Maumee River Bridge Project

The Upper Maumee River Swing Bridge is an eleven span bridge of approximately 1490 feet in length and includes a center pivot swing span Pratt truss. In 1982, a derailment on the Upper Maumee River Bridge caused damage to the bridge that its owner, CSX, elected not to repair. After gaining regulatory approval for abandonment, CSX removed rail and ties from the bridge, but did not dismantle it. Since that time, multiple studies have examined the bridge condition, compared removal to replacement of the bridge, and have reviewed the historical significance of the bridge and its trusses.

Two key findings emerged from these studies. First, they have concluded that the structure is in critical condition and have consistently found that it is more cost effective to remove the existing structure and build a new bridge in its place. The magnitude of the effort required to restore the existing bridge to a safe level of service is not a feasible and prudent alternative. Second, the Pratt swing spans were deemed eligible for inclusion on the National Register of Historic Places. Further analysis comparing rehabbing the Pratt swing spans to replacement factored in not only the initial construction costs but also the life cycle costs associated with each alternative. Using both of these factors it was concluded that the cost of rehabilitation is nearly three and a half times that of construction of a new bridge. The bridge is scheduled to be removed in 2017.

Inquiries regarding the **demolition of the existing bridge** are to be directed to the owner of the bridge, the Wood County Port Authority. Contact Rex Huffman, Legal Counsel for the Wood County Port Authority, 419.666.7130, or via email at rhuffman@spitlerhuffmanlaw.com.

The region’s long range transportation plan, “On the Move: 2015-2045 Transportation Plan” calls for the replacement of the existing railroad bridge over the Maumee River by 2030. A new structure would offer a chance to build a high visibility, landmark bridge that will allow new access to the waterfront for bicyclists and others. In addition to being suitable for pedestrian and bike use, the new bridge must offer sufficient capacity to carry maintenance and emergency rescue vehicles. Until a bridge can be constructed, bicyclists can consider an alternate route of existing and proposed facilities in the cities of Toledo, Maumee, Perrysburg, and Rossford; and that makes use of the non-motorized facilities on the Maumee-Perrysburg Bridge in order to cross the river.

Inquiries regarding the **rebuilding, funding, and schedule for replacement of the bridge** are to be directed the regional transportation planning agency, The Toledo Metropolitan Area Council of Government. Contact Christine Connell, Public Administration Specialist, 419.241.9155, ext. 119 or via email at Connell@tmacog.org.