Rich Martinko returned call on 8/10/2014 at 2:50pm and spoke with Ms. Pilkington. She thanked me for the follow-up.

The information below was given to her. She thanked me for the follow-up.

Thank you for the comment…

The long range plan for replacement of the Old CSX Railroad Bridge over the Maumee River is identified by TMACOG in their “On the Move: 2015-2045 Transportation Plan”. The replacement bridge will be an urban multi-use hike and bike path to facilitate the safe movement of pedestrians and cyclists within the region.

The TMACOG plan can be found here:
- http://www.tmacog.org/onthemove/
- http://tmacog.org/Transportation/ChessieCircle.htm

Any new bridge will not be designed or built as a roadway traffic bridge. The multi-use path bridge will, however, be designed to accommodate emergency and maintenance vehicles.

Ensure that she understands that this project only includes the demolition.
• **HELMINKI RESPONSE**
  
  o No further response was necessary. Rex Huffman gave him the information below during the original phone call and Heini was satisfied:
  
  o Helminki was informed he would be updated of project progress on a regular basis.
Rich Martinko returned call on 8/10/2014 at 2:59 pm and spoke with Ms. Sirilo.

The information below was given to her. She understood and thanked me for the follow-up.

Thank you for the comment. We do not have information on other projects so we cannot comment on them, but below is information on this project.

In the National Historic Preservation Act of 1966 (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the nation. Section 106 of the NHPA is crucial to that program because it requires consideration of historic preservation in all projects with federal involvement that take place across the nation.

Section 106 requires federal agencies to consider their projects’ effects on historic properties, including projects they carry out, approve, and/or fund.

As required by Section 4(f) of the Department of Transportation Act of 1966, 49 United States Code (U.S.C.) 303, and Section 18(a) of the Federal-Aid Highway Act of 1968 23 U.S.C. 138, the Old CSX Railroad Bridge over the Maumee River project has evaluated different alternatives for the bridge: 1. Remove the existing bridge and 2. Rehabilitate the existing bridge. It was ultimately determined that is was not feasible or prudent to rehabilitate the existing structure and the removal of the existing bridge was selected as the preferred alternative. The report that determined this can be found here: http://tmacog.org/Transportation/ChessieCircle.htm

The complete analysis including previous studies and cost estimates supporting the preferred alternative is contained in a 2015, 122-page study titled:

- WOO/LUC-Chessie Circle
- Historic CSX Bridge Alternative Analysis
- For: Ohio Department of Transportation, District 2
- By: DGL Consulting Engineers, LLC
Richard Martinko emailed Meaghan R on 8/10/2014

Thank you for your comment.

In the National Historic Preservation Act of 1966 (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the nation. Section 106 of the NHPA is crucial to that program because it requires consideration of historic preservation in all projects with federal involvement that take place across the nation.

Section 106 requires federal agencies to consider their projects’ effects on historic properties, including projects they carry out, approve, and/or fund.

As required by Section 4(f) of the Department of Transportation Act of 1966, 49 United States Code (U.S.C.) 303, and Section 18(a) of the Federal-Aid Highway Act of 1968 23 U.S.C. 138, the Old CSX Railroad Bridge over the Maumee River project has evaluated different alternatives for the bridge: 1. Remove the existing bridge and 2. Rehabilitate the existing bridge. It was ultimately determined that it was not feasible or prudent to rehabilitate the existing structure and the removal of the existing bridge was selected as the preferred alternative. The report that determined this can be found here: http://tmacog.org/Transportation/ChessieCircle.htm

The complete analysis including previous studies and cost estimates supporting the preferred alternative is contained in a 2015, 122-page study titled:

- WOO/LUC-Chessie Circle
- Historic CSX Bridge Alternative Analysis
- For: Ohio Department of Transportation, District 2
- By: DGL Consulting Engineers, LLC
Rich Martinko emailed Kitty Gibson on 8/10/2016.

- Thank you for the comments.
- The long range plan for replacement of the Old CSX Railroad Bridge over the Maumee River is identified by TMACOG in their “On the Move: 2015-2045 Transportation Plan”. The replacement bridge will be an urban multi-use hike and bike path to facilitate the safe movement of pedestrians and cyclists within the region. The TMACOG plan can be found here: http://www.tmacog.org/onthemove/
- The existing bridge was built in 1902 as part of the Toledo Beltline Railway. In 1982, a derailment on the bridge caused damage to the bridge which the railroad elected not to repair. The RR closed the bridge at that point and since then has not performed any maintenance or repairs to the bridge. Numerous inspections have rated the overall superstructure to be in poor condition and substructures to be in critical condition. These ratings make the bridge a safety liability. A Case for Future Development of the Westside Corridor as a Multi-use Path through Lucas and Wood Counties and the report describing the condition of the existing bridge and more information on the bike path can be found here: http://tmacog.org/Transportation/ChessieCircle.htm
- The complete analysis including previous studies and cost estimates supporting the preferred alternative is contained in a 2015, 122-page study titled:
  - WOO/LUC-Chessie Circle
  - Historic CSX Bridge Alternative Analysis
  - For: Ohio Department of Transportation, District 2
  - By: DGL Consulting Engineers, LLC
Rich Martinko emailed Claussen on 8/10/2016

- Thank you for the comments.
- The existing bridge was built in 1902 as part of the Toledo Beltline Railway. In 1982, a derailment on the bridge caused damage to the bridge which the railroad elected not to repair. The RR closed the bridge at that point and since then has not performed any maintenance or repairs to the bridge. Numerous inspections have rated the overall superstructure to be in poor condition and substructures to be in critical condition. These ratings make the bridge a safety liability. A report describing the condition of the existing bridge can be found here: http://tmacog.org/Transportation/ChessieCircle.htm

In the National Historic Preservation Act of 1966 (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the nation. Section 106 of the NHPA is crucial to that program because it requires consideration of historic preservation in all projects with federal involvement that take place across the nation.

