

MULLINS LAW GROUP PLLC

Transportation Solutions for the 21st Century

2001 L Street NW, Suite 720
Washington, DC 20036

Crystal M. Zorbaugh
czorbaugh@mullinslawgroup.net
mullinslawgroup.net

Telephone: (202) 663-7850
Direct: (202) 663-7831
Facsimile: (202) 464-9123

310422
ENTERED
Office of Chief Counsel
December 3, 2025
Part of
Public Record

December 3, 2025

VIA E-FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: Norfolk Southern Railway Company – Abandonment Exemption –In Summit
County, Ohio, AB-290 (Sub-No. 419X)

Dear Chief of Case Administration:

Pursuant to 49 C.F.R. Part 1152, Subpart F – Exempt Abandonments and Discontinuances Norfolk Southern Railway Company ("NSR") a verified abandonment notice of exemption permitting NSR to abandon approximately 1.16 miles of rail line near or about milepost AI 0.29 +/- and near or about milepost AI 1.45 +/- (the "Line") in Summit County, Ohio. A \$5,300.00 filing fee has been paid via Pay.gov. If there are any questions about this matter, please contact me directly, either by telephone: at 202-663-7831 or by e-mail: [at czorbaugh@mullinslawgroup.net](mailto:czorbaugh@mullinslawgroup.net). If I am unavailable, you may contact Spencer M. Naake, who can be reached at (202) 663-7829 or by e-mail at snaake@mullinslawgroup.net.

Respectfully submitted,

/s/ *Crystal M. Zorbaugh*

Crystal M. Zorbaugh
Attorney for Norfolk Southern Railway Company

Enclosures

FEE RECEIVED
December 3, 2025
SURFACE
TRANSPORTATION BOARD

FILED
December 3, 2025
SURFACE
TRANSPORTATION BOARD

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

AB-290 (Sub-No. 419X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

**Julianne Freeman
NORFOLK SOUTHERN CORPORATION
650 W Peachtree St N.W.
Atlanta, GA 30308
Tel: (757) 613-8136**

December 3, 2025

**Crystal M. Zorbaugh
Spencer M. Naake
Michaela R. M. Bowles
MULLINS LAW GROUP PLLC
2001 L St., N.W.
Suite 720
Washington, D.C. 20036
Tel.: (202) 663-7831
Attorneys for Norfolk Southern
Railway Company**

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 419X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN SUMMITTY COUNTY
IN OHIO**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

INTRODUCTION

Norfolk Southern Railway Company (“NSR”) hereby submits a verified notice of exemption pursuant to 49 C.F.R. part 1152, subpart F (Exempt Abandonments and Discontinuances) for - (A) NSR to abandon rail service over approximately 1.16-miles of rail line (the “Line”), extending from Milepost AI 0.29 +/- to Milepost AI 1.45 +/- in Summit County, Ohio.¹ The Line has been out of

¹ According to NSR’s research, in 1836, the Cleveland & Pittsburgh Railway was chartered to establish a rail line connecting the two cities. Construction of the Cleveland & Pittsburgh Railroad (“C&P”) was completed in 1852. In February of 1851, the Ohio legislature amended the 1836 charter and directed C&P to build a branch from Akron to Hudson where it was to connect with the C&P mainline (“Akron Branch”). Construction of the Akron Branch began in 1851, and it opened in 1852. The line was known as the Akron Branch until March 17, 1853, when the name was changed to Cleveland, Zanesville and Cincinnati Railroad Company (“CZ&C”), which operated from Hudson, Ohio, to Millersburg, Ohio,¹ covering a total of 61.5 miles. CZ&C was sold to the Pittsburgh, Mt. Vernon, Columbus and London Railroad Company on November 14, 1869, who subsequently changed its name to the Cleveland, Mt. Vernon and Delaware Railroad Company (“Clev., Mt. Vernon, and Del. R.R. Co.”) on December 20, 1869. In 1882, the Clev., Mt. Vernon, and Del. R.R. Co. underwent bankruptcy and was sold to the Cleveland, Akron and Columbus Railroad Company in 1882. After a series of transfers, the Pennsylvania Company took control of the Cleveland, Akron, and Columbus Railroad Company in 1899, including the rail line of the CZ&C, of which the Line is a segment. The Line was then part of the June 26, 1911, consolidation of the franchises of the Muskingum Valley Railroad Company and the Cleveland, Akron, and Columbus Railway Company into the Cleveland, Akron, and Cincinnati Railway Company, a subsidiary of the Pennsylvania Company. Ultimately, the Line became a part of the Penn Central Transportation Company (“Penn Central”) following the Pennsylvania – New York Central Merger, which occurred in 1968. Shortly thereafter, the merger failed, resulting in the bankruptcy of Penn Central in 1970. In 1976, portions of rail once belonging to Penn Central, including the subject Line, were included in the formation of Consolidated Rail Corporation (“Conrail”). In 1999, Norfolk Southern Corporation, parent to Norfolk Southern Railway Company, assumed control of approximately fifty-eight percent of the Conrail properties, including the subject Line. Norfolk Southern subsequently incorporated the Line into its Keystone Division.

service for over two years. Following abandonment, the Line's rail and related track material will be salvaged, which will consist of removing the rail and track material from the existing roadbed. The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. When the rail and track material are removed, the contractor will smooth the roadbed to a level surface. No ballast will be removed, and no new soil disturbance will occur. No digging or burying of any kind will be undertaken as a result of the abandonment. Accordingly, NSR believes that no stormwater mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required. All salvaged steel components will either be reused or sold as scrap. Crossties may be reused in other railroad operations, or they will be disposed of in accordance with applicable federal and state laws and regulations.

The Line traverses the United States Postal Zip Code territory of 44236. The entirety of the Line is located within Summit County, Ohio. No customers have been served on the Line for over two years.

Per the requirements of 49 C.F.R. §§ 1152.50(b) and (d), NSR provides the following information in support of this notice of abandonment:

Certification: 49 C.F.R. § 1152.50(b)

NSR certifies that the Line satisfies the criteria for abandonment under the exemption provisions at 49 C.F.R. part 1152, subpart F. See Certification of Michael McClellan, Vice President, NSR (Exhibit A). During the past two years, no local traffic has moved over the Line and any overhead traffic on the Line can be rerouted over other lines, and no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the 2-year period.

Proposed Consummation Date: 49 C.F.R. § 1152.50(d)(2)

The proposed abandonment will be consummated on or after January 22, 2026 (50 days after filing the notice of exemption).

Additional Information Required: 49 C.F.R. §§ 1152.22(a)(1)-(4), (7)-(8) and (e)(4)

Exact name of applicants (49 C.F.R. § 1152.22(a)(1)):

Norfolk Southern Railway Company

Whether applicants are common carriers by railroad (49 C.F.R. § 1152.22(a)(2)):

NSR is a common carrier by railroad subject to the Board's jurisdiction under 49 U.S.C.

Subtitle IV.

Relief sought (49 C.F.R. § 1152.22(a)(3)):

NSR, as owner of the Line, has elected to invoke the Board's class exemption procedures to abandon the Line. Pursuant to this notice of exemption, NSR hereby invokes the Board's two-year-out-of-service class exemption procedures to abandon rail service over an approximately 1.16-mile-long rail line, extending from Milepost AI 0.29 +/- to Milepost AI 1.45 +/- . All of the track is located in Summit County, Ohio. The Line traverses the United States Postal Zip Code territory 44236.

