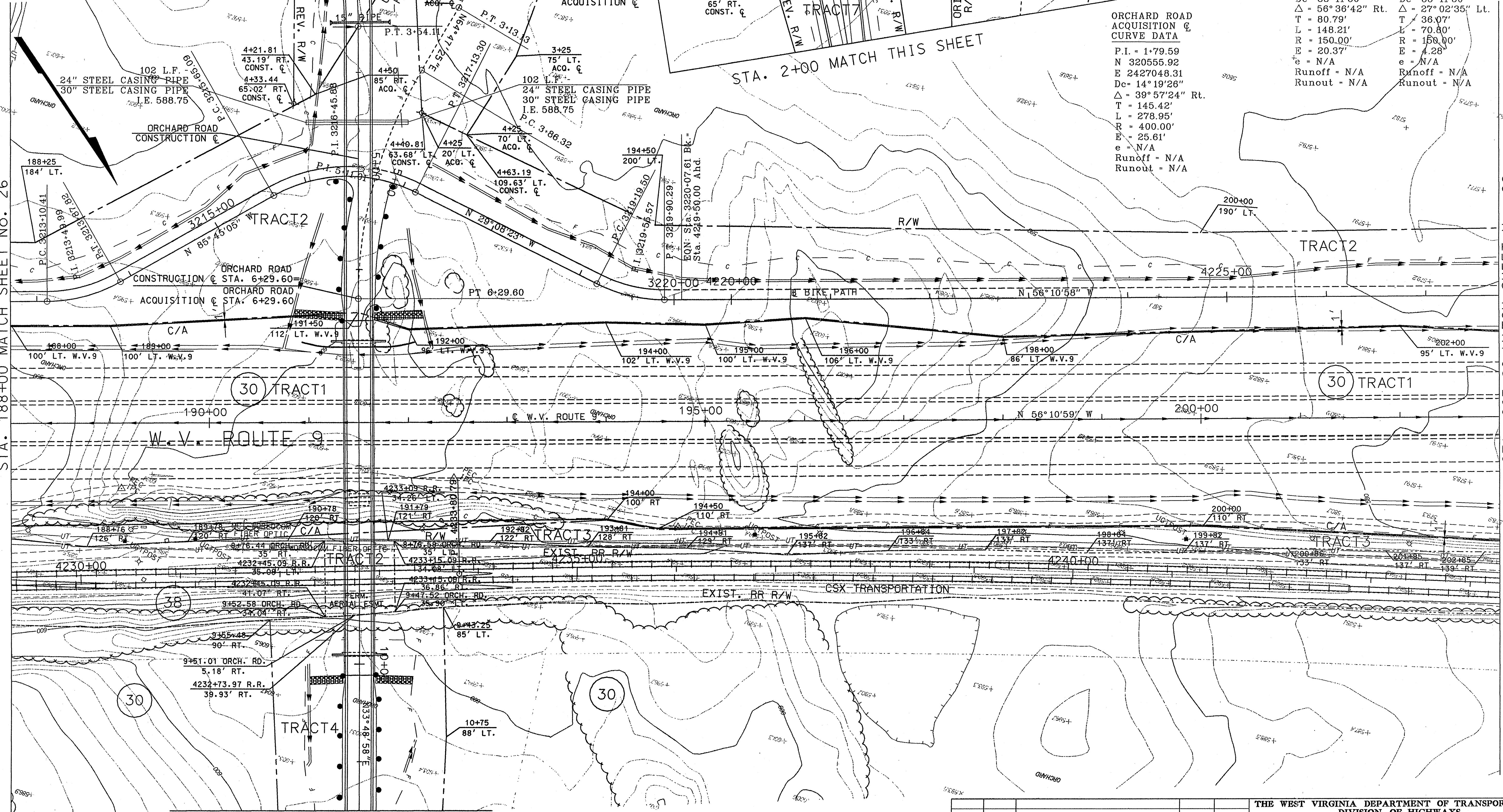
P.I. 3219+55.57
N 320959.40
E 2427202.39
Dc = 38° 11' 50"
Δ = 27° 02' 35" Lt.
T = 36.07'
L = 70.80'
R = 150.00'
E = 4.28'
e = N/A
Runoff = N/A
Runout = N/A