Section 106 requires federal agencies to consider their projects’ effects on historic properties, including projects they carry out, approve, and/or fund.

As required by Section 4(f) of the Department of Transportation Act of 1966, 49 United States Code (U.S.C.) 303, and Section 18(a) of the Federal-Aid Highway Act of 1968 23 U.S.C. 138, the Old CSX Railroad Bridge over the Maumee River project has evaluated different alternatives for the bridge: 1. Remove the existing bridge and 2. Rehabilitate the existing bridge. It was ultimately determined that was not feasible or prudent to rehabilitate the existing structure and the removal of the existing bridge was selected as the preferred alternative. The report that determined this includes demolition, lifecycle, and demolition costs can be found here: http://tmacog.org/Transportation/ChessieCircle.htm

- The complete analysis including previous studies and cost estimates supporting the preferred alternative is contained in a 2015, 122-page study titled:
  - WOO/LUC-Chessie Circle
  - Historic CSX Bridge Alternative Analysis
  - For: Ohio Department of Transportation, District 2
  - By: DGL Consulting Engineers, LLC

- The long range plan for replacement of the Old CSX Railroad Bridge over the Maumee River is identified by TMACOG in their “On the Move: 2015-2045 Transportation Plan”. The replacement bridge will be an urban multi-use hike and bike path to facilitate the safe movement of pedestrians and cyclists within the region. The TMACOG plan can be found here: http://www.tmacog.org/onthemove/
I also refer to the attached email from ODOT sent to Maura Johnson, President, Maumee Valley Heritage Corridor addressing the same matters you reference.

- From: Schimmoeller, Stacy
- Sent: Tuesday, May 24, 2016 8:21 AM
- To: 'Maura Johnson' <MJohnson@manniksmithgroup.com>
- Subject: RE: ODOT Project WOO/LUC-CSX Pratt Swing Truss Bridge over the Maumee River, ODOT Project ID:100460-from CP

For additional information and reference see TMACOG web site: [http://tmacog.org/Transportation/ChessieCircle.htm](http://tmacog.org/Transportation/ChessieCircle.htm)
MAURA JOHNSON RESPONSE

Rich Martinke emailed Johnson on 8/10/2016.

- I refer to the attached email from ODOT sent to Maura Johnson, President, Maumee Valley Heritage Corridor addressing the same matters you reference in your comment email.
  - From: Schimmoeller, Stacy
  - Sent: Tuesday, May 24, 2016 8:21 AM
  - To: 'Maura Johnson' <MJohnson@manniksmithgroup.com>
   - Subject: RE: ODOT Project WOO/LUC-CSX Pratt Swing Truss Bridge over the Maumee River, ODOT Project ID:100460-from CP

- The existing bridge was built in 1902 as part of the Toledo Beltline Railway. In 1982, a derailment on the bridge caused damage to the bridge which the railroad elected not to repair. The RR closed the bridge at that point and since then has not performed any maintenance or repairs to the bridge. Numerous inspections have rated the overall superstructure to be in poor condition and substructures to be in critical condition. These ratings make the bridge a safety liability.

- In the National Historic Preservation Act of 1966 (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the nation as a living part of community life. Section 106 of the NHPA is crucial to that program because it requires consideration of historic preservation in the multitude of projects with federal involvement that take place across the nation every day.

- Sometimes there is no way for a needed project to proceed without impacting historic properties.

- Section 106 requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties.

- The Chessie Circle bridge project has evaluated the replace with new vs. rehabilitate option in accordance with all Section 106 requirements. It was ultimately determined that is was not feasible or prudent to rehabilitate the existing structure and the “replace with new” was selected as the preferred alternative.
The long range plan for replacement of the Chessie Circle Bridge is identified by TMACOG in their “On the Move: 2015-2045 Transportation Plan”. The replacement bridge will be an urban multi-use hike and bike path to facilitate the safe movement of pedestrians and cyclists within the region’s transportation.

The complete analysis including previous studies and cost estimates (including demolition) supporting the preferred alternative is contained in a 2015, 122-page study titled:

- WOO/LUC-Chessie Circle
- Historic CSX Bridge Alternative Analysis
- For: Ohio Department of Transportation, District 2
- By: DGL Consulting Engineers, LLC

The Chessie Circle Trail routing continuality is identified in the Chessie Circle Trail map:

- [http://tmacog.org/TransportationMeetings/Pedestrian_and_Bikeways/Westside%20Corridor/Map.pdf](http://tmacog.org/TransportationMeetings/Pedestrian_and_Bikeways/Westside%20Corridor/Map.pdf)

For additional information and reference see TMACOG web site:

- [http://tmacog.org/Transportation/ChessieCircle.htm](http://tmacog.org/Transportation/ChessieCircle.htm)