Map (49 C.F.R. § 1152.22(a)(4)):

A detailed map showing the location of the Line is attached hereto as Exhibit B.

Applicant's representatives (49 C.F.R. § 1152.22(a)(7)):

NSR representatives to whom correspondence should be sent are as follows:

Crystal M. Zorbaugh
Spencer M. Naake
Michaela R. M. Bowles
MULLINS LAW GROUP PLLC
2001 L St., NW, Suite 720
Washington, DC 20036
Tel: (202) 663-7831

USPS ZIP codes (49 C.F.R. § 1152.22(a)(8)):

The Line is located in the United States Postal Zip Code territory 44236.

Suitability of the Line for Other Public Purposes (49 C.F.R. § 1152.22(e)(4)):

NSR has a fee-simple ownership of the right-of-way underlying the Line proposed for abandonment; thus, NSR may have a corridor available for redeployment of alternative public use(s). The Line does not contain any federally granted right-of-way. As appropriate, NSR is willing to promptly make available any information in its possession to anyone so requesting it.

Labor Protection

Because the Line has been inactive for over two years, no railroad employees will be adversely affected by the exercise of abandonment authority. Nevertheless, NSR employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions set forth in Oregon Short Line R. Co – Abandonment – Goshen, 360 I.C.C. 91 (1979).

Certifications

Attached hereto as Exhibit C is a Certificate of Service and Publication certifying compliance with the advance notice and newspaper publication requirements set forth at 49 C.F.R. § 1152.50(d)(1) and 49 C.F.R. § 1105.12, respectively. Attached as part of Exhibit D is a certificate of compliance with the advance notice requirements for Environmental and Historic Reports (“E&HR”) as set forth at 49 C.F.R. § 1105.11.

Environmental and Historic Report

As is reflected in the certificate of compliance with the provisions of 49 C.F.R. § 1105.11 (see Exhibit D), NSR has prepared an E&HR in anticipation of the proposed abandonment, which conforms to the requirements of 49 C.F.R. §§ 1105.7 and 1105.8. A copy of the E&HR is attached hereto as Attachment 1 to Exhibit D (§ 1105.11 certification).

Respectfully submitted,

/s/ *Crystal M. Zorbaugh*

Julianne Freeman
NORFOLK SOUTHERN CORPORATION
650 West Peachtree St., NW
Atlanta, GA 30308
Tel: (757) 613-8136

Crystal M. Zorbaugh
Spencer M. Naake
Michaela R. M. Bowles
MULLINS LAW GROUP PLLC
2001 L St., NW
Suite 720
Washington, DC 20036
Tel: (202) 663-7831

December 3, 2025

Attorneys for Norfolk Southern
Railway Company

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

AB-290 (Sub-No. 419X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

VERIFICATION

Verification

I, Michael McClellan, Vice President for Norfolk Southern Railway Company ("NSR") hereby verify under penalty of perjury that to the best of my knowledge, the foregoing abandonment notice of exemption is true and correct. Further, I certify that I am qualified and authorized to make such verification on behalf of NSR in connection with this proceeding before the Surface Transportation Board.

Executed this 28th day of November 2025

A handwritten signature in blue ink, appearing to read "M. McClellan", is written above a horizontal line.

Michael McClellan
Vice President
Norfolk Southern Railway Company

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

AB-290 (Sub-No. 419X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT A

CERTIFICATION

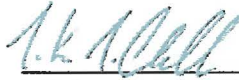
CERTIFICATION

STATE OF GEORGIA:

SS:

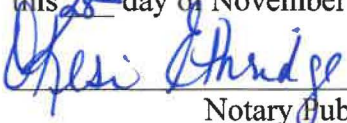
CITY OF ATLANTA:

Michael McClellan makes oath and says that he is Vice President for Norfolk Southern Railway Company ("NSR"); that the approximately 1.16-mile long rail line, extending from Milepost AI 0.29 +/- to Milepost AI 1.45 +/- in Summit County, Ohio (the "Line"), over which service is to be abandoned, is subject to his supervision and direction; that no local traffic has moved over the Line for at least two (2) years and any overhead traffic on the Line can be rerouted over other lines and that no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the 2-year period.



Michael McClellan
Vice President

Subscribed and sworn to before me
this 28th day of November 2025.



Notary Public

Okesia Ethridge
NOTARY PUBLIC
Spalding County, Georgia
My Commission Expires 12/16/2028

My commission expires:

12/16/2028

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

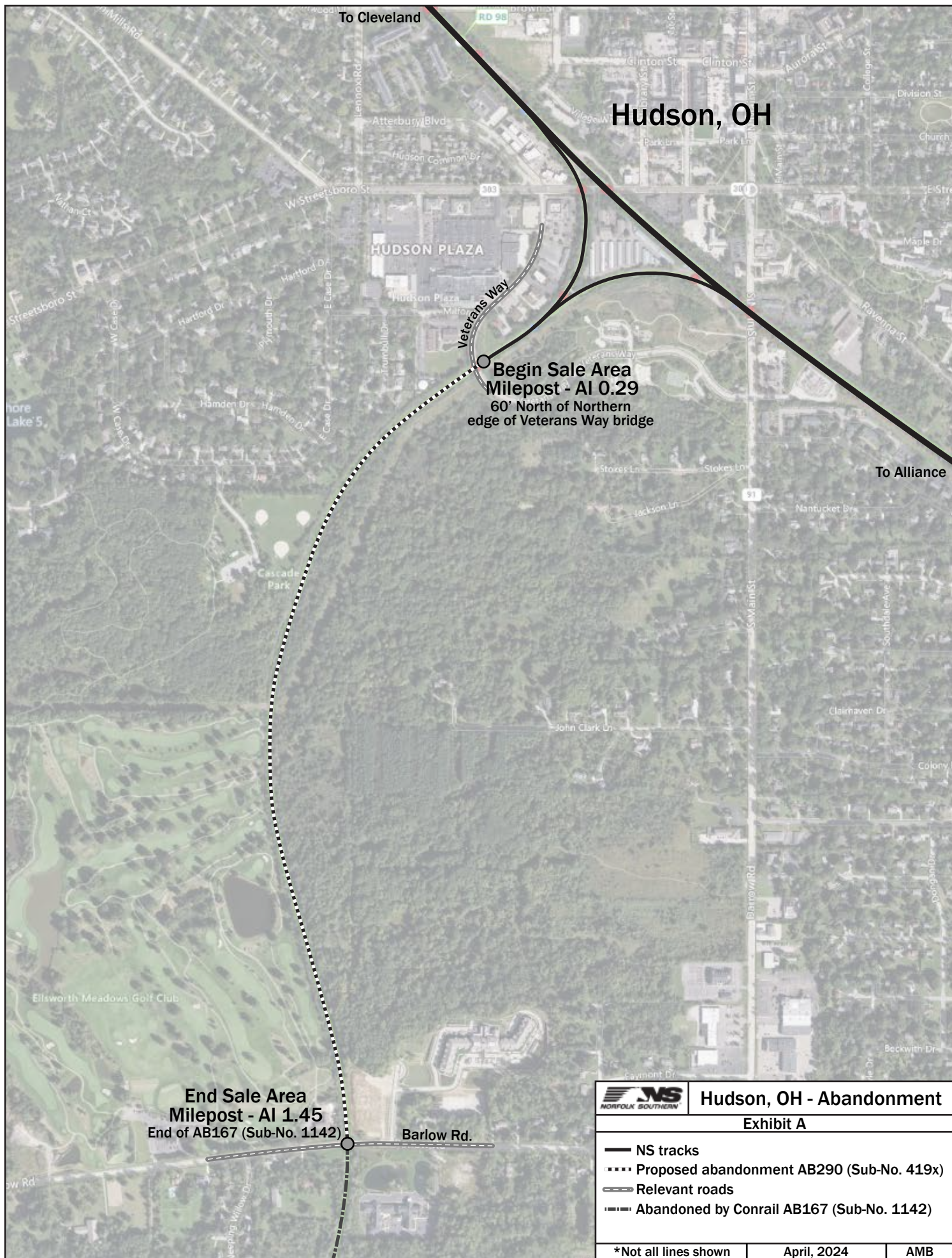
**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