ORCHARD ROAD ACQUISITION & CURVE DATA

P.I. = 1+79.59
N 320555.92
E 2427048.31
Dc = 14° 19' 26"
Δ = 39° 57' 24" Rt.
T = 145.42'
L = 278.95'
R = 400.00'
E = 25.61'
e = N/A
Runoff = N/A
Runout = N/A

STA. 188+00 MATCH SHEET No. 26

STA. 203+00 MATCH SHEET No. 28



STA. 11+50 MATCH SHEET No. 27 A

SCALE : 0 50 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAN SHEET

12/06/2005



Appendix F

Traffic Counts Conducted for Study

NorthPort Area Traffic Counts

Thursday, March 19, 2015, Weather: Overcast																
Wiltshire Rd. Eastbound					Luther Jones Rd. Westbound				Charles Town Rd. Southbound				Charles Town Rd. Northbound			
Time	Right	Through	Left	Max Queue	Right	Through	Left	Max Queue	Right	Through	Left	Max Queue	Right	Through	Left	Max Queue
7:00	41	0	3	5	0	10	0	2	11	18	1	1	1	11	18	1
7:15	52	5	6	3	1	22	1	3	14	17	1	3	0	9	21	5
7:30	20	6	2	2	4	21	3	4	16	15	0	1	1	13	33	6
7:45	26	3	8	3	3	23	1	2	15	13	3	1	2	9	10	1
8:00	17	6	17	4	3	15	2	4	12	9	2	1	1	10	7	1
8:15	30	2	14	4	3	11	1	2	25	32	1	4	1	14	17	2
8:30	35	6	12	7	1	11	1	2	23	23	1	3	2	14	21	3
8:45	31	4	14	5	1	11	2	1	16	12	3	2	0	20	28	3
Total	252	32	76	360	16	124	11	151	132	139	12	283	8	100	155	263
Wednesday, March 18, 2015, Weather: Sunny																
Wiltshire Rd. Eastbound					Luther Jones Rd. Westbound				Charles Town Rd. Southbound				Charles Town Rd. Northbound			
Time	Right	Through	Left	Max Queue	Right	Through	Left	Max Queue	Right	Through	Left	Max Queue	Right	Through	Left	Max Queue
4:00	36	23	29	8	4	7	2	4	11	15	0	1	2	31	36	3
4:15	39	14	17	8	3	3	1	1	9	21	2	3	3	22	30	5
4:30	22	24	43	10*	5	10	1	4	9	18	3	2	3	34	40	4
4:45	38	19	19	5	1	10	0	1	16	20	1	2	3	24	36	8
5:00	19	21	21	6	2	10	0	4	11	10	2	3	7	26	30	5
5:15	16	16	19	5	3	11	1	3	8	18	3	2	1	24	31	2
5:30	16	6	20	5	3	10	0	2	6	7	2	3	0	16	23	4
5:45	19	14	20	5	1	7	0	1	10	10	1	2	1	19	26	5
Total	205	137	188	530	22	68	5	95	80	119	14	213	20	196	252	468
* Train prevented movement through intersection																



