



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 02
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Supplemental Re-Evaluation for **WOO Roche De Boeuf Interurban PID 107405** **Environmental Document Level: D2**

Approved: 2/6/2026

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020, and executed by FHWA and ODOT.

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Re-evaluation Level

Explain why a re-evaluation is needed?

On April 7, 2025, the Ohio Department of Transportation (ODOT) issued a press release stating that ODOT and the City of Waterville had agreed to delay the WOO-Roche de Boeuf Interurban bridge project. The press release explained that after receiving requests from local residents to continue efforts to explore alternatives other than removal, the City approached the State to request a delay of the project while the City formed an exploratory committee to determine whether additional options were available, including evaluating a renewed interest in a public entity assuming ownership of the structure.

In the subsequent months, the city established an exploratory committee that included ODOT District 2 representatives, and the committee met several times. In the fall of 2025, the city received a \$557,000 Transportation Alternatives Program grant to help create a shared use path and scenic overlook that will use a portion of the pier on the south side of S. River Road as well as the abutment on the north side of the road. To accommodate the city's proposed project, ODOT has modified the demolition plans to allow for a portion of the pier on the south side of the road to remain in place. The remainder of the bridge will be removed as previously planned.

Modification of the plans required coordination with SHPO, the tribes, and the Section 106 Consulting Parties, ODNR Scenic Rivers, ODNR Division of Wildlife, and the US Army Corps of Engineers, and the US Coast Guard. The only change to the project is retaining a portion of the pier south of South River Road, which is completely on land.

On January 30, 2026, SHPO concurred that the original effect finding of Adverse Effect remains valid for the project. The existing MOA also remains valid. No additional Section 106 coordination is needed.

On January 30, 2026, ODOT OES issued an email stating that the original Section 4(f) findings for the recreational and historic properties in the project area also remain valid.

On January 13, 2026, ODNR Division of Wildlife agreed to ODOT's request for an in-water work waiver extension during the period of June 1 through June 30 for the years 2026 and 2027.

On January 23, 2026, ODNR Scenic Rivers agreed to amend the dates of the in-water work from June 1, 2026, to March 31, 2027. They also provided approval in accordance with the Ohio Revised Code, Section 1517.15 for work to commence on this project under the current proposal to leave the north abutment in place to facilitate the construction of a bike trail terminating in an observation platform on that structure.

The project is in the process of being reauthorized by the USACE under the ODOT Regional General Permit B. The waterway permit special provisions will continue to incorporate the USACE's conditions for the project and will be updated to incorporate the revised in-water work restriction dates approved by ODNR DOW and ODNR Scenic Rivers.

All outstanding environmental commitments remain in place and will be fulfilled.

See individual tabs for detailed reevaluation information.



Project Type

-(1)-(3) Reserved for future use.

Please check all of the following actions that apply (Must check at least one):

(13) Actions described in 23 CFR 771.117 (c)(26), (c)(27), and (c)(28) that do not meet the constraints listed in 23 CFR 771.117(e).

(a) Project types that exceed thresholds in Appendix A

(b) Project types that exceed thresholds in Appendix B



General Project Information

Project, Cost Schedule and Work Limits

Environmental Document Level

PID 107405
Project Name WOO Roche De Boeuf Interurban
Project Sponsor District 2 Engineering
ODOT District 2
Funding Source Federal
The next phase of the proposed project is listed on the STIP Yes

Ellis STIP Details

Phase	Current STIP Reference
ENV	
RW	On Previous STIP
CO	107405: 26-29 STIP
DD	On Previous STIP

The current cost estimate is in line with existing federal procedures for Ohio STIP Amendments and Administration Modifications Yes

An Interchange Modification/Justification/Operations Study (IMS/IJS/IOS) was completed No

Project Description:

The WOO-Roche De Boeuf Interurban project is designed to address safety concerns and the structural condition of a multi-arch concrete bridge over the Maumee River found one mile upstream from downtown Waterville, Lucas County, Ohio. The bridge extends from rural Middleton Township, Wood County, Ohio on the south to a suburban area in Waterville Township, Lucas County, Ohio on the north. The Roche De Boeuf Interurban Bridge, listed in the National Register of Historic Places (NRHP), has not been in use for decades. After being abandoned by the interurban railroad line (in 1937) and the Ohio Department of Highways (in 1948), the bridge fell into a state of disrepair. The bridge exhibits spandrel wall failure above the eleven pier sites, visibly poor condition of the intervening arches, universal delamination, crumbling of concrete surfaces, and exposed loose and/or hanging steel reinforcing. The severely deteriorated state of the bridge creates a safety hazard for people using the river below. ODOT was asked to address the condition of the bridge by the City of Waterville. As part of this project, nine alternatives have been proposed to address these failures and safety concerns. Upon analysis of the alternatives, removal of the entire structure was recommended based on feasibility and cost. Removal of the bridge will have an adverse effect on the historic bridge.

The environmental documents and associated studies are being approved using Stage 3 Design plans (prepared with State Funds). A copy of the plans can be found in the project file.

Limits of Proposed Work

Start (SLM): N/A



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End (SLM): N/A
Total Work Length (Miles): 0.5

No roadway data for PIDs associated with this CE Form

No bridge data for PIDs associated with this CE Form

Maintenance of Traffic During Construction

A roadway, bridge or ramp closure is required No
A temporary bridge or roadway is proposed No
A detour is required for the proposed project Yes
Access for local through traffic will be provided with appropriate signage Yes
Provisions for through-traffic dependent businesses will be incorporated into project design Yes
Provisions to accommodate any local special events or festivals will be incorporated into project design Yes
The proposed MOT substantially impacts sensitive environmental resources No
Substantial controversy is associated with the proposed MOT No
Coordination has been initiated and/or completed with local emergency services, schools, public institutions/facilities, etc. Yes

Remarks:

On South River Road a minimum of one lane of traffic in each direction shall be maintained at all times, except for a period not to exceed 90 consecutive calendar days, when through traffic may be detoured via Anthony Wayne Trail and Farnsworth Road. Access to all properties will be maintained at all times. No comments or concerns were raised during public involvement from the public or from the local emergency services, schools, public institutions/facilities.

Are there any Environmental Commitments? No

Right of Way and Utility Involvement

The project requires Permanent Right-of-Way No
The project requires Permanent Easement(s) No
The project requires Temporary Right-of-Way Yes
Number of parcels impacted by Permanent Right-of-Way: 0
Number of parcels impacted by Temporary Right-of-Way: 5
Approximate acreage of Permanent Right-of-Way needed: 0
Approximate acreage of Temporary Right-of-Way needed: 2.276



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Electrical lines, gas lines, water lines, sewer lines, phone lines or other utilities exist in the project area	Yes
Large scale transmission facilities are located within the project area	No
Private utility easements are located within the project area	Yes
The existing private utility easement will be impacted by the project	Yes
Coordination with identified utilities has been initiated and/or completed	Yes

Remarks:

The project will require approximately 2.276 acres of temporary right-of-way.

The following utilities are located within the project construction limits:

- Century Link
- Charter Telecommunications
- City of Waterville Water Department
- Northwestern Water and Sewer District
- Toledo Edison
- Waterville Oil and Gas Company



Purpose & Need

Purpose & Need

Project History:

The Roche de Boeuf Interurban bridge, which crosses the Maumee River in Waterville, Ohio, and connects Lucas and Wood Counties was built in 1908 and is listed on the National Register of Historic Places (72001036) (Project File/Cultural Resources/Project Information/NRHP Nomination Form). The 1,220 ft. bridge was built to run the electric interurban trolley line which connected Waterville and the intervening towns with Toledo. With the advent of highways and the automobile, the rail line was abandoned in 1937 and the tracks removed. In 1941, during World War II, the Waterville Bridge that carried automobile traffic across the Maumee River collapsed. After the bridge was listed on the NRHP in 1972, the Roche de Boeuf Historical Society, Ohio Department of Highways, and Metroparks attempted to work together to preserve the bridge. However, they were unsuccessful in coming to an agreement. The shortage of steel during the war meant that the Waterville Bridge could not be immediately replaced; therefore, automobile traffic was rerouted to the upstream Interurban Bridge until 1948. Ownership of the bridge was transferred to the Ohio Department of Highways (now ODOT) at this time.

After the Waterville Bridge was repaired and reopened to traffic in 1948, the Roche de Boeuf Interurban Bridge no longer had a transportation function. In 1983, ODOT determined that the bridge was no longer safe for equipment traffic. Since the structure did not have a transportation function, it was no longer included in ODOT's bridge inventory and was not subject to required yearly bridge inspections (ORC 5501.47).

On October 24, 2017, the Municipal Administrator of the City of Waterville sent a letter to ODOT District 2 (Project File/Purpose and Need/Coordination) stating that the deteriorating condition of the bridge was discussed at City Council meeting and that the large pieces of concrete hanging by corroded reinforcing steel pose a danger for river users, which will be even more of a concern with the development of the Maumee River Water Trail (which was designated in 2018). This letter began ODOT's investigations into the ownership of the bridge, knowledge of which had been lost over the years as people retired and/or left ODOT and because it was not being tracked in an active inventory and led to the current project.