AB-290 (Sub-No. 419X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT B

MAP



 Hudson, OH - Abandonment		
Exhibit A		
 NS tracks		
 Proposed abandonment AB290 (Sub-No. 419x)		
 Relevant roads		
 Abandoned by Conrail AB167 (Sub-No. 1142)		
*Not all lines shown	April, 2024	AMB

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

AB-290 (Sub-No. 419X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT C

CERTIFICATES OF SERVICE/PUBLICATION

Certificate of Service of Advance Notice

49 C.F.R. § 1152.50(d)(1) – Notice

I certify that, on September 29, 2025, in keeping with 49 C.F.R. § 1152.50(d)(1), I caused the following parties to be served with the written notice of intent of Norfolk Southern Railway Company to invoke the Board's notice of exemption procedures to abandon rail service over an approximately 1.16-mile long rail line, extending from Milepost AI 0.29 +/- to Milepost AI 1.45 +/- in Summit County, Ohio (the "Line"). I further certify that the Line does not contain any federally granted right-of-way.

Public Service Commission, et al.

Public Utilities Commission of Ohio
180 E Broad Street
Columbus, OH 43215

Ohio Rail Development Commission
1980 West Broad Street
Columbus, OH 43223

Department of Defense (Military Traffic Management Command, Transportation Engineering Agency, Railroads for National Defense Program)

Sean Neef
Headquarters Military Surface Deployment and Distribution Command
Transportation Engineering Agency
Railroads for National Defense Program
1 Soldier Way, Rm 3129
Scott AFB, IL 62225-5006

The National Park Service, Recreation Resources Assistance Division

Mr. Bob Ratcliffe, Chief
Chief, Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance Program
1849 C. Street NW, Room 1344
Washington, DC 20240

U.S. Department of Agriculture, Chief of the Forest Service

Tom Schultz, Chief
Forest Service
U.S. Department of Agriculture
Sidney R. Yates Federal Building
201 14th Street SW
Washington, DC 20024

December 3, 2025

/s/ *Crystal M. Zorbaugh*

Crystal M. Zorbaugh
Attorney for Norfolk Southern
Railway Company

Certificate of Newspaper Publication

49 C.F.R. § 1105.12 – Newspaper Notice

I certify that a “Notice of Intent to Abandon Rail Service” was published in the form prescribed by the Board for abandonment notices of exemption (49 C.F.R. § 1105.12). The notice was published once on October 7, 2025, in The Akron Beacon Journal, a newspaper of general circulation in Summit County, Ohio.

December 3, 2025

/s/ Crystal M. Zorbaugh
Crystal M. Zorbaugh
Attorney for Norfolk Southern
Railway Company

LOCALiQ

The Alliance Review | Ashland Times Gazette
The Daily Jeffersonian | Record-Courier
The Daily Record | The Repository
The Times-Reporter | The Independent
Akron Beacon Journal | Columbus Dispatch

PO Box 630599 Cincinnati, OH 45263-0599

AFFIDAVIT OF PUBLICATION

Suite 720
Mullins Law Group PLLC
9120 Los Lagos CT., Apt. 201
Bonita Springs FL 34135

STATE OF OHIO, COUNTY OF SUMMIT

The Akron Beacon Journal, a newspaper distributed in the county of Summit, published in the City of Akron, County of Summit, State of Ohio printed and published and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated on:

AKR Akron Beacon Journal 10/07/2025
AKR beaconjournal.com 10/07/2025

and that the fees charged are legal.
Sworn to and subscribed before on 10/07/2025



Legal Clerk



Notary, State of WI, County of Brown

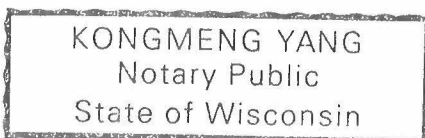
9-3-29

My commission expires

Publication Cost:	\$468.88	
Tax Amount:	\$0.00	
Payment Cost:	\$468.88	
Order No:	11729295	# of Copies:
Customer No:	1562444	0
PO #:	LWOO0382722	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.



NOTICE OF INTENT TO
ABANDON RAIL SERVICE
AB-290 (Sub-No. 419X)

Norfolk Southern Railway Company ("NSR") gives notice that on or about October 9, 2025, it intends to file with the Surface Transportation Board ("Board"), Washington, DC, a Notice of Exemption pursuant to 49 C.F.R. Part 1152 Subpart F - Exempt Abandonments, permitting NSR to abandon rail service over approximately 1.16 miles of rail line between milepost AI 0.29 +/- to milepost AI 1.45 +/- (the "Line") in Summit County, Ohio. The Line traverses the United States Postal Zip Code territory 44236. There are no customers served on the Line, which has been out of service for over two years. The related proceeding has been docketed as AB-290 (Sub-No. 419X).

The Board's Office of Environmental Analysis ("OEA") generally will prepare an Environmental Assessment ("EA"), which normally will be available 25 days after the filing of the abandonment notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public. Such comments will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, 395 E Street, SW, Washington, D.C. 20423, or by calling that office at (202) 245-0295.

Appropriate offers of financial assistance ("OFA") to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use can also be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails, public use, and OFA) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, S.W., Washington, DC 20423 [See 49 C.F.R. §§ 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 CFR § 1104.12(a)]. Questions regarding OFA, public use or trail use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0230. Copies of any comments or requests for specific Board action should be served on the applicant's representative: Crystal M. Zorbaugh, Mullins Law Group, 2001 L Street N.W., Suite 720, Washington, D.C. 20036; phone: 202-663-7831; fax 202-464-9123.