Appendix G

Roadway Costing Detail Sheet

NorthPort Station Access Roadway Cost Estimate

Northport Station - Conceptual Construction Cost Estimate						
ITEM NUMBER	DESCRIPTION	UNIT	UNIT COST	PHASE 1		NOTES
				QUANTITY	COST	
0201-0001	CLEARING AND GRUBBING	LS	\$2,500.00	1	\$2,500	Small area to be cleared
0203-0001	CLASS 1 EXCAVATION	CY	\$22.00	2,700	\$59,400	Generic template and proposed surface created in InRoads, used triangle volume to calculate volume
0204-0150	CLASS 4 EXCAVATION	CY	\$27.00	1,700	\$45,900	Assume 3.5' x 6' for length of 24" storm pipe (2170)
0205-0001	COMMON BORROW EXCAVATION	CY	\$17.00	3,100	\$52,700.00	Same as PBD qty
0212-0001	GEOTEXTILE, CLASS 1	LF	\$2.00	2,835	\$5,670	
0309-0426	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 6" DEPTH	SY	\$28.00	10,144	\$284,032	*** Pavement, Sidewalk, and Conc Island areas calculated from shapes in MicroStation
0350-0106	SUBBASE 6" DEPTH (NO 2A)	SY	\$9.00	15,412	\$138,708	Includes subbase under sidewalk
0409-0441	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 64-22, 0.3 TO < 3 MILLION ESALS, 12.5 MM MIX, 1 1/2" DEPTH, SRL-E	SY	\$9.00	10,144	\$91,296	
0409-6450	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BINDER COURSE, PG 64-22, 0.3 TO < 3 MILLION ESALS, 19.0 MM MIX, 2 1/2" Depth	SY	\$11.50	10,144	\$116,656	
0460-0001	BITUMINOUS TACK COAT	SY	\$0.25	20,288	\$5,072	Tack coat between each layer of asphalt
0503-0001	PROTECTIVE COATING FOR CEMENT CONCRETE PAVEMENTS AND SHOULDERS	SY	\$1.75	6,740	\$11,795	For sidewalk and concrete island areas
0601-XXXX	24" STORM PIPE	LF	\$115.00	2,170	\$249,550	Assume single line for entire length of roadways with laterals going to each inlet
0605-1480	MANHOLE	EA	\$3,500.00	18	\$63,000	Manhole for each lateral in storm (12) and sanitary sewer (6).
0605-XXXX	INLET	EA	\$4,500.00	12	\$54,000	Assume inlet spacing 300' apart within project area. Includes frame, grate, and box.
0609-0004	INSPECTOR'S FIELD OFFICE AND INSPECTION FACILITIES, TYPE C	LS	\$10,000.00	1	\$10,000	
0610-7002	6" PAVEMENT BASE DRAIN	LF	\$8.00	2,835	\$22,680	Assume roadway is normal crown and PBD at the gutter line at both sides of the street
0630-0001	PLAIN CEMENT CONCRETE CURB	LF	\$40.00	2,835	\$113,400	
0633-0200	PLAIN CONCRETE MOUNTABLE CURB, TYPE A	LF	\$45.00	1,328	\$59,760	Includes all islands and center of round about circle
0676-0001	CEMENT CONCRETE SIDEWALK	SY	\$70.00	5,268	\$368,760	
0686-0010	CONSTRUCTION SURVEYING, TYPE A	LS	\$10,000.00	1	\$10,000	
0689-0002	NETWORK SCHEDULE	LS	\$1,000.00	1	\$1,000	
0695-0002	DETECTABLE WARNING SURFACES	SF	\$50.00	144	\$7,200	4' x 2' DW'S X 18 locations
0867-0012	COMPOST FILTER SOCK, 12" DIAMETER	LF	\$5.00	2,835	\$14,175	Around perimeter of project area
9000-XXXX	SANITARY SEWER, 8" PVC	LF	\$95.00	1,750	\$166,250	Assume single line for entire length of roadways plus laterals going to parcels in 6 locations @ 50' long
9000-XXXX	LIGHT POLE AND LUMINAIRE	EA	\$5,300.00	32	\$169,600	Assume light poles spaced every 60' on both sides of each roadway, price includes conduit and foundation
9000-XXXX	TREE PIT AND PLANTING MATERIAL	EA	\$2,750.00	42	\$115,500	Quantity counted from illustration, cost derived from Brookline Blvd Proj. (includes tree, excav., planting mixture, & p
9000-XXXX	IRRIGATION	LS	\$42,000.00	1	\$42,000	Cost derived and scaled from another project with a LS irrigation component
9000-XXXX	8" DUCTILE IRON PIPE (WATERLINE)	LF	\$100.00	1,450	\$145,000	Assume single line for entire length of roadways, unit price includes valves
Note: Unit costs derived from PennDOT ECMS Item Price History in District 8 & 9 where available unless otherwise noted						
Subtotal:					\$2,425,604	
0901-0001	MAINTENANCE AND PROTECTION OF TRAFFIC (5%)	LS		+	\$121,280.20	
XXXX-XXXX	POST CONSTRUCTION SWM (3%)	LS		+	\$76,406.53	
0608-0001	MOBILIZATION (3%)	LS		+	\$78,698.72	
	CONTINGENCY (30%)	LS		+	\$810,596.83	
TOTAL:					\$3,512,586	



Appendix H

Site Plan Area Calculations