The specific area of Maumee River, where the bridge is located, has deeper historical significance than the concrete bridge structure. This location is a historically documented fording area of the river for native peoples and early settlers and was identified geographically due to the Roche de Bout (Boeuf) "rock on end." This key geographical feature still exists but was altered during the construction of the Roche de Boeuf Interurban Bridge. One of the bridge piers is located on the Roche de Bout (Boeuf) rock outcrop. (Project File/Cultural Resources/Project Information/Records Check Archaeological Guidance)

As described earlier, the bridge was not built by ODOT, does not carry a vehicular traffic route, and yearly statutorily mandated bridge inspections are not required; therefore, existing bridge plans, inspection reports, or other transportation study data is not available. However, recent survey data was collected as part of the preliminary engineering and alternatives analysis processes. Ground survey, 3D-survey and concrete core sampling were completed in late 2018/early 2019 to document the existing bridge condition and to assist in plan development and can be found in the Feasibility Study.

Purpose Statement:

The purpose of this project is to address facility deficiencies of the Roche de Boeuf Interurban Bridge and improve waterway safety of the Maumee River.

Need Element(s):



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Primary Needs

Facility Deficiencies

The Roche de Boeuf Interurban Bridge is a twelve-span, earth-filled reinforced concrete arch structure, with a former thirteenth span over River Road having previously been removed. An earth-filled reinforced concrete arch structure consists of three primary components:

**Reinforced Concrete Arch* - The main load carrying member for the structure.

**Reinforced Concrete Spandrel Walls* - Spandrel walls sit on top of the arch and are used to contain the earth fill; the maximum height of the spandrel walls is at the piers and the minimum height is mid span at the center of the arch.

**Earth Fill* - Located between the spandrel walls and atop the concrete arches, the earth fill provided the roadbed for the railway tracks. The fill exerts lateral forces on the spandrel walls.

The existing Roche de Boeuf Bridge is in an extremely deteriorated condition. Since the bridge has not provided a transportation use for over 70 years and ODOT determined it was unsafe for equipment traffic in 1983, historic condition ratings are not available; however, a recent survey has been conducted by DGL Consulting Engineers and TTL Associates to identify structural concerns.

The 2019 bridge inspection has recently been conducted by use of 3D survey equipment and drone photography. Analysis of the survey data indicates that 26% (5,600 square feet) of the total spandrel wall area (21,500 square feet) has failed; DGL's Feasibility Study indicates that the remaining 74% of the spandrel wall is in distress and could fail at any time. The survey shows that spandrel walls have failed at 5 of the eleven piers, with the remaining spandrel walls showing deflections and compromised concrete/reinforcing steel. One distressed wall located at the top of Pier 6 has deflected an estimated 1 foot. As a result of the failed spandrel walls, large sections of concrete were observed lying in the riverbed. Where some of these walls have failed, the earthen fill has also begun to erode into the river. Seven of the eleven arch spans over the river have areas of exposed reinforcing steel that was previously encased in the concrete. Three of those spans include large concrete pieces hanging from the dangling rebar (Project File/Purpose and Need/Project Information/Graphics and Tables). The Feasibility Study indicates that failure of the spandrel walls at the six remaining locations can be expected at any time. (Project File/Alternatives/Reports/Feasibility Study)

The survey also indicated that the concrete arches, the main load carrying members of the structure, are in visibly poor condition. The concrete on the arches is crumbling and shows severe delamination where the concrete is fracturing in layers. Most of the arches have areas of cracking. Efflorescence, an indication of moisture intrusion, is showing on the surface of the arches. Reinforcing steel, which should be contained within the concrete, is visible and significantly corroded. TTL Associates performed laboratory testing of the samples from the concrete arches to confirm the visible signs of deterioration. In the "Report of Concrete Core Evaluation," TTL concluded that the "concrete is significantly aged and in poor condition with low resistance to freeze thaw damage and also steel corrosion." The overall condition is judged to be poor with extensive freeze thaw damage. White deposits located in cracks within the concrete cores are evidence of moisture movement. Finally, the acid soluble chloride content results indicate a significant risk of corrosion for the reinforcing steel within the concrete. The TTL Associates report is contained in the Appendices of the Feasibility Study.

In addition to the waterway safety concerns, the bridge impacts a roadway on the north (Lucas County) riverbank. South River Road parallels the river alignment, and runs between the northernmost bridge pier and the end abutment. At one time, the Roche de Boeuf Interurban Bridge spanned across South River Road, but the bridge superstructure above the road has since been removed. The remaining pier impacts sight distance along South River Road due the roadway alignment curving between the bridge substructure elements. Stopping sight distance for eastbound South River Road was determined based on ODOT's Location and Design Volume 1 (Figure 201-2). The calculated stopping sight distance is 142.7 feet. The posted speed is 35mph with an advisory speed limit of 25mph attached to a reverse curve warning sign. The reverse curve warning sign, located approximately 450' west of the bridge abutment, is posted due to the existing bridge abutment alignment with South River Road. Based on ODOT L&D Manual Figure 201-1, the required stopping sight distance would be 155 feet for the 25mph. Therefore, the calculated distance of 142.7 feet does not meet ODOT design standard for the reduced advisory speed, let alone for the posted legal speed of 35mph (Project File/Purpose and Need/Existing and Future Conditions).

Improve Safety for River Traffic

The Maumee River is designated as a recreational State Recreational River within the project area. As of 2018, the river is also an ODNR designated Water Trail managed by Metroparks Toledo (Project File/Purpose and Need/Project Information/Graphics and Tables Maumee River Trail Map). The bridge is located at approximately river mile 22.3. The closest river access points to the project area are located at Farnsworth Metropark (river mile 22.8, upstream of bridge) and Waterworks Park (river mile 20.8, downstream of bridge) (Project File/Purpose and Need/Project Information/Graphics and Tables_OhioEPA River Mile Map). In addition to providing access for privately-owned watercraft, the Farnsworth Metropark location offers kayak rentals from Memorial Day weekend through Labor Day weekend. Other river usage includes in-stream fishing and waterfowl hunting activities, sometimes in the vicinity of the bridge piers because the structure contributes to habitat conducive to fish populations. Large sections of concrete debris in the riverbed are visible in the vicinity of the bridge, while large concrete sections are dangling from the bridge structure. The presence of these hanging concrete sections and deteriorated condition of the remaining spandrel walls (which could fail at any time), create a safety concern for those using the river for recreational purposes.



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Goals and Objectives:

N/A

Summary Statement:

N/A

Logical Termini and Independent Utility:

The logical termini for the project include the limits of the existing Roche de Boeuf Interurban bridge which crosses the Maumee River from Lucas County to Wood County respectively, and the access/staging areas for construction, particularly within publicly owned right-of-way limits.

The improvements proposed as part of this project are considered a single and complete project that meet the independent utility test. In addition, the project would not have a negative effect on any other planned projects.



Alternatives

Alternatives

Discuss No Build Alternative:

Alternative #1: No Build. This alternative does nothing to address the structural deficiencies in the Roche de Boeuf structure. Without any intervention the structure will continue to decay, producing failures that will adversely affect the waterway safety of the Maumee River. Alternative #1 is a feasible alternative but will be excluded from further analysis because it does not address the facilities deficiencies or waterway safety.

Was a Feasibility Study completed?

Yes

Date Feasibility Study was approved:

08/30/2024

Was an Alternative Evaluation Report (AER) completed?

No

Alternatives Considered

Name	Description	Reason Dismissed	Preferred Alternative
Alternative #2: Bypass/re-routing the project along a different alignment	Alternative #2 proposes that the project location be bypassed or be rerouted.	In this situation the structure has not carried traffic for over 80 years so there would be no traffic to bypass or reroute. This alternative does nothing to address the structural deficiencies in the structure or improve the waterway safety of the Maumee River. Because there is no traffic to bypass or re-route, Alternative #2 is not considered to be a feasible alternative.	No



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Alternative #3: Rehabilitation	Alternative #3 proposes rehabilitation of the existing structure. The rehabilitation of the existing structure would start with the removal of the existing earth fill and spandrel walls based on the advanced state of decomposition of the existing spandrel walls. Based on the TTL report, the existing arches should also be replaced due to the age of the concrete, a lack of freeze thaw resistance and high chloride content (high chloride content leads to deterioration of the reinforcing steel) of the existing concrete. The remaining life of the arch concrete would not justify incorporating them into the rehabilitation of a new structure. The existing substructures use the same concrete as the existing arches and should be replaced for the same reasons.	Based on a lack of available funding sources.	No
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Alternative #4: Mothballing for future rehabilitation/reuse	Alternative #4 proposes mothballing the existing structure for future rehabilitation or reuse.	Given the advanced state of deterioration of the spandrel walls, there is no practical way to mothball the complete structure in place. The earth fill and spandrel walls would have to be removed due to their advanced state of decay. This would leave only the concrete arches but given that condition of the 110-year-old plus concrete, future rehabilitation or reuse of the arches cannot be recommended. Because this is a reinforced concrete structure in an advanced state of disrepair very limited off-site mothballing options exist as opposed to what would be available for a steel truss superstructure. A steel truss structure could be disassembled at its joints and stored off site, to take apart a concrete structure you need to cut it up to move it and these cuts cannot be restored to reassemble the bridge. Alternative #4 is not considered to be a feasible alternative.	No
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Alternative #5: Removal	Alternative #5 proposes removal of the existing structure. Complete removal of the existing structure addresses the structural deficiencies of the existing structure as well as improving waterway safety on the Maumee River.	N/A	Yes
Alternative #6: Rehabilitate one span, remove remaining spans	Alternative #6 consists of the rehabilitation of one of the bridges existing spans and the removal of the remaining spans. This option entails the same work described for one span described under Alternative #3 - Rehabilitation, and the work described under Alternative #5 - Removal, for the remaining spans of the structure.	Based on a lack of available funding sources.	No
Alt #7: Rehabilitate one span, no rehab to remaining spans (Direct river traffic to rehabbed span)	Alternative #7 consists of the rehabilitation of one of the bridges existing spans and with no rehabilitation to the remaining spans. This option entails the same work described for one span described under Alternative #3 - Rehabilitation, and the work described under Alternative #1 - No Build, for the remaining spans of the structure.	This option does not address the structural deficiencies in the remaining portions of the Roche de Boeuf structure, nor does it improve water safety on the Maumee River because absolute control of river traffic cannot be guaranteed. Alternative #7 is a feasible alternative but will be excluded from further analysis.	No



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Alt #8: Remove one span, no rehab to remaining spans (Direct river traffic to removed span)	Alternative #8 consists of the removal of one of the bridges existing spans and with no rehabilitation to the remaining spans. This option entails the same work described for one span described under Alternative #5 - Removal, and the work described under Alternative #1 - No Build, for the remaining spans of the structure.	This option does not address the structural deficiencies in the remaining portions of the Roche de Boeuf structure, nor does it improve water safety on the Maumee River because absolute control of river traffic cannot be guaranteed. Alternative #8 is a feasible alternative but will be excluded from further analysis.	No
Alt. #9: Remove all but one span with no rehabilitation (Direct river traffic around remaining span)	Alternative #9 consists of the removal of all but one of the of the bridges existing spans and with no rehabilitation to the remaining span. This option entails the same work described for the removed spans described under Alternative #5 - Removal, and the work described under Alternative #1 - No Build, for the span that is to remain.	This option does not address the structural deficiencies in the remaining portions of the Roche de Boeuf structure, nor does it improve water safety on the Maumee River because absolute control of river traffic cannot be guaranteed. Alternative #9 is a feasible alternative but will be excluded from further analysis.	No

Discuss Reasons Alternative Identified as Preferred was selected:



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The Feasibility Study identified Alternative #5 - Removal as the recommended alternative based on its ability to meet the Purpose and Need of the project and the estimated cost. Following completion of the Feasibility Study and the public comment period, ODOT offered the bridge to local public agencies, providing an option for a public entity to take ownership and responsibility for the bridge. No local public agencies were interested. ODOT then offered the bridge at public auction to any member of the public who could demonstrate a nominal financial commitment, a future plan for the bridge, and liability insurance. Two bidders were identified, however, both bids fell through. Additional analyses completed during the Individual Section 4(f) Evaluation demonstrated that several of the alternatives that left a portion of the bridge in place were not feasible given the nature of the bridge construction (Project File/Section 4(f)/Reports/Individual-Final.pdf).

Alternative #5-Removal was selected as the Preferred Alternative because it was the most cost-effective alternative that meets the Purpose and Need for the project--it addresses the structural deficiencies of the bridge and the safety concerns in the Maumee River.



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Air

Mobile Source Air Toxics (MSATs)

Sensitive Areas are located within approximately 500' of the proposed project area Yes

The proposed project is listed as a C1 in ODOT's CE Guidance and/or falls under 40 CFR 93.126 No

The proposed project involves adding capacity, a new interchange, relocating thru lanes significantly closer to sensitive areas, or expanding an intermodal center No

Design Year ADT is <140,000 Yes

Remarks:

The project does not add capacity, a new interchange or a new road on new alignment. This project only slightly modifies an existing alignment. Hence this project will not result in any meaningful changes in traffic volume, vehicle mix, location of the existing facility, or any factor that would cause an increase in emissions impacts relative to the no-build alternative. The project is exempt under 40 CFR 93.126 - Exempt Projects, Safety: Projects that correct, improve, or eliminate a hazardous location or feature. Consequently, this effort is exempt from analysis for MSATs.

Particulate Matter 2.5 (PM2.5)

The proposed project is in an air quality non-attainment or maintenance area No

Remarks:

The proposed project is in Wood County which is a PM 2.5 Attainment Area. However, this project is exempt from PM 2.5 analysis per 40 CRF 93.126 Exempt Projects, Safety: 'Projects that correct, improve, or eliminate a hazardous location or feature'.

Carbon (CO)

The State of Ohio is in attainment for CO at this time and no coordination or analysis is required

Ozone

The proposed project is in an Ozone non-attainment or maintenance area No

The proposed project is listed on the TIP Yes

Remarks:



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Wood County is in an Ozone attainment area. Furthermore, the proposed project is in compliance with ozone standards due to the fact the proposed project is listed on the Statewide Transportation Improvement Program (STIP) for FY 2024-2027 and the Toledo Metropolitan Area Council of Governments (TMACOG) Transportation Improvement Program (TIP). Therefore, no further coordination is required.

Greenhouse Gas

A Quantitative Greenhouse Gas (GHG) Analysis is required

No

Remarks:

Because the project is exempt under 40 CFR 93.126, a quantitative greenhouse gas analysis is not required.

Environmental Commitments

Are there any environmental commitments? No



Noise

Noise

Noise Sensitive Areas located within approximately 500' of the proposed project area	Yes
Noise Analysis conducted	No
The proposed project is a Type I project	No
The proposed project is a Type II project	No

Remarks:

The project does not qualify as a Type I project for noise (i.e. not adding capacity to thru lanes, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the project under 23 CFR 772.

Environmental Commitments

Are there any environmental commitments? No



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RMR

RMR

Does the project require any Permanent ROW or Easement? No

Does the project require any temporary ROW? Yes

RMR Screening was completed by District Staff: Yes

Date when It was completed: 04/16/2024

Are there any OEPA and/or USEPA regulated sites?

Remarks:

Lawhon & Associates, Inc. conducted Regulated Materials Review for the project corridor in February 2023 in accordance with the Ohio Department of Transportation Office of Environmental Services (ODOT-OES) Regulated Materials Review Manual. The project does not involve any New Take and/or Deep Excavation. The project is exempt from further evaluation. District 2 Environmental Staff reviewed and approved the RMR Screening on April 16, 2024. Documentation has been uploaded to the Project File/RMR section.

Landfills

Is a Rule 513 Authorization required? No

Remarks: No landfills are present.

According to the IOC from OES does the project require any Environmental Commitments (plan notes and/or other coordination)? No



Cultural Resources

Cultural Properties Present

Please describe all of the efforts made to identify Historic Properties (including lit review, field investigation, etc.):

The area of potential effects (APE) generally focused on the existing state and county owned rights-of-way under the bridge and the approaches to the bridge or the former interurban property from SR 65 south of the Maumee River to Anthony Wayne Trail (former SR 24) along the northern bank of the Maumee River. The APE also included a narrow strip of land between the Anthony Wayne Trail and the Maumee River watermark. This addition extends westward from under the Roche De Boeuf bridge to a roadside overlook found 400 feet west of the bridge.

In February 2018, ODOT district submitted a Section 106 Scoping Request Form which included mapping, photos of the existing bridge and SHPO GIS Map and Buckeye Assets Results showing resources in or adjacent to the project footprint. (See Project File/Cultural Resources/Project Information/Section 106 Scoping Request Form.pdf).

Due to the scope of the undertaking and the nature of the APE, background research principally focused on the National Register-listed (NR # 72001036), multi-arched, concrete bridge. However, the research also addressed other resources and properties in the immediate study area.

In March 2018 ODOT - OES completed additional cultural resources background research for the project. The abandoned bridge crosses the Maumee River from Waterville Township, Lucas County to Middleton Township, Wood County just upstream from the community of Waterville. The subject undertaking was initiated to address the structural condition and resolve safety issues related to the bridge. A records check included online SHPO GIS data. This search focused on the immediately adjoining segment of the Maumee River from just above Missionary Island to just below Granger Island. The literature search identified Farnsworth/Roche De Boeuf Shelterhouse (LUC04037018) and the Indianola Shelterhouse (LUC04034018), both located in Farnsworth MetroPark, as having been previously determined eligible for listing on the NRHP. While Farnsworth MetroPark is within the APE, both shelterhouses are located well outside. Both prehistoric and historic archaeological sites are known in the Waterville area, one of which is adjacent to the APE: the Dodge Site (33WO9), listed on the NRHP. Research also identified the natural rocky island called "Roche de Boeuf", which while not considered an archaeological resource, has played an important part in the history of the area. (See Project File/Cultural Resources/Project Information/Records Check - Archaeological Guidance.pdf)

On December 29, 2021, ODOT - OES staff completed an archaeological field review and disturbance assessment for the proposed project. The purpose of this review was to document the physical condition found across the project area, the need for further investigations, and the types of investigations required. (See Project File/Cultural Resources/Project Information/Field Review Summary - Archaeology.pdf)

In January 2022, the ODOT - OES staff performed the history architecture review which focused on the resources and properties in the immediate study area. The subject evaluation included a review of the SHPO on-line mapping system; results of previous surveys and consultation between ODOT-OES and the SHPO; available histories, historic maps; county auditor's database; results of field reconnaissance; and the application of the National Register criteria of eligibility. (See Project File/Cultural Resources/Project Information/Field Review Summary - History Architecture.pdf).



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Re-evaluation

On April 7, 2025, ODOT issued a press release stating that ODOT and the City of Waterville had agreed to delay the WOO-Roche de Boeuf Interurban bridge project. The delay would allow the City to form an exploratory committee to determine whether additional options were available, including evaluating a renewed interest in a public entity assuming ownership of the structure. On April 8, 2025, ODOT notified the Consulting Parties and SHPO of the project delay. Tribal consultation has been ongoing.

In the subsequent months, the city established an exploratory committee that included ODOT District 2 representatives, and the committee met several times. In the fall of 2025, the city received a \$557,000 Transportation Alternatives Program grant to help create a shared use path and scenic overlook that will use a portion of the pier on the south side of S. River Road as well as the abutment on the north side of the road. To accommodate the city's proposed project, ODOT has modified the demolition plans to allow for a portion of the pier to remain in place. The remainder of the bridge will be removed as previously planned.

On December 17, 2025, ODOT-OES notified the Section 106 Consulting Parties of the updated plans and project schedule. One Consulting Party replied thanking ODOT for the update. One other Consulting Party replied with comments regarding the status of Section 106 and Section 4(f). OES addressed these comments in a series of correspondences (Project File/Cultural Resources/Coordination/[Consulting Party Comments/Consulting Party Responses dated December 18, 2025 through January 12, 2026]) and met with this Consulting Party and the exploratory committee on January 15, 2026 (Project File/Cultural Resources/Coordination/Meeting Minutes for 1.15.2026 Exploratory Committee Meeting.pdf).

ODOT-OES provided the updated information to the tribes on January 7, 2026 (Project File/Cultural Resources/Coordination/Tribal Consultation - Correspondence List - Rev. Demo Plans.pdf). The information was consistent with that shared with them at the Tribal Nations Conference in October 2025. No objections were received. The only comments were to thank ODOT for the information.

Since this modification does not change anything previously agreed to in the Section 106 Memorandum of Agreement executed April 1, 2024, that agreement remains valid. All mitigation measures included in the MOA will be completed. None of the other historic properties in the project area are affected by the changes to the project plans. SHPO concurred that the previous determination of Adverse Effect remains valid on January 31, 2026 (Project File/Cultural Resources/Coordination/SHPO Concurrence Reevaluation).

Is there an eligible or listed NRHP Historic Property in the Area of Potential Effects Pursuant to 36 CFR part 800?

Yes

OES Approval/OSHPO Concurrence Date:

02/14/2022

Remarks:



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The area of potential effects for the WOO-Roche de Boeuf Interurban Project primarily consists of land formerly disturbed by construction of the existing bridge, rail access to it, and erosive actions of the Maumee River.

Removal of the bridge will result in an adverse effect to the NR-listed structure.

The project will not effect any known archaeological sites. The Dodge Site (33WO9) is located immediately to the southwest of the current southern access to the Roche de Boeuf Interurban bridge. The Dodge Site is listed on the National Register of Historic Places and is owned by the Archaeological Conservancy. The parcel will be avoided during construction.

A pier and a pair of spandrel arches sit on top of Roche de Boeuf island. Throughout history, the outcrop has been an important landmark. The outcrop will be protected (or covered) from project efforts including bridge pier and arch removal. The outcrop will not be used for moving equipment or for equipment storage and any waste material hauling will avoid the outcrop.

The property at 570 South River Road (LUC0473818) was determined eligible for listing on the NRHP. However, it is outside of the APE and no contributing features will be removed or altered by the preferred alternative.

Other than the Roche de Boeuf Interurban Bridge, no additional architectural resources will be affected by the preferred alternative. In accordance with 36 CFR Section 800.5(a) and the Section 106 Programmatic Agreement (Agreement No. 19319) executed November 8, 2017 and amended July 11, 2019, ODOT-OES has determined the preferred alternative will adversely affect the National Register listed Roche de Boeuf Interurban Bridge (NR #72001036). See OES Effect Determination Transmittal Letter to SHPO dated January 31, 2022 found in Environet in the Cultural Resources/Cultural Resource Coordination section.

Please check all NRHP Eligible and/or Listed resources:

Bridge

What is the Section 106 effect determination in the OES Transmittal? **Adverse Effect**

Documentation Date

Participating

Does this project have an Adverse Effect on Archaeological resources? **No**

Does this project have an Adverse Effect on History/Architecture resources? **Yes**

Archaeological Resource Adverse Effect

History/Architecture Adverse Effect

Date OSHPO Concurred with Adverse Effect determination: **02/14/2022**

Date Documentation for Consultation was sent

ACHP: **06/29/2023**

OSHPO: **01/31/2022**

Is FHWA consultation required? **No**

Did you contact any other Consulting Parties? **Yes**

Consulting Parties

Additional Party Name	Documentation Date:
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John R. and Verna Rose	05/16/2018
David A. Simmons/Doug Miller	05/16/2018
Christopher Smalley/Dave Zenk	05/16/2018
John M. Musteric	05/16/2018
Laurie Limes	05/16/2018
James A Bagdonas/Jon Gochenour	05/16/2018
Jim Bostdorff	05/16/2018
Jim Conrad	05/16/2018
Nathan Holth	05/16/2018
Michael McMaster	06/04/2018
Richard Amos	10/23/2018
Frank Quinn	11/06/2019
Tricia Cassidy	11/22/2019
Corina Pfleghaar	11/25/2019
Darin Clarke	11/27/2019
William & Penny Kidd	09/28/2023

Date of Advisory Council on Historic Preservation response: 07/13/2023

Is Advisory Council on Historic Preservation participating? No

Date MOA was executed: 04/01/2024

Tribal Consultation

Tribal Consultation Summary/Remarks:

Tribal Consultation Summary for WOO-Roche de Boeuf Interurban Bridge (PID 107405) (see Tribal Consultation - Summary dated 5/30/24 for a detailed summary of the tribal consultation [Project File>Cultural Resources>Coordination> Tribal Consultation - Summary.docx])

ODOT has been consulting with Indian Tribes on the WOO-Roche de Boeuf Interurban Bridge project since 2018 in the form of regular project updates, Section 106 determinations, field visits, and project discussions held during the annual Ohio Tribal Nation's Conference.

Eighteen Tribes have been included in these project updates or project discussions and have asked that they continue to be included in mitigation discussions.

All Indian Tribes concur on the plan to remove the bridge but are concerned about the protection of Roche de Boeuf during demolition.

The following Indian Tribes have provided written support and comments on the project:

- Absentee Shawnee Tribe of Oklahoma
- Delaware Nation
- Forest County Potawatomi
- Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians
- Miami Tribe
- Seneca Nation
- The Shawnee Tribe

ODOT will continue to work with Indian Tribes in developing protection measures for the island and mitigation efforts for the project.

Environmental Commitments

Are there any Environmental Commitments? Yes



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Ecological

Has an Approved and/or Preliminary Jurisdictional Determination been made by the USACE? Yes

Est. Total Size (Acres) of for Project:: 3.0

Est. Total Impacted (Acres) of for Project:: 0.23

Total Acres of Non-Isolated Wetlands impacted:: 0.23

Total Acres of Isolated Wetlands impacted:: 0

Est. Total Size (Acres) of for Project:: 3.0

Est. Total Impacted (Acres) of for Project:: 0.23

Total Acres of Non-Isolated Wetlands impacted:: 0.23

Total Acres of Isolated Wetlands impacted:: 0

Total Linear feet Impacted: 1147

Total Linear feet Impacted: 1147

Are there any environmental commitments? Yes



Other Resources

Farmlands

The proposed project is located within an Urbanized Area	No
The proposed project is located within a Non-Urbanized Area	Yes
The proposed project involves new permanent right-of-way (ROW)	No
The proposed project involves temporary ROW	Yes
The proposed project is a type of action listed below and meets allowable ROW thresholds: Bridge replacement requiring ROW of three (3) acres or less to accommodate bridge piers, wingwalls, and/or approach work Widening requiring linear strip ROW of 10 acres or less per linear mile Intersection improvement requiring ROW of three (3) acres or less	Yes
Undeveloped land being used for construction purposes is protected by a conservation easement	No
Undeveloped land being used for temporary ROW will be returned to equal or greater productive capability upon completion of the proposed project	Yes
Based on the scope and type of work, the proposed project is in compliance with the executed Farmland Memorandum of Understanding (MOU), the FPPA, and 7 CFR 658. Completion of the Farmland Conversion Impact Rating (FCIR) Form is not warranted. No further coordination is required.	

OES Concurrence Date 07/22/2024

NRCS Approval Date 01/01/1900

Land being used for the proposed project is part of an Agricultural District No

FCIR Required Completion of the Farmland Conversion Impact Form is required and coordination with
USDA & NRCS is required.

Remarks:

Based upon review of appropriate mapping, the proposed project is located in a non-urbanized area. Based on the scope and type of work, the proposed project meets the terms and conditions of the Memorandum of Understanding between the Natural Resource Conservation Service and the Ohio Department of Transportation for Projects Involving Farmlands (Agreement No. 19552), executed on March 15, 2016. Therefore, completion of the Farmland Conversion Impact Rating (FCIR) Form was not warranted and no further coordination is required.

Are there any environmental commitments? No

Drinking Water

The proposed project is wholly or partially located within the USEPA designated boundaries
of a Sole Source Aquifer No

Present:

Impacted:



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The proposed project is wholly or partially located within the OEPA designated boundaries of a Source Water Protection Area	No	
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Coordination with the Local Public Water Administrator is required

No

Present:		Impacted:
Residential Wells are present	No	

Remarks:

No residential wells are located within the project limits.

Are there any environmental commitments? No



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Section 4(f)

Section 4(f) Determination

Section 4(f) properties are within and/or adjacent to the proposed project area Yes

Concurrence received from the OWJ Yes

Were there multiple OWJs? Yes

Name	Date concurrence received
David Zenk, Executive Director, Toledo Metroparks	05/21/2024
Ohio Department of Natural Resources	05/23/2024
Diana Welling, Ohio State Historic Preservation Office	02/14/2022

	Present:	Impacted:
Publicly owned Park(s):	Yes	Yes
Publicly owned recreation facility(ies) and/or area(s):	Yes	Yes
Wildlife and Waterfowl refuge(s):	No	
Historic Site(s):	Yes	Yes

Identified Section 4(f) Properties

Identified 4(f) Properties

Property Name	Type	Permanent ROW/Easement Acres	Temporary ROW/Easement Acres	4(f) finding	Date
Farnsworth Metropark	Publicly owned Park	0	0.015	Temporary No Use Exception - 774.13(d)	06/11/2024
Maumee State Recreational River Water Trail	Publicly owned Recreational Facility and/or Area	0	0	Temporary No Use Exception - 774.13(d)	06/11/2024
Roche de Boeuf Interurban Bridge	Historic Site	0	0	Individual Evaluation	07/10/2024
The Dodge Site	Historic Site	0	0	Present; Not Impacted	02/14/2022
570 South River Road	Historic Site	0	0	Present; Not Impacted	02/14/2022



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Remarks:

A review of maps and property ownership by Lawhon & Associates identified two recreational Section 4(f) properties within the project area, The Farnsworth Metropark and the Maumee River Water Trail. There is one historic Section 4(f) property in the project area, the Roche de Boeuf Interurban Bridge, and two historic properties adjacent to the project area, the Dodge Site and 570 South River Road.

Farnsworth Metropark

Farnsworth Metropark is owned by the Toledo Metroparks and the OWJ for the park is David Zenk, Executive Director of Toledo Metroparks. The park is a narrow park along the Maumee River overlooking Missionary, Butler, and Indian islands. The Roche de Boeuf Interurban Bridge, which crosses the Maumee River east of Farnsworth Metropark can be seen from multiple vantage points within the park. A dedicated bridge overlook parking/viewing area is located in the eastern end of the park. The park features the Towpath Trail which originates at the bridge overlook area and runs west/southwest along the Maumee River. Farnsworth Metropark also offers several river access points, playground and reservable camping and shelter areas. Two shelterhouses, the Roche de Boeuf shelterhouse and the Indianola shelterhouse, have been determined eligible for listing on the National Register of Historic Places (NRHP). However, they are well outside the project area. The park and trail are managed by Metroparks Toledo. 0.015 acres of temporary right of way and access restrictions will be required from within the boundaries of the park to facilitate construction. Temporary impacts are necessary to provide construction access to the river to construct temporary causeways needed for construction. Overall construction is anticipated to last 9 months; temporary impacts to Farnsworth Metropark are anticipated to last 3 months. Measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the NEPA document.

Maumee State Recreational River Water Trail

The Maumee State Recreational River Water Trail is a marked route for recreation under the jurisdiction of the Ohio Department of Natural Resources (ODNR). The water trail flows through portion of Paulding, Defiance, Henry, Wood and Lucas Counties before reaching Maumee Bay in Toledo. Based on informal consultation with ODNR, recreational boating access cannot be safely maintained for the entirety of construction. The river will be closed, and portage will be unavailable for approximately 4 months due to safety concerns during demolition. The river will re-open upon completion of the structure demolition. Measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the NEPA document.

In accordance with 23 CFR 774.13(d), the temporary occupancy of land associated with the Farnsworth Metropark and the Maumee State Recreational River Water Trail will not constitute a "use", based on the following assessment:

- The duration of occupancy is temporary and less than the time needed for construction of the project, and no permanent change in ownership of the land will occur.
- The scope of work is minor, in that both the nature and magnitude of the changes to the existing Section 4(f) property are minimal.
- There are no anticipated permanent adverse physical impacts, nor interference with the protected recreational activities, features, or attributes of the Section 4(f) property on either a temporary or permanent basis.
- Any land to be disturbed will be fully restored and returned to a condition which is at least as good as that which existed prior to the project.

The Farnsworth MetroPark OWJ concurred with this determination on 05/21/2024 and the Maumee State Recreational River Water Trail OWJ concurred with this determination on 05/23/2024. A copy of the OWJ's Concurrence is provided in the Project File/Section 4(f)/Reports/Determination Request Form For Recreational Properties.pdf.

On June 11, 2024, ODOT-OES determined that the impacts on The Farnsworth Metropark and the Maumee River Water Trail meet the temporary occupancy exception (23 CFR 774.13(d)). (Project File/Section 4(f) Coordination/OES Recreational 4(f) Determination.pdf)

Roche de Boeuf Interurban Bridge

The Roche de Boeuf Interurban bridge is listed on the NRHP. Demolition of the bridge will result in an Adverse Effect under Section 106 of the National Historic Preservation Act, which constitutes a "use" of the resource in accordance with 23 CFR 774. Section 4(f) requires that ODOT demonstrate that there are no prudent and feasible alternatives to the use of the resource and that the proposed action includes all possible planning to minimize harm to the resource. On May 8, 2024, ODOT submitted a Draft Individual Section 4(f) Evaluation to the Department of the Interior, National Parks Service (DOI) for review. On June 6, 2024, the DOI responded that they concurred with ODOT's determination that there are no feasible and prudent alternatives to the use of the Section 4(f) property. ODOT prepared the Final Individual Section 4(f) Evaluation and submitted it to ODOT Environmental Legal Counsel on June 21, 2024 requesting Legal Sufficiency Review. The document was determined to meet legal sufficiency on July 9, 2024. The finalized Final Individual Section 4(f) Evaluation was uploaded to the EnviroNet project file on July 10, 2024 and final approval was uploaded on July 11, 2024. Since it has been determined that there are no prudent and feasible alternatives to the use of the Roche de Boeuf Interurban bridge and the proposed project includes all possible planning to minimize harm, the project may move forward through the project development process. All supporting documentation can be found in the Project File under



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Section 4(f) and environmental commitments related to the bridge are captured under the Cultural Resources Tab.

The Dodge Site (33WO9)

The Dodge Site, an archaeological site listed in the NRHP (NR # 78002214), is recorded on the parcel immediately west of the southern bridge approach. The site would be considered important for preservation in place. The parcel is owned by the Archaeological Conservancy and is adjacent to the project area but will not be impacted. Environmental commitments have been included in the Cultural Resources tab to ensure the parcel is avoided.

570 South River Road

The residence [570 South River Road] (LUC0473818), eligible for the NRHP as a representative example of double A-frame residential design and construction techniques by a prolific Toledo-based architectural firm during the 1960s. The historic property is located immediately north of the Roche de Boeuf Interurban Bridge and will not be impacted by the project.

Reevaluation

On January 30, 2026 ODOT OES issued an email to District 2 regarding the reevaluation of the Section 4(f) finding (Project File/Section 4(f)/Coordination/).

Changes to the project to accommodate the city of Waterville's proposed shared use path will not affect four of the five properties, and therefore, the original Section 4(f) evaluations remain valid:

- Farnsworth Metropark (Temporary No Use)
- Maumee State Recreational River Water Trail (Temporary No Use)
- The Dodge Site (Present; Not Impacted)
- 570 South River Road (Present; Not Impacted)

The changes to the project do involve the Roche de Boeuf Interurban bridge. However, an Individual Section 4(f) Evaluation was completed for this property (7/9/2024). Leaving a portion of the pier in place is a minor change that allows the city to fulfill its desire to build a SUP and scenic overlook. It does not change the Section 106 finding of Adverse Effect, which remains valid. The determination that there is no feasible and prudent alternative to the use of the Section 4(f) property also remains valid. No further Section 4(f) work is needed.

Are there any environmental commitments? Yes



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Section 6(f)

Section 6(f) Determination

Section 6(f) Determination

Present:		Impacted:
6(f) Properties:	No	

Remarks:

Research of the Land and Water Conversation Fund (LWCF) website <https://lwcf.tplgis.org/mappast/> by Lawhon & Associates, Inc. did not identify any public parks or recreation areas that have used Section 6(f) funds within or adjacent to the project area. No funds were used to acquire and/or develop said recreation areas. Therefore, no further coordination is required. The LWCF grant list is available in the Project File under Section 6(f)/Project Information.

Are there any environmental commitments? No



Community Impacts

Community Impacts

Will the proposed action comply with the local/regional development patterns for the area? Yes

Remarks:

The proposed project is consistent with local and regional development pattern. The project is listed in the Toledo Metropolitan Area Council of Governments (TMACOG), the MPO for the region, FY 2024-2027 Transportation Improvement Program (TIP).

Will the proposed action result in substantial negative impacts to community cohesion? No

Remarks:

The proposed project will not result in substantial negative impacts to community cohesion. The removal of the bridge will address the structural deficiencies of the bridge and the safety issues related to those deficiencies.

Will the proposed action result in indirect or cumulative impacts? No

Remarks:

The bridge removal will not result in foreseeable indirect or cumulative impact. The proposed project is expected to address the structural deficiency of the bridge and the associated safety concerns that including a potential span collapse, which endanger lives along the Maumee River.

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation, pedestrian and bicycle facilities? No

Remarks:

No substantial impact on health and education facilities, fire, police, emergency services, religion institutions, or public transportation facilities is anticipated. Since the bridge is currently closed, the construction will not impact any of these services.

Will the proposed action displace residents, businesses, institutions or farms? No

Remarks:

No displacements of residents, businesses, institutions or farms for the proposed project are anticipated.

Will the proposed project result in impacts to Underrepresented Populations (Limited English Proficiency, Older Adults, or Adults with Disabilities) raised during Public Involvement? No

Remarks:

The proposed project will not result in impacts to underrepresented populations (Limited English Proficiency, Older Adults, or Adults with Disabilities).

Are there any Environmental Commitments? No



Public Involvement

Public Involvement

Please provide a summary of the Public Involvement activities that have been conducted for this project. (For example press releases, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc)



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A Public Engagement Plan for the project was approved in May 2019 and updated to reflect all public involvement activities in August 2024.

In-Person Stakeholder Meeting and Comment Period

ODOT held an in-person open house stakeholder meeting on August 14, 2019. Letters were sent on July 12, 2019, to invite stakeholders to the meeting. The purpose of the open house was to present and discuss the alternatives being considered and solicit input regarding the proposed project prior to presenting the information to the public. The meeting was held from 5:00 to 7:00 PM at the Waterville Library. The meeting began with a presentation followed by an open house where participants could review the material at their leisure and talk with representatives from the project team.

The stakeholder open house/comment period began on August 14, 2019, and closed September 14, 2019. The letters provided information on the project including a project description, open house details, and ways to submit comments.

In-Person Open House and Comment Period

ODOT held an in-person open house on November 20, 2019. By letters sent on October 18, 2019, property owners, residents, and stakeholders in and around the project area were invited to the open house and to submit comments. The letters provided information on the project including a project description, open house details, project webpage information, and ways to submit comments. A handout and comment form were also included in the mailing to provide additional project details and an opportunity to comment via mail. Letters were also sent to local businesses, religious organizations, and other high traffic areas that included a handout, comment form, and flyer. The letter requested that the recipient copy, post, or hand out the flyer to inform their employees, congregation, visitors, and/or customers of this project and the upcoming open house meeting.

ODOT posted press releases advertising the open house public meeting on October 25, 2019, November 6, 2019, and November 18, 2019. The Toledo Blade posted a news article advertising the project and public meeting and comment period on October 25, 2019. The Toledo Blade posted another article advertising the public meeting on November 4, 2019. A graphic notice that included information about the upcoming open house was provided to Waterville Local Channel and aired on local stations prior to the meeting.

The purpose of the in-person open house was to explain the proposed purpose and need, discuss the proposed alternatives, provide more detailed anticipated impacts, and gather feedback from the public. The meeting was held from 5:00 to 7:00 PM at the Waterville Primary School. The meeting was an open house format with a brief presentation at the start, followed by the open house where participants could review the material at their own pace and talk with representatives from the project team. The website was updated to include all materials at the public meeting and an embedded comment form. This website provided additional resources so that those who were unable to join in person could review exhibits and submit comments online.

(<http://www.dot.state.oh.us/districts/D02/Pages/Roche-De-Boeuf2Interurban.aspx>, however the page is no longer active).

Following the public meeting, The Toledo Blade posted a news article on the public meeting on November 20, 2019. WNWO, a local affiliate of NBC news outlet, posted a news article on the public meeting on November 20, 2019. WTVG, a local affiliate of ABC, published a news article on the public meeting and comment period on November 20, 2019. The Mirror published a new article on the comment and response period following the public meeting on January 16, 2020.

The open house/comment period began on November 20, 2019 and closed December 20, 2019.

Bridge Marketing

As a result of public comments received during and after the November, 2019 Open House, as well as ongoing discussions with the State Historic Preservation Office and Advisory Council on Historic Preservation, ODOT decided to market the bridge "as-is" in an attempt to give another agency or entity an opportunity to take ownership of the bridge. On May 19, 2020, ODOT sent a letter to potentially interested public entities which included municipalities, counties, parks, state agencies, preservation organizations, and federally recognized Indian tribes asking them to respond if interested by July 1, 2020. No responses were received.

On June 3, 2021, ODOT issued a press release stating that the bridge would be put up for public auction on June 30, 2021. The purpose of the auction, similar to the outreach above, was to allow a private group or citizen the opportunity to take ownership of the bridge. The successful bidder would have to assume all responsibility and liability for maintenance, management, securing, repair, replacement or removal of the bridge structure." The two bids were received, and both had fallen through by December 2021.

Project Update / Demolition Notice and Comment Period

A notification letter was sent to residents, property owners, and stakeholders on May 13, 2022, providing an update on the project. The letter outlined the decision to move forward with bridge removal due to the lack of funding and viable ownership transfer options. The communication also detailed previous public consultations and the auction process, emphasizing ongoing environmental documentation and the continuation of Section 106 consultation. Comments were solicited through June 13, 2022. The project website Roche de Boeuf interurban bridge project | Ohio Department of Transportation remains available. All public involvement materials can be found in the Project File under Public Involvement/Project Information.

Is there any substantial environmental controversy on environmental grounds?

No

Please summarize the Public Involvement responses received.



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ODOT received four comments from the public prior to the first public meeting (9/25/2018; 10/21/2019; 10/30/2019; & 11/4/2019). These comments included a comment from the Archaeological Conservancy stating that the Dodge Site must be avoided, comments from a river paddling group interested in discussing the project further as they use the area for specialty kayaking, comments from another whitewater boater interested in keeping the bridge in place, and one comment recommending the bridge be removed and funding used elsewhere in the state. All comments were responded to by ODOT District 2 staff.

ODOT received 53 comments between 11/20/2019 and 12/20/2019, which was the public comment period following the November 19, 2019 Public Meeting. These comments were received on written comment forms, through mail, and emails. They were all responded to by ODOT District 2 staff. Comments focused mainly on disappointment and displeasure about the loss of the historic bridge, suggestions for ways to save the bridge or to leave the bridge in place, some support for removal of the bridge, and requests for additional information regarding project details and impacts.

An additional 12 comments were received between 12/23/2019 and 9/29/2020, 7 of which were received before the end of January--relatively close to the PI meeting and end of the official comment period. These were mainly discussing disappointment and displeasure about the loss of the historic bridge, ideas ways to keep part of the bridge, suggestions to leave the bridge in place, a request for contact information at ODNR, and a concern about Roche de Boeuf island. All comments were responded to by ODOT District 2 staff.

One comment was received on 6/13/2022 (during the public comment period for the May 13, 2022 project update). It was from the Maumee Valley Heritage Corridor expressing disappointment over impending loss of the historic bridge and requesting that the Roche de Boeuf island be preserved. It was responded to by ODOT District 2 staff.

All comments and responses to comments can be found in the Project File: Public Involvement/Project Information/Public Comments Received.pdf and Public Involvement/Project Information/Responses to Public Comments.pdf

Are there any Environmental Commitments? No



Permits

Waterway Permits

There is potential to impact waterways and/or work will take place above/below/within a Section 9 or Section 10 waterway.

ODNR

Shore Structure Permit :

No

Remarks:

On 9/20/2022, OES-WPU has reviewed the Permit Determination Request for the above-referenced project and determined that an Individual 404/401 waterway permit is required.

On 5/1/2023, ODOT submitted the Individual 404 permit application for the subject project to the USACE for review and approval. Also on 5/1/2023, ODOT submitted the 401 Water Quality Certification application for the subject project to the Ohio EPA for review and approval.

Mitigation for wetland impacts will be completed through the purchase of In-Lieu Fee credits at The Nature Conservancy.

On 8/25/2023 the USACE determined the project would be processed under a general Nationwide Permit instead of an Individual 404/401. On 9/5/2023 ODOT officially withdrew our 401 WQC application as the project would no longer require OEPA Notification.

Reevaluation:

On 06/17/24 the USACE authorized the project under a 404 Nationwide Permit 3. The waterway permit special provisions for the project incorporate the conditions request by the USACE.

The project is in the process of being reauthorized by the USACE under the ODOT Regional General Permit B. The waterway permit special provisions will continue to incorporate the USACE's conditions for the project and will be updated to incorporate the revised in-water work restriction dates approved by ODNR DOW and ODNR Scenic Rivers.

Are there any environmental commitments? Yes

Storm Water Permits

NPDES Construction General Permit for Stormwater (NOI):

Yes

Watershed Specific NPDES Construction General Permit for Stormwater (NOI):

No

Remarks:



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Construction of the project is anticipated to result in greater than one acre of earth-disturbing construction activities, which will require a Notice of Intent (NOI) to be submitted for this project, per ODOT standard operating procedures. Furthermore, a National Pollutant Discharge Elimination System (NPDES) general permit for storm water discharges shall be obtained from the Ohio EPA.

Are there any environmental commitments? No

Floodplains

The proposed project involves encroachment within a Special Flood Hazard Area (SFHA) Yes

EO 11988/NFIP Coordination and Documentation Completed Yes

FIP Local Floodplain Coordinator Notification Date 08/30/2022

Remarks:

The project is located within an existing floodplain. The hydraulic calculations and No-Rise Certification Form provide the necessary documentation of compliance to all federal, state, and local floodplain standards as required. Floodplain coordination and documents can be found in the Project File/Permits/Floodplains.

Are there any environmental commitments? No



Environmental Commitments

Cultural Resources

- 1) The designer shall mark the parcel on which the National Register listed Dodge Site (33W09) is located as "Environmentally Sensitive" on the plans. The contractor shall install protective fencing (e.g. snow fencing) along the property boundary (at the edge of pavement) to provide a visual barrier, ensuring it is avoided by all construction/demolition activities. The parcel shall not be used for equipment or materials storage or any other ancillary activities.
- 2) The designer shall include the boundaries of Roche de Boeuf island as "Environmentally Sensitive" on the plans. The contractor shall not use Roche de Boeuf island for storing or staging equipment or other ancillary activities.
- 3) Roche De Boeuf Interurban Bridge Interpretive Display: In accordance with the Section 106 MOA, executed April 1, 2024, ODOT will design and install an interpretive display of the BRIDGE and the Roche de Boeuf island within Farnsworth Metropark, 741 South River Road, Waterville, Ohio 43566. The displayed will include historic background and significance of the BRIDGE and the Roche de Boeuf island. ODOT will work closely with the Metroparks on the design and format of the display, so it is consistent with their park plans. The SHPO, Indian Tribes, and the Consulting Parties will be provided 30 days to review and comment on the design and text prior to final design. The interpretive plaque or display will be included as a plan note in the final design.
- 4) Recordation: In accordance with the Section 106 MOA, executed April 1, 2024, prior to demolition, ODOT will ensure that a record of the BRIDGE is prepared similar in content to the Historic American Engineering Record (HAER) Level 2 National Park Service (NPS) standards. ODOT will ensure all work pursuant to this agreement is carried out by or under the direct supervision of a person(s) meeting the Secretary of the Interior's Professional Qualification Standards in History and/or Architectural History (NPS 1983:44738-9) in accordance with 36 CFR 800.2(a)(1).
- 5) Protection of Resources: In accordance with the Section 106 MOA, executed April 1, 2024, ODOT will work with the contractor and review the demolition plan to ensure it includes methods to protect the Roche de Boeuf island from any further damage during bridge removal.
- 6) The contractor shall avoid Roche de Boeuf island when creating haul roads or paths for removal equipment.
- 7) Protection of Resources: In accordance with the Section 106 MOA, executed April 1, 2024, an ODOT-OES Staff Archaeologist will be on site to monitor the demolition of the sections of Roche de Boeuf Bridge near the Roche de Boeuf rock outcrop.

Ecological

- 1) The Project Engineer shall add the following plan note to the design plans: Ensure impacts to the federally listed and protected Indiana bat and northern long-eared bat and the State listed and protected little brown bat and tricolored bat are avoided and minimized. Do not remove trees from April 1 through September 30. Perform all necessary tree removal from October 1 through March 31. Demarcate clearing limits in the field to avoid any unauthorized tree clearing. For the purposes of this note, a tree is defined as a live, dying, or dead woody plant, with a trunk three inches or greater in diameter at a height of 4.5 feet above the ground surface, and with a minimum height of 13 feet.
- 2) All components of the existing structure (piers, abutments, etc.) should be completely removed. Piers, at a minimum, should be removed down to the same elevation of the surrounding riverbed. If possible, deck material should be removed before any portion of the bridge is removed. Every effort should be made to keep deck material and other debris out of the river during removal. If any material falls into the water, it should be removed immediately.



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- 3) The project designer shall include the following plan note: The Northwest Regional Scenic Rivers Manager, Rowan Coburn-Griffis shall be invited to a pre-construction meeting with the contractor present and be notified of the project start date one week prior to the commencement of work. Periodic inspections of the project shall take place to ensure Scenic River requirements are being met. Ms. Rowan Coburn-Griffis shall also be contacted one week prior to completion of the project to conduct a final site inspection. The final site inspection shall be scheduled while the contractor is present to ensure that final site stabilization has been achieved. She may be contacted at Rowan Coburn-Griffis @dnr.ohio.gov or 419-348-6731.
- 4) The project designer shall include the following plan note: IN ACCORDANCE WITH ORC 3750.06, REPORTABLE SPILLS MUST BE REPORTED TO THE LOCAL FIRE DEPARTMENT (911), THE LOCAL EMERGENCY COORDINATOR (419) 354-9269, AND THE OHIO SPILL LINE {1-800-282-9378}.
- 5) The project designer shall include the following plan note: KEEP ALL IDLE EQUIPMENT AND ANY STORAGE FOR/OF, FUELS, LUBRICANTS, POTENTIALLY TOXIC OR HAZARDOUS MATERIALS BEYOND 1000 FEET OF THE MAUMEE RIVER. THE ONLY EXCEPTIONS WILL BE FOR LARGE STATIONARY CRANES, DRILL RIGS, AND OTHER LARGE CONSTRUCT/ON EQUIPMENT WITH LIMITED MOBILITY. IDLE EQUIPMENT IS DEFINED AS CONSTRUCT/ON EQUIPMENT THAT WILL NOT BE IN USE FOR THE FOLLOWING TWO CALENDAR DAYS. NOTIFY THE ENGINEER OF WEATHER OR RIVER CONDITIONS THAT MAY IMPACT THE WORK SITE AND PROVIDE A PLAN FOR IMMEDIATE MOVEMENT OF ALL EQUIPMENT 1000 FEET OR MORE FROM THE RIVER.
- 6) NO WASTEWATER OF ANY KIND SHOULD BE DIRECTLY DISCHARGED INTO STATE SCENIC RIVERS OR ANY OF THEIR TRIBUTARY STREAMS, DRAINAGE WAYS OR DITCHES. IF DEWATERING IS NECESSARY TO FACILITATE IN-STREAM WORK, ALL WASTEWATER SHOULD BE PUMPED ONTO A VEGETATED AREA A SUFFICIENT DISTANCE FROM THE RIVER TO ALLOW FOR COMPLETE INFILTRATION.
- 7) The Project Designer shall incorporate the following note in the plans: The Contractor shall develop and implement a sediment and erosion control plan before earthwork commences. The plan shall include a list of applicable BMPs, per SS 832 that will be used throughout the project, such as perimeter controls and/or seeding and mulching and must be submitted to the Project Engineer for review and acceptance. Sediment and erosion controls shall be properly installed and maintained throughout the duration of the project. Straw bales shall not be permitted as a form of sediment control. All temporary sediment and erosion controls shall be removed upon stabilization of the project area. Particular attention shall be given to any drainage ways, unprotected slopes, ditches, and streams that could convey sediment laden waters directly to the Maumee River.
- 8) In accordance with the Scenic River MOA between ODNR and ODOT (No. 11323), Tier V Coordination will be completed prior to the start of construction. Documentation of coordination will be included in the project file
- 9) WHEN CUTTING AND CLEARING OF ANY VEGETATION WITHIN 1000 FEET OF THE MAUMEE RIVER, THE CONTRACTOR SHALL LIMIT THE AMOUNT OF VEGETATION BEING CLEARED TO THE ABSOLUTE MINIMUM NECESSARY TO ACCOMPLISH THE GOAL OF THE PROJECT. VERTICAL PRUNING IS PERMITTED WHERE NECESSARY. THE CONTRACTOR MUST AVOID GIRDLING OR SCUFFING TREE TRUNKS.
- 10) 3.52 acres of credit will be deducted from the Sunday Creek Coal Company 2 Bat Conservation Area (SCCC2) pooled mitigation site.

Section 4(f)

- 1) Farnsworth Metropark - The project Designer shall incorporate the following measures to minimize harm into the plans as plan notes: Access to Farnsworth Metropark shall be maintained at all times, except for the time needed to temporarily occupy the property, which shall be less than the time needed for construction of the project.



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- 2) Farnsworth Metropark - The project Designer shall incorporate the following measures to minimize harm into the plans as plan notes: Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect Farnsworth Metropark and the public.
- 3) Farnsworth Metropark - The project Designer shall incorporate the following measures to minimize harm into the plans as plan notes: Appropriate signage shall be installed to alert users of Farnsworth Metropark of construction activities, access restrictions or closures, and to direct users to secondary access points.
- 4) Farnsworth Metropark - The project Designer shall incorporate the following measures to minimize harm into the plans as plan notes: The contractor shall be required to closely coordinate the construction schedule with ODOT and Toledo Metroparks prior to the start of construction activities.
- 5) Maumee River Water Trail - The Project Designer shall incorporate the following note into the plans: The Project Engineer or Contractor shall notify ODNR Parks and Watercraft at Natalie.Foos@dnr.ohio.gov, 14 calendar days prior to the start of construction activities to allow ODNR to post notice of the impending project construction, on the ODNR webpages and associated online boating maps. As part of notification efforts, the Project Engineer shall also provide plans that indicate signage location along the waterway and any additional planned notification efforts with ODNR that will take place during or after construction.
- 6) Maumee River Water Trail - The Project Designer shall incorporate the following note into the plans: The Contractor shall close the river to paddling and other on river access once demolition begins. The Contractor shall reopen the river to paddling and other on river access once the causeway is moved from one side of the river to the other. In total, river access cannot be restricted for more than 4 months.
- 7) Maumee River Water Trail - The Project Designer shall incorporate the following note into the plans: The Contractor to be alert to paddlers and accommodate safe travel, during the second half of construction, through the project area.
- 8) Maumee River Water Trail - The Project Designer shall incorporate the following note into the plans: The Contractor shall closely coordinate the construction schedule (including access restrictions) with ODOT District 2 DEC and ODNR prior to the start of construction activities.
- 9) Maumee River Water Trail - The Project Designer shall incorporate the following note into the plans: If on-the-water law enforcement is needed during any portion of the construction activities, the Project Engineer or Contractor shall contact the ODNR Division of Parks and Watercraft Law Enforcement Supervisor, Lt. Sarah Genzman at 419-350-7352.
- 10) Maumee River Water Trail - The Project Designer shall incorporate the following note into the plans: Adequate signing both upstream and downstream shall be installed and maintained by the Contractor, if necessary, based on project activities. The following type signs are considered to be minimum treatment:
 - o Signage at the Metroparks Toledo Farnsworth Metropark Access (-83.748878, 41.476657) and the ODNR Division of Wildlife Weirs Rapids Access (-83.76693, 41.46128) upstream of the project;
 - o Approximately 300 feet upstream, signs specifying actions required of the boater on both banks;
 - o Approximately 300 feet downstream, signs specifying actions required of canoeist of both banks;
 - o Signage at the ODNR Division of Wildlife Miltonville Fishing Access (-83.71466, 41.48918) and the City of Waterville Waterworks Park Access (-83.71632, 41.49368) downstream of the project.
 - o Signing within 300 feet up and downstream of the project shall be mounted in such a way as to be a minimum of 4 feet above the water level, unobstructed by tree branches, and properly angled for maximum visibility from the main clear channel. The method of supporting the signs shall be approved by the engineer prior to installation. Upon completion of the project, the signs and support systems shall be completely removed from the river channel.
 - o Signage posted at the access points shall be coordinated with the appropriate managing agency and be clearly visible to all boaters who may utilize the access.



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Permits - Waterway Permits

- 1) ODOT will obtain all appropriate waterway permits prior to any work within the jurisdictional boundary of any waterway, including wetlands, and all Waterway Permit Special Provisions will be noted under Special Provisions in the plans and adhered to during construction.
- 2) If a large amount debris enters the waterway due a catastrophic failure of the bridge during construction, the project engineer shall notify the DEC (Phoenix Golnick, 419-373-4329) immediately. In the event of a catastrophic failure, all unauthorized demo debris that enters the water shall be removed by the contractor as quickly as feasible.
- 3) ODOT will perform a post construction bathymetric survey to ensure that all causeway material and bridge debris has been removed from the stream bed by the contractor. A pre-construction bathymetric survey was completed and will be available for the contractor to review.



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Sumia Mohamed

Approvals & Electronic Signatures

Approved & Electronically Signed By:	Approval Date:
Erica Schneider (ASST ENVIR ADM)	2/6/2026



Appendix

General

Aerial Map.pdf

County Map.pdf

Deed(s).pdf

USGS Quadrangle Topographical Map.pdf

Purpose and Need

Letter From City of Waterville.pdf

OES Acceptance - Purpose and Need.pdf

Alternatives

OES Acceptance - Feasibility Study.pdf

RMR

Environmental Database Search Results.pdf

Cultural Resources

ACHP Response.pdf

Buckeye Assets Mapping.pdf

Consulting Party Applications.pdf

Consulting Party Coordination_Draft MOA.pdf.pdf

Consulting Party Coordination_Invitations.pdf

Consulting Party Coordination_List Oct 2023 Meeting.pdf

Consulting Party Coordination_Meeting Sign In Sheet Oct 2023.pdf

Consulting Party Mailing Labels_Oct 2023.pdf

Consulting Party Mailing List.pdf

Consulting Party Meeting Minutes_Oct 2023 Meeting.pdf

Consulting Party Request Acknowledgements.pdf

Marketing As Is Letter - Address Labels.pdf

Marketing As Is Letter with Map.pdf

Records Check -- Archaeological Guidance.pdf

SHPO Comments

SHPO Concurrence - Re-Evaluation.pdf



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SHPO Coordination - Re-Evaluation.pdf

SHPO Coordination_Draft MOA .pdf

Transmittal 1 - Effect Determination

Transmittal 2 - Effect Determination Re-evaluation

Tribal Comments - Forest County Potawatomi - Market As Is.pdf

Tribal Consultation

Tribal Consultation - 2.pdf

Tribal Consultation - Correspondence List - Project Delay.pdf

Tribal Consultation - Correspondence List - Rev. Demo Plans.pdf

Tribal Consultation - Decision to Demolish.pdf

Tribal Consultation - Draft MOA.pdf

Tribal Consultation - Effect Determination.pdf

Tribal Consultation - FHWA Funding Change Letter.pdf

Tribal Response - FCPC - Effect Determination.pdf

Tribal Response - MBPI_MOA.pdf

Tribal Response - Seneca Nation - Effect Determination.pdf

Tribal Response - Seneca Nation.pdf

Tribal Response - Shawnee Tribe_MOA.pdf

Ecological

Catchment Area Map.pdf

Coordination with ODNR and USFWS.pdf

ODNR Comments 2.pdf

ODNR Comments.pdf

USFWS Comments - Formal PBO Reinitiation.pdf

USFWS Comments.pdf

Other Resources

Census Bureau Urbanized Area Map.pdf

Well Log Data.pdf

Section 4(f)

Agency Coordination--Draft Individual IE Email to DOI.pdf

DOI Concurrence Letter.6.6.2024.pdf

Individual - Draft- Appendices.pdf



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Individual - Draft.pdf

Individual - Final Appendices.pdf

Individual - Final.pdf

ODNR Boater Access and Amenities Map.pdf

OES Cultural Resources 4(f) Determination - Re-Evaluation.pdf

OES Cultural Resources 4(f) Determination-Ind Eval Approval.pdf

OES Recreational 4(f) Determination - Re-Evaluation.pdf

OES Recreational 4(f) Determination.pdf

Request for Final Ind Section 4f Legal Sufficiency Review.docx

Section 4(f) Final IE Legal Sufficiency Review Approval.pdf

Environmental Justice

Census Mapping.pdf

Public Involvement

Bridge Purchase Fall Through Notification List.pdf

Demo Press Release.pdf

Disclaimer and Acknowledgement of Conditions of Sale.pdf

News Article - Mirror 01-16-2020.pdf

News Article - Public Auction.pdf

OES Approval - Public Involvement Plan.pdf

Press Release - Public Auction Flyer.pdf

Property Owner Notification Letter - Survey.pdf

Public Comments Received - paper form only.pdf

Public Comments Received.pdf

Public Demo Letter 5.13.22.pdf

Public Involvement Plan.pdf

Public Meeting Comment Form.pdf

Public Meeting Flyer.pdf

Public Meeting Handouts.pdf

Public Meeting Notification- Flyer Location Map.pdf

Public Meeting Notification-Flyer Posting Location List.xlsx

Public Meeting Notification.pdf

Public Meeting Press Release.pdf



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Public Meeting Sign In Sheets_11.20.19.pdf

Public Notification Mailing List.xlsx

Responses to Public Comments.pdf

Stakeholder Comment Form.pdf

Stakeholder Contact List.pdf

Stakeholder Exhibit.pdf

Stakeholder Handout.pdf

Stakeholder Meeting Presentation.pdf

Stakeholder Notification - Meeting Invitation.pdf

Stakeholder Sign In Sheet.pdf

Permits

FEMA FIRM.pdf

Floodplain Impacts.pdf

Statement of Findings.pdf