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May 15, 2023

SUBMITTED VIA E-FILING

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Maryland Transit Administration – Discontinuance and Abandonment Exemption –
In Wicomico County, MD, STB Docket No. AB 590 (Sub-No. 2X)*

Dear Ms. Brown:

On May 9, 2023, the Maryland Transit Administration (“MTA”) submitted a Notice of Exemption in the above-captioned proceeding that included as Exhibit D an Environmental and Historic Report. Enclosed with this letter are two letters that supplement Exhibit H of that Environmental and Historic Report. The first is a notification from the Maryland Historical Trust (“MHT”) dated May 11, 2023, stating that MHT has determined that there are no historic properties affected by the abandonment. The second is a notification from the National Geodetic Survey (“NGS”), dated May 11, 2023, indicating that there could be geodetic survey marks located in the area described and that consultation with NGS should take place prior to any disturbance of identified marks.

Please do not hesitate to contact me with any questions.

Sincerely,



Ayelet Hirsch Korn

EXHIBIT H SUPPLEMENT

**Maryland Historical Trust Letter Dated May 11, 2023,
and National Geodetic Survey Letter Dated May 11, 2023**

April 5, 2023

Ms. Elizabeth Cole, Administrator
Project Review and Compliance
Maryland Historical Trust
100 Community Place
Crownsville MD 21032

The Maryland Historical Trust has determined
that there are no historic properties affected by
this undertaking.

Jim VanCleave Date 5-11-2023

Re: MDOT MTA Proposed Hebron-Salisbury (Mardela) Freight Rail Line Abandonment
Wicomico County, Maryland
MTA # 2023-xxxx-CRM-166

Dear Ms. Cole:

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) is in the process of preparing to file a Notice of Exemption with the Surface Transportation Board (STB) seeking authority for an exempt abandonment of an approximately 4.19 mile line of railroad in Wicomico County, Maryland, extending between Rowastico Creek just north of Hebron, MD, (Station Number 2645+53) to the line's intersection with Brick Kiln Road close to Owens Branch Rd. near Salisbury, MD (Station Number 2869+18) (the "Line"). The Line is currently referred to as the Hebron-Salisbury (Mardela) Line and historically known as the Baltimore, Chesapeake & Atlantic Railroad.

The Line is part of several rail lines purchased by the State from the Penn Central Corporation, successor to the Penn Central Transportation Company, and the Baltimore and Eastern Railroad Company (collectively, the "Railroads") in 1982 following the Railroads' bankruptcy and passage of the Final System Plan, which provided for the transfer of designated Railroads' lines to Conrail. While MDOT MTA originally acquired the Line to preserve the possibility of rail service or other public use, the intervening years have demonstrated that there is no longer any demand or need for such service, and indeed the Line has seen no actual service since being acquired by the State in 1982.

As the Line was acquired by MDOT MTA in January 1982 from the Penn Central Corporation with State funding, MDOT MTA is pleased to provide you with the following information pertaining to consideration of effects to historic properties and cultural resources consultation with the Maryland Historical Trust (MHT) pursuant to the Maryland Historical Trust Act of 1985, as amended Sections 5A-325 and 5A-326 of the Annotated Code of Maryland.

The Line was constructed in 1867-1868 as the Wicomico & Pocomoke Railroad and was determined not eligible for listing on the National Register of Historic Places (NRHP) in 2011 (WI-669). The Line extends into the NRHP eligible Hebron Historic District (WI-400) but is not a contributing resource to that district.

As the Line is not currently active, and much of the rail related elements (rails, ties, signal equipment, etc.) have been removed, and as the Line has been previously determined not eligible for listing on the NRHP, MDOT MTA believes that formal abandonment of the Hebron-Salisbury (Mardela) Line will have no affects to historic properties. As such, MDOT MTA respectfully seeks your concurrence that the proposed abandonment of the Hebron-Salisbury (Mardela) Line will result in no affects to NRHP listed or eligible historic properties.

Please contact Kristofer Beadenkopf, RPA at 410.545.8507 or kbeadenkopf@mdot.maryland.gov if you require any additional information.

Sincerely,

Dan Reagle

Dan Reagle
Environmental Planer
Environmental Planning Division

cc: Ms. Lauren Molesworth, MDOT MTA
Mr. Kristofer Beadenkopf, MDOT MTA Consultant Archaeologist

Enclosures: Figure (1 Page)

Sherry H. Edmonds

From: NOS NGS JIRA <ngs.infocenter@noaa.gov>
Sent: Thursday, May 11, 2023 7:15 PM
To: Christian L. Alexander
Subject: [JIRA] (IMOV-10303) Docket No. AB-590 (Sub-No. 2X), Maryland Transit Administration - Discontinuance and Abandonment Exemption - in Wicomico County, MD

A comment is added on your issue:

Re: Docket No. AB-590 (Sub-No. 2X), Maryland Transit Administration - Discontinuance and Abandonment Exemption - in Wicomico County, MD

Good Afternoon Atty. Alexander,

Thank you for informing the National Geodetic Survey (NGS) of the Maryland Transit Administration (MTA)'s decision to discontinue and abandon an approximately **4.19 mile** line of railroad extending between Rowastico Creek just north of Hebron, MD, (**Station Number 2645+53**) to the line's intersection with Brick Kiln Road close to Owens Branch Rd. near Salisbury, MD (**Station Number 2869+18**) in Wicomico County, Maryland.

There could be geodetic survey marks located in the area described, and any marks still present could be disturbed by the abandonment. While it is illegal to disturb or destroy a mark, sometimes disturbing or destroying a mark is unavoidable. In such cases, the mark can often be preserved or reset with advanced planning. NGS provides the public with tools to search for and locate survey marks, see the NGS Data Explorer (<https://geodesy.noaa.gov/NGSDataExplorer/>).

If a mark will be disturbed by the abandonment, **MTA** should consult with NGS at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic marks identified nearby. Information is available online to help reset marks or report disturbed/destroyed marks:
<https://geodesy.noaa.gov/surveys/mark-recovery/index.shtml>
<<https://www.google.com/url?q=https://geodesy.noaa.gov/surveys/mark-recovery/index.shtml&sa=D&ust=1560385764139000&usg=AFQjCNGDkoXCHtBcDJBsXm2KQLkhwYDxQ>>.

This notice is also being shared with Charles Geoghegan (charles.geoghegan@noaa.gov, 240-678-2117) the Regional Geodetic Advisor, so he may work with any interested local agencies or stakeholders.

If you have additional questions, email NGS.InfoCenter@noaa.gov.
Sincerely,

Deborah M. Brooks
Communications Specialist
deborah.brooks@noaa.gov

More information on preserving marks, mark resets, and destroyed marks.

Preserving Marks

Significant resources were invested to create an extensive geodetic network across the United States by

establishing precise coordinates at physical survey marks. Disturbing or destroying these marks reduces geodetic control available to local surveyors, so please make every effort to preserve this valuable network.

Mark Resets

If a mark is about to be destroyed (e.g., due to planned construction), it may be possible to reset the mark and retain the geodetic control. Review the Bench Mark Reset Procedures (https://geodesy.noaa.gov/PUBS_LIB/Benchmark_4_1_2011.pdf) or contact your closest geodetic advisor (<https://geodesy.noaa.gov/ADVISORS/index.shtml>).

Please do not attempt to reset a mark that has been separated from the base. Any remnants of destroyed marks must be properly discarded and not reused in any manner, as this is a violation of Federal law.

Destroyed Marks

If it is determined that a mark has been destroyed, please provide enough photo evidence to show how this determination was made. To submit this information to NGS, follow the instructions regarding “destroyed marks” on the Mark Recovery Entry web page (https://geodesy.noaa.gov/cgi-bin/recvy_entry_www.prl)

National Ocean Service (NOS) - National Geodetic Survey (NGS)

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