October 7 2025
LW000382722

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

AB-290 (Sub-No. 419X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT D

**CERTIFICATE OF COMPLIANCE WITH
ENVIRONMENTAL AND HISTORIC REPORT
REQUIREMENTS**

Certificate of Compliance

49 C.F.R. § 1105.11 – Advance Distribution of Environmental and Historic Report

I hereby certify that, on September 10, 2025 a copy of Norfolk Southern Railway Company's Consolidated Environmental and Historic Report for the proposed abandonment encompassed by AB-290 (Sub-No. 419X), accompanied by a transmittal letter conforming to the requirements of 49 C.F.R. § 1105.11, was served upon the following entities as prescribed by 49 C.F.R. § 1105.7(b) and 1105.8(c) (copies of the transmittal letters are also appended hereto as part of Attachment 1):

Ohio Public Utilities Commission 180 E. Broad St. Columbus, Ohio 43215	Ohio Department of Transportation 1980 West Broad Street Columbus, OH 43223
Ohio Rail Development Commission 1980 West Broad Street Mail Stop #3140 Columbus, OH 43223	Thomas J. Sheridan City Manager City of Hudson, OH 1140 Terex Road Hudson, OH, 44236
Ilene Shapiro Summit County Executive Ohio Building – 8th Floor 174 South Main Street Akron, OH 44308	Alan Brubaker, P.E., P.S. Summit County Engineer 538 East South Street Akron, OH 44311
Lieutenant Colonel Robert M. Burnham Commander, United States Army Corps of Engineers Buffalo Regulatory District 478 Main Street Buffalo, NY 14202	Kasey Taylor Regional Conservationist – Northeast Region USDA National Resources Conservation Service 1400 Independence Avenue, SW #5109-S Washington D.C. 20250
Kendra Wecker, Chief Ohio Division of Natural Resources Division of Wildlife Headquarters 2045 Morse Road Building G Columbus, Ohio 43229	John Wilson Ohio State Conservationist 200 North High Street, Room 422 Columbus, OH 43215-2469
Environmental Protection Agency 1200 Pennsylvania Avenue, N.W. Washington, DC 20460	Cheryl Newton Acting Regional Administrator, Region 5 United States Environmental Protection Agency 77 West Jackson Boulevard Chicago, IL 60604

David Emmerman, Chief Community Officer Ohio Environmental Protection Agency Northeast Division Office 2110 East Aurora Road Twinsburg, OH 44087	Deborah L. Beck, P.E. Acting Chief Office of Coastal Management Ohio Department of Natural Resources 2514 Cleveland Road East Huron, OH 44839
Mark Johnson, Chief Ohio Environmental Protection Agency Division of Surface Water P. O. Box 1049 Columbus, OH 43216-1049	Bert Frost Regional Director National Park Service 601 Riverfront Drive Omaha, NE 68102-4226
Deirdre Hewitt National Park Service Rivers and Trails Conservation Program Atlanta Federal Center, 1924 Building 100 Alabama Street, SW Atlanta, GA, 30303	NOAA – National Geodetic Survey Geodetic Services Division Room 9292, NGS/12 1315 East-West Highway Silver Spring, MD 20910-3282 Via Email: RRAE@noaa.gov
Diana Welling Ohio State Historic Preservation Officer Ohio History Connection 800 E. 17th Ave. Columbus, OH 43211	

/s/ **Crystal M. Zorbaugh**

Crystal M. Zorbaugh

Attorney for Norfolk Southern Railway Company

December 3, 2025

ATTACHMENT 1

**ENVIRONMENTAL AND HISTORIC REPORT
INCLUDING SAMPLE TRANSMITTAL LETTER**

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub. No. 419X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

Combined Environmental and Historic Report

Scott Plum, Director
Strategic Planning – Box 7
Norfolk Southern Corporation
650 West Peachtree Street, NW
Atlanta, GA 30308
(470) 463-6627
scott.plum@nscorp.com

September 10, 2025 (Revised on December 3, 2025)

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 419X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

Combined Environmental and Historic Report

Norfolk Southern Railway Company (“NSR”) submits this DRAFT Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), in connection with NSR’s proposed abandonment of approximately 1.16 miles of rail line near or about milepost AI 0.29 +/- and near or about milepost AI 1.45 +/- (the “Line”) in Summit County, Ohio.

ENVIRONMENTAL REPORT

49 CFR 1105.7(e)(1)

Proposed Action and Alternatives

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

RESPONSE: NSR proposes to abandon its operation authority over approximately 1.16 miles of rail line between the following mileposts: near or about milepost AI 0.29 +/- and near or about milepost AI 1.45 +/- (the “Line”) in Summit County, Ohio. There are no customers served on the Line.

Following abandonment, the Line’s rail and related track material will be salvaged. Salvage will consist of removing the rail and track material from the existing roadbed. The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. When the rail and track material are removed, the contractor will smooth the roadbed to a level surface. No ballast will be removed, and no new soil disturbance will occur. No digging or burying of any kind will be permitted. Accordingly, NSR believes that no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. All salvaged steel components will either be reused or sold as scrap. Crossties may be reused in other railroad operations, or they will be disposed of in accordance with applicable federal and state laws and regulations.

The alternative to abandonment is to not abandon the Line and retain the track in place. This alternative is not satisfactory. NSR would continue to incur opportunity and other holding costs that would need to be covered by non-existent shippers were the Line to be retained.

A map depicting the Line is attached as **Appendix A**. An example of NSR's letter sent to federal, state and local government agencies along with a list of the consulting agencies NSR has contacted is attached as **Appendix B**. Comments received as a result of NSR's written requests for feedback can be found in **Appendix C**.

49 CFR 1105.7(e)(2) Transportation system

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

RESPONSE: Effects of the proposed action on regional or local transportation systems and patterns would be negligible. There is no NSR rail freight or passenger traffic originating or terminating on the Line. Thus, no passenger or freight traffic would be diverted to other systems or modes because of the proposed abandonment.

49 CFR 1105.7(e)(3) Land use

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

RESPONSE: NSR believes that the proposed abandonment is consistent with, and would promote, existing land use plans. The land adjoining the Line consists of a combination of a combination of commercial and residential areas. An outline of future land use plans has been requested from the City of Hudson and Summit County, which were asked to comment on the consistency of the proposed abandonment with existing land use plans. See Appendix B. In correspondence dated April 23, 2025, the City of Hudson advised the abandonment of the Line was "...an important and exciting component of the City of Hudson's long-range planning efforts." A copy of the City of Hudson's response is attached as part of **Appendix C**.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

RESPONSE: NSR does not believe the abandonment will have any adverse impact on prime agricultural land. Nevertheless, consultation was requested from the United States Department of Agriculture Natural Resources Conservation Service (“USDA NRCS”) as well as the State Conservationist of Ohio. See Appendix B.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by Sec. 1105.9.

RESPONSE: The Line is not located within a coastal zone. Nevertheless, consultation was requested from the Ohio Department of Natural Resources (“OH DNR”) Office of Coastal Management. See Appendix B.

(iv) If the proposed action is an abandonment state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

RESPONSE: The railroad has fee simple ownership of the right-of-way underlying the Line proposed for abandonment; thus, NSR may have a corridor available for redeployment for alternative public use(s). The Line does not contain any federally granted right-of-way. NSR is actively engaged in discussions with the City of Hudson regarding the disposition of the Line.

49 CFR 1105.7(e)(4) Energy

(i) Describe the effect of the proposed action on transportation of energy resources.

RESPONSE: Development and transportation of energy resources will not be affected by the abandonment.

(ii) Describe the effect of the proposed action on recyclable commodities.

RESPONSE: Movement or recovery of recyclable commodities will not be affected by the abandonment. There is no rail freight or passenger traffic originating or terminating on the Line.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

RESPONSE: The proposed action will not result in any material impact in overall energy efficiency because there is no rail freight or passenger traffic originating or terminating on the Line.

*(iv) If the proposed action will cause diversions from rail to motor carriage of more than:
(A) 1,000 rail carloads a year; or
(B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.*

RESPONSE: The diversion of traffic to motor carriers will not exceed the thresholds set forth at 49 CFR §1105.7(e)(4) as no diversions will occur. Accordingly, there is no need to produce data on diverted traffic or to quantify the net change in energy consumption.

49 CFR 1105.7(e)(5) Air

*(i) If the proposed action will result in either:
(A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or
(B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or
(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.*

RESPONSE: The above thresholds will not be exceeded.

*(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:
(A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,
(B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or
(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.*

RESPONSE: The above thresholds will not be exceeded.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and Freon®) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or

derailment.

RESPONSE: Not applicable.

49 CFR 1105.7(e)(6) Noise

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) An incremental increase in noise levels of three decibels Ldn or more; or

(ii) An increase to a noise level of 65 decibels Ldn or greater.

If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

RESPONSE: The above thresholds will not be exceeded.

49 CFR 1105.7(e)(7) Safety

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

RESPONSE: Abandonment of the Line will have no adverse impact on public health and safety.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

RESPONSE: Not applicable.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

RESPONSE: NSR has no knowledge of hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way or in adjacent areas.

49 CFR 1105.7(e)(8) Biological Resources

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

RESPONSE: NSR does not believe the abandonment will have any adverse effect on endangered or threatened species or areas designated as a critical habitat. Nevertheless, NSR has requested input from the U.S. Fish and Wildlife Service (“USFWS”) to ascertain any impacts to surrounding habitats and species. See Appendix B.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

RESPONSE: The Line does not appear to pass through state parks or forests, national parks or forests, or wildlife sanctuaries. No adverse effects on wildlife sanctuaries, national parks or forests, or state parks or forests are anticipated. Consultation from the U.S. National Park Service (“NPS”) has been requested to confirm. See Appendix B.

49 CFR 1105.7(e)(9) Water

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

RESPONSE: NSR does not intend to remove or alter the contour of the roadbed underlying the Line to be abandoned by way of excavation or other ground-disturbance activity. Accordingly, no soils will be disturbed as a result of the proposed abandonment, and no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. There are no plans to undertake in-stream work, or dredge and/or use any fill materials in connection with the proposed abandonment, so, for this reason also, the proposed abandonment will not result in water quality impacts. Nevertheless, consultation has been requested from the Ohio Environmental Protection Agency and the United

States Environmental Protection Agency (“EPA Region 5”). See Appendix B.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

RESPONSE: The geometry of the roadbed will not be altered and no in-stream work is contemplated. No discernible effects on either 100-year flood plains or adjacent wetlands are expected in connection with the proposed abandonment. Consultation was requested from the U.S. Army Corps of Engineers (“USACE”). See Appendix B. In electronic correspondence received on April 22, 2025 from the Buffalo District Regulatory Branch of the USACE, the USACE advised, “A permit is required under Section 404 of the CWA when there is a discharge of fill material that converts a waterbody to uplands or changes the waterbodies bottom elevation. Based on your description of the proposed work following abandonment, there will be no discharge of fill material into any waterbody. As such, no Section 404 CWA permits are required for the proposed work.” A copy of the USACE’s response is attached as part of **Appendix C**.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

RESPONSE: NSR does not plan to remove or alter the roadbed underlying the Line to be abandoned, to undertake in-stream work or to dredge or use any fill materials. There will be no excavation or other ground-disturbance activity, and, because no soils will be disturbed, no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. NSR anticipates that the abandonment will not affect water quality and that additional permitting under Section 402 will not be required. Nevertheless, NSR has requested input from Ohio Department of Natural Resources and the Ohio Environmental Protection Agency. See Appendix B.

49 CFR 1105.7(e)(10) Proposed Mitigation

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

RESPONSE: Abandonment of the Line is not expected to produce adverse environmental impacts for the reasons set forth above. Only minimal physical activity may occur as a result of the proposed abandonment, such as removal of rail, ties, and other railroad appurtenances. NSR will undertake all reasonable mitigation associated with these activities as directed by the Board to assure the abandonment does not produce adverse environmental impacts, including consulting with federal, state, and/or local agencies on any mitigation measures they may recommend to the Board.

HISTORIC REPORT

49 CFR 1105.8(d)

PROPOSED ACTION AND ALTERNATIVES

NSR proposes to abandon approximately 1.16 miles of rail line between the following mileposts: near or about milepost AI 0.29 +/- and near or about milepost AI 1.45 +/- (the “Line”) in Summit County, Ohio. There are no customers served on the Line.

Following abandonment, the rail and related track material will be salvaged. Salvage will consist of removing the rail and track material from the existing roadbed. The contour of the existing roadbed will remain as is and existing drainage systems will remain intact. When the rail and track material are removed, the contractor will smooth the roadbed to a level surface. No ballast will be removed, and no new soil disturbance will occur. No digging or burying of any kind will be permitted. Accordingly, NSR believes that no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. All salvaged steel components will either be reused or sold as scrap. Crossties may be reused in other railroad operations, or they will be disposed of in accordance with applicable federal and state laws and regulations. The alternative to abandonment is to not abandon the Line and retain the track in place. This alternative is not satisfactory. NSR would continue to incur opportunity and other holding costs that would need to be covered by non-existent shippers were the Line to be retained.

A map depicting the Line proposed for abandonment is attached in **Appendix A**.

ADDITIONAL INFORMATION

- (1) **U.S.G.S. Topographic Map** – A map was furnished to the State of Ohio State Historic Preservation Office (“OH SHPO”), also known as the Ohio History Connection.
- (2) **Written Description of Right of Way** – The right-of-way width ranges from 65 feet to 100 feet along the main track centerline. Pursuant to Surface Transportation Board policy, the railroad's right-of-way will constitute the Area of Potential Effect (“APE”) for this undertaking.
- (3) **Photographs** – There are no structures on the Line.
- (4) **Date of Construction of Structures** – Not Applicable
- (5) **History of Operations and Changes Contemplated** – The Line proposed for abandonment is near or about milepost AI 0.29 +/- and near or about milepost AI 1.45 +/- in Summit County, Ohio.

In 1836, the Cleveland & Pittsburgh Railway was chartered to establish a rail line connecting the two cities. Construction of the Cleveland & Pittsburgh Railroad (“C&P”) was completed in 1852. In February of 1851, the Ohio legislature amended the 1836 charter and directed C&P to build a branch from to Akron from Hudson where it was to connect with the C&P mainline (“Akron Branch”). Construction of the Akron Branch began in 1851 and it opened in 1852. The line was known as the Akron Branch until March 17, 1853, when the name was changed to Cleveland, Zanesville and Cincinnati Railroad Company (“CZ&C”), which operated from Hudson, Ohio to Millersburg, Ohio,¹ covering a total of 61.5 miles.

CZ&C was sold to the Pittsburgh, Mt. Vernon, Columbus and London Railroad Company on November 14, 1869, who subsequently changed its name to the Cleveland, Mt. Vernon and Delaware Railroad Company (“Clev., Mt. Vernon, and Del. R.R. Co.”) on December 20, 1869.

¹ The portion of the Akron Branch from Akron to Millersburg, Ohio was completed in 1854.

In 1882, the Clev., Mt. Vernon, and Del. R.R. Co. underwent bankruptcy and was sold to the Cleveland, Akron and Columbus Railroad Company (in 1882. After a series of transfers, the Pennsylvania Company took control of the Cleveland, Akron, and Columbus Railroad Company in 1899, including the rail line of the CZ&C, of which the Line is a segment. Ultimately, the Line was part of the June 26, 1911, consolidation of the franchises of the Muskingum Valley Railroad Company and the Cleveland, Akron, and Columbus Railway Company into the Cleveland, Akron, and Cincinnati Railway Company, a subsidiary of the Pennsylvania Company.

Ultimately, the Line became a part of the Penn Central Transportation Company (“Penn Central”) following the Pennsylvania – New York Central Merger, which occurred in 1968. Shortly thereafter, the merger failed, resulting in the bankruptcy of Penn Central in 1970. In 1976, portions of rail once belonging to Penn Central, including the subject Line, were included in the formation of Consolidated Rail Corporation (“Conrail”).

In 1999, Norfolk Southern Corporation, parent to Norfolk Southern Railway Company, assumed control of approximately fifty-eight percent of the Conrail properties, including the subject Line. Norfolk Southern subsequently incorporated the Line into its Keystone Division.

(6) **Summary of Documents In Carrier's Possession That Might Be Useful for Documenting a Structure That Is Found To Be Historic** –Not Applicable.

(7) **Opinion Regarding Criteria For Listing In The National Register Of Historic Places**
NSR believes that the Line would not meet the criteria for listing in the *National Register of Historic Places*. NSR has no reason to believe that there is any likelihood of finding archaeological resources or historic properties on the Line proposed for abandonment of freight rights. Nevertheless, NSR has requested input from the OH SHPO.

(8) Subsurface Ground Conditions That Might Affect Archaeological Recovery - NSR

is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery. Moreover, abandonment of the Line and salvage of material from its surface will not affect any potential archaeological resources. The subsurface of the right-of-way was initially disturbed in the construction of the Line by grading and filling.

Abandonment and salvage of the Line will not result in activities below the surface, or below the level of initial disturbance.

(9) Follow-Up Information – Additional information will be provided as appropriate.

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

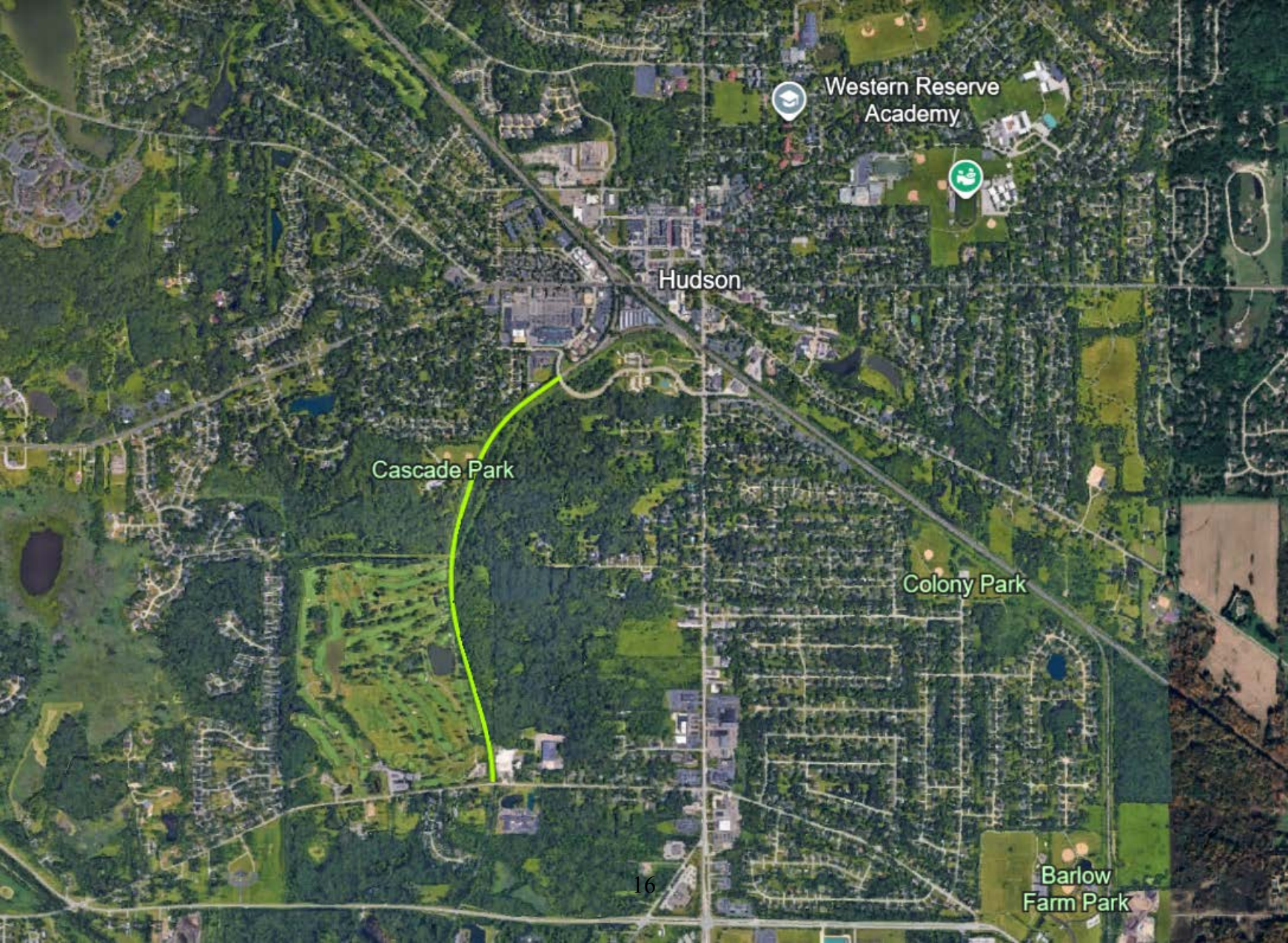
AB-290 (Sub. No. 419X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN SUMMIT COUNTY
IN OHIO**

Combined Environmental and Historic Report

APPENDIX A

Map



Western Reserve
Academy

Hudson

Cascade Park

Colony Park

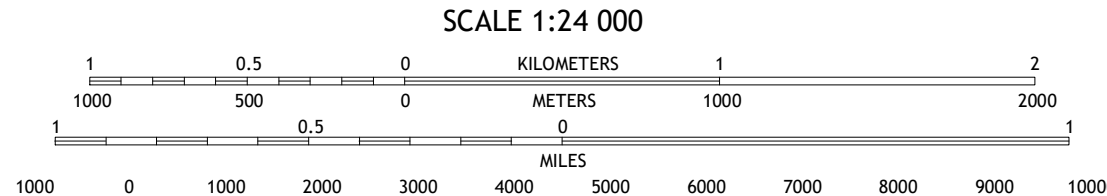
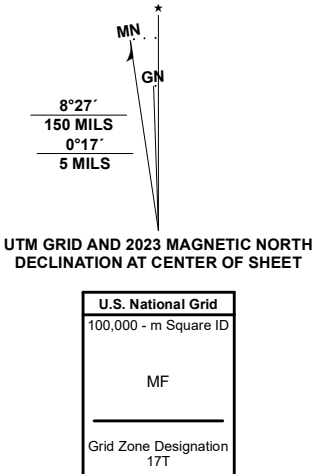
Barlow
Farm Park



Produced by the United States Geological Survey

North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid/Universal Transverse Mercator, Zone 17T
This map is not a legal document. Boundaries may be
generalized for this map scale. Private lands within government
reservations may not be shown. Obtain permission before
entering private lands.

Imagery.....NAIP, July 2017 - December 2017
Roads.....U.S. Census Bureau, 2016
Names.....GNIS, 1979 - 2023
Hydrography.....National Hydrography Dataset, 2004 - 2022
Contours.....National Elevation Dataset, 2010
Boundaries.....Multiple sources; see metadata file 2020 - 2022
Wetlands.....FWS National Wetlands Inventory 2004 - 2007



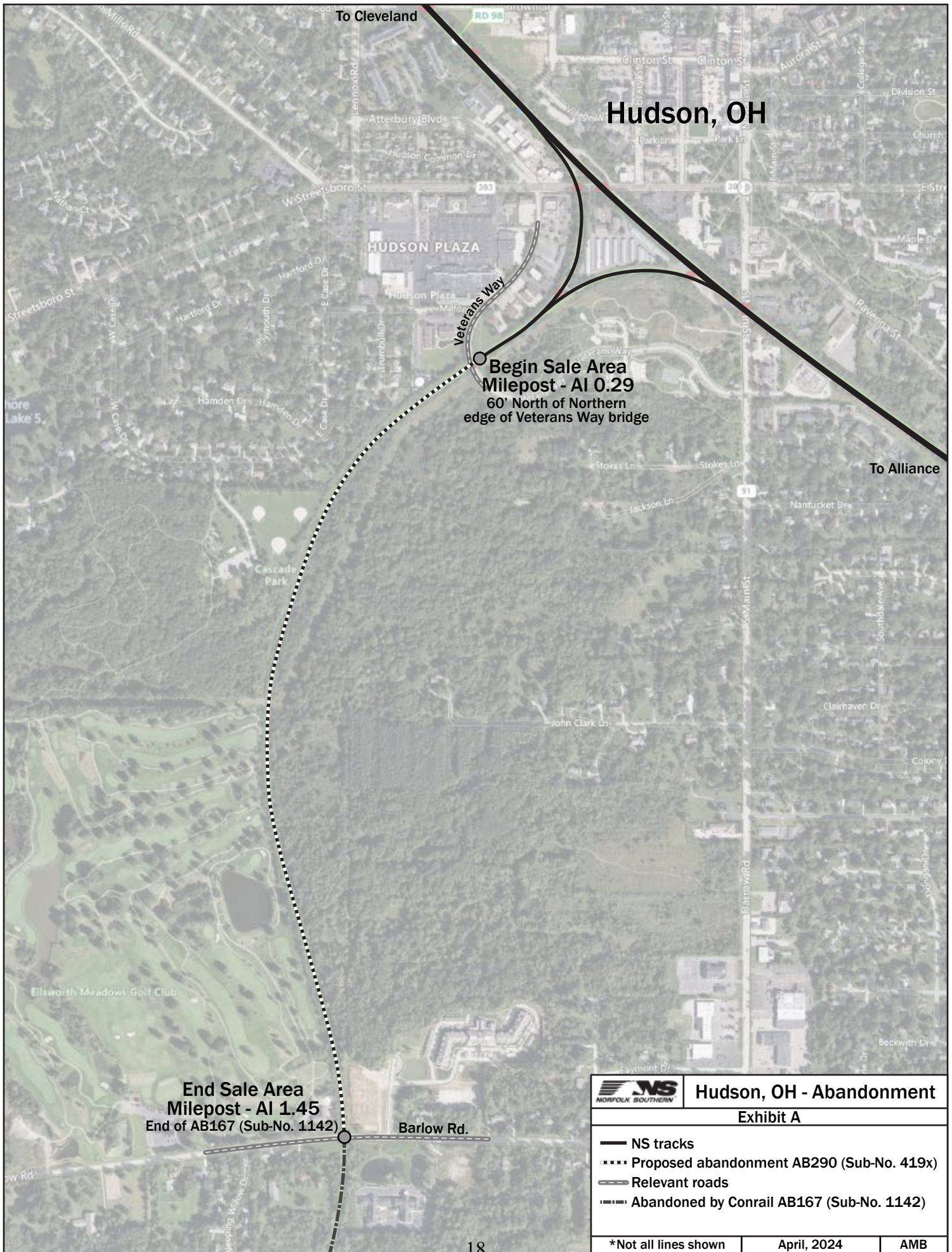
QUADRANGLE LOCATION

1	2	3
4	5	6
7	8	9

- 1 Northfield
- 2 Twinsburg
- 3 Aurora
- 4 Peninsula
- 5 Kent
- 6 Akron West
- 7 Akron East
- 8 Suffield

ROAD CLASSIFICATION	
Expressway	Local Connector
Secondary Hwy	Local Road
Ramp	4WD
Interstate Route	US Route
	State Route





Hudson, OH - Abandonment

Exhibit A

- NS tracks
- - - Proposed abandonment AB290 (Sub-No. 419x)
- == Relevant roads
- . - Abandoned by Conrail AB167 (Sub-No. 1142)

*Not all lines shown

April, 2024

AMB

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub. No. 419X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

Combined Environmental and Historic Report

APPENDIX B

Sample Consultation Letter & Recipient List



Norfolk Southern Corporation
650 Peachtree Street, NW
Atlanta, GA 30308

Scott Plum
Director – Strategic Planning
470 463 6627
scott.plum@nscorp.com

September 10, 2025

[ENTITY]

RE: AB-290 (Sub-No. 419X), Norfolk Southern Railway Company – Abandonment
Exemption – Summit County in Ohio

[GREETING]

Norfolk Southern Railway Company (NSR) plans to request authority from the Surface Transportation Board (STB) to abandon the segment of rail line between approximately Milepost AI 0.29 +/- and approximately Milepost AI 1.45 +/- in Summit County, Ohio, a distance of approximately 1.16 miles (“Line”).¹

Enclosed is a Combined Environmental and Historic Report (Report) which describes the proposed abandonment and other pertinent information. A map of the proposed track

¹ According to NSR’s research, in 1836, the Cleveland & Pittsburgh Railway was chartered to establish a rail line connecting the two cities. Construction of the Cleveland & Pittsburgh Railroad (“C&P”) was completed in 1852. In February of 1851, the Ohio legislature amended the 1836 charter and directed C&P to build a branch from Akron to Hudson where it was to connect with the C&P mainline (“Akron Branch”). Construction of the Akron Branch began in 1851 and it opened in 1852. The line was known as the Akron Branch until March 17, 1853, when the name was changed to Cleveland, Zanesville and Cincinnati Railroad Company (“CZ&C”), which operated from Hudson, Ohio to Millersburg, Ohio,¹ covering a total of 61.5 miles. CZ&C was sold to the Pittsburgh, Mt. Vernon, Columbus and London Railroad Company on November 14, 1869, who subsequently changed its name to the Cleveland, Mt. Vernon and Delaware Railroad Company (“Clev., Mt. Vernon, and Del. R.R. Co.”) on December 20, 1869. In 1882, the Clev., Mt. Vernon, and Del. R.R. Co. underwent bankruptcy and was sold to the Cleveland, Akron and Columbus Railroad Company in 1882. After a series of transfers, the Pennsylvania Company took control of the Cleveland, Akron, and Columbus Railroad Company in 1899, including the rail line of the CZ&C, of which the Line is a segment. Ultimately, the Line was part of the June 26, 1911, consolidation of the franchises of the Muskingum Valley Railroad Company and the Cleveland, Akron, and Columbus Railway Company into the Cleveland, Akron, and Cincinnati Railway Company, a subsidiary of the Pennsylvania Company. Ultimately, the Line became a part of the Penn Central Transportation Company (“Penn Central”) following the Pennsylvania – New York Central Merger, which occurred in 1968. Shortly thereafter, the merger failed, resulting in the bankruptcy of Penn Central in 1970. In 1976, portions of rail once belonging to Penn Central, including the subject Line, were included in the formation of Consolidated Rail Corporation (“Conrail”). In 1999, Norfolk Southern Corporation, parent to Norfolk Southern Railway Company, assumed control of approximately fifty-eight percent of the Conrail properties, including the subject Line. Norfolk Southern subsequently incorporated the Line into its Keystone Division.

abandonment can be found in **Appendix A** of this report. **Appendix B** of this report lists the various agencies receiving it. **Appendix C** of this report lists the various agency responses.

Following abandonment, the Line's rail and related track material will be salvaged. Salvage will consist of removing the rail and track material from the existing roadbed. The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. When the rail and track material are removed, the contractor will smooth the roadbed to a level surface. No ballast will be removed, and no new soil disturbance will occur. No digging or burying of any kind will be permitted. Accordingly, NSR believes that no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. All salvaged steel components will either be reused or sold as scrap. Crossties may be reused in other railroad operations, or they will be disposed of in accordance with applicable federal and state laws and regulations. Please provide us with a written response indicating any concerns or lack thereof, which will be included in the Report and sent to the Surface Transportation Board (STB).

This Report is being provided so that you may submit information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Office of Environmental Analysis (OEA) by telephone at (202) 245-0245 or by mail to:

Surface Transportation Board
395 E Street, S.W., Room 1106
Washington DC 20423-0001

Questions regarding the abandonment process generally, offers of financial assistance, and/or public use or trail use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0230. Based on information in our possession, the Line does not contain federally granted rights-of-way. However, any documentation in NSR's possession will be made available promptly to those requesting it. Please refer to the above Docket when contacting the STB.

Applicable statutes and regulations impose stringent deadlines for processing this action. For this reason your written comments (with a copy to us) would be appreciated within three weeks. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing with the STB, NSR must receive your comments within three weeks. Please provide information to Scott Plum by email or by mail at:

Scott Plum, Director
Strategic Planning, Box 7
Norfolk Southern Corporation
650 West Peachtree Street NW
Atlanta, GA 30308
(757) 463-6627
scott.plum@nscorp.com

Best regards,

Scott D. Plum

Attachment

RECIPIENT LIST - AB-290 (Sub-No. 419X)

Proposed abandonment of freight rights on approximately 1.16 miles of track in the County of Summit, Ohio.

Ohio Public Utilities Commission
180 E. Broad St.
Columbus, Ohio 43215

Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

Ohio Rail Development Commission
1980 West Broad Street
Mail Stop #3140
Columbus, OH 43223

Thomas J. Sheridan
City Manager
City of Hudson, OH
1140 Terex Road
Hudson, OH, 44236

Ilene Shapiro
Summit County Executive
Ohio Building – 8th Floor
174 South Main Street
Akron, OH 44308

Alan Brubaker, P.E., P.S.
Summit County Engineer
538 East South Street
Akron, OH 44311

Lieutenant Colonel Robert M. Burnham
Commander, United States Army Corps of
Engineers
Buffalo Regulatory District
478 Main Street
Buffalo, NY 14202

Kasey Taylor
Regional Conservationist – Northeast
Region
USDA National Resources Conservation
Service
1400 Independence Avenue, SW #5109-S
Washington D.C. 20250

Kendra Wecker, Chief
Ohio Division of Natural Resources
Division of Wildlife Headquarters
2045 Morse Road
Building G
Columbus, Ohio 43229

John Wilson
Ohio State Conservationist
200 North High Street, Room 422
Columbus, OH 43215-2469

Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Cheryl Newton
Acting Regional Administrator, Region 5
United States Environmental Protection
Agency
77 West Jackson Boulevard
Chicago, IL 60604

David Emmerman, Chief Community
Officer
Ohio Environmental Protection Agency
Northeast Division Office
2110 East Aurora Road
Twinsburg, OH 44087

Deborah L. Beck, P.E.
Acting Chief
Office of Coastal Management
Ohio Department of Natural Resources
2514 Cleveland Road East
Huron, OH 44839

Mark Johnson, Chief
Ohio Environmental Protection Agency
Division of Surface Water
P. O. Box 1049
Columbus, OH 43216-1049

Bert Frost
Regional Director
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226

Deirdre Hewitt
National Park Service
Rivers and Trails Conservation
Program Atlanta Federal Center, 1924
Building 100 Alabama Street, SW
Atlanta, GA, 30303

NOAA – National Geodetic Survey
Geodetic Services Division
Room 9292, NGS/12
1315 East-West Highway
Silver Spring, MD 20910-3282
Via Email: RRAE@noaa.gov

Diana Welling
Ohio State Historic Preservation Officer
Ohio History Connection
800 E. 17th Ave.
Columbus, OH 43211

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub. No. 419X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION –
IN SUMMIT COUNTY
IN OHIO**

Combined Environmental and Historic Report

APPENDIX C

Agency Comments/Responses

From: Krawczyk, Joseph W CIV USARMY CELRB (USA) <Joseph.W.Krawczyk@usace.army.mil>
Sent: Tuesday, April 22, 2025 1:41 PM
To: Plum, Scott D.
Subject: [EXTERNAL] Norfolk Southern - AI 0.29 to AI 1.45 abandonment (Corps No. LRB-2025-00397)

Mr. Plum,

I have reviewed your letter regarding the abandonment of Norfolk Southern Railway Company's proposed railroad line abandonment from Milepost AI 0.29 +/- in Hudson, Ohio to Milepost AI 1.45 +/- in Hudson, Ohio. In your letter you request comments from the U.S. Army Corps of Engineers whether permits under Section 404 of the Clean Water Act (CWA) are required for the proposed railway line abandonment.

A permit is required under Section 404 of the CWA when there is a discharge of fill material that converts a waterbody to uplands or changes the waterbodies bottom elevation. Based on your description of the proposed work following abandonment, there will be no discharge of fill material into any waterbody. As such, no Section 404 CWA permits are required for the proposed work.

If the project's scope changes and fill material will be discharged into a waterbody, please contact this office to discuss the permitting process.

Joseph W. Krawczyk
Biologist
US Army Corps of Engineers
Buffalo District, Regulatory Branch
478 Main Street
Buffalo, NY 14202
Office: (716) 879-4186
Cell: (716) 381-7364
Fax: (716) 879-4310
Email: joseph.w.krawczyk@usace.army.mil

From: Brian Olson <bolson@summitengineer.net>
Sent: Monday, April 28, 2025 2:28 PM
To: Plum, Scott D.
Cc: Alan Brubaker; Larry Fulton; Joe Paradise; Brian Olson
Subject: [EXTERNAL] AB-290 (Sub-No. 419X), Norfolk Southern Railway Company - Abandonment - Summit County in Ohio

Scott,

This office has no concerns regarding the abandonment of the rail line in Hudson. We have been in contact with the City of Hudson, and they informed me they have already coordinated a response to you regarding any long range plans.

If you need anything else, let me know.

Brian P. Olson, P.E.
Engineer Project Manager

Summit County Engineer's Office
Alan Brubaker, P.E., P.S.
538 E. South Street
Akron, OH 44311-1843

Phone: (330) 643-8061
Cell: (234) 271-7859

[Bolson@summitengineer.net](mailto:bolson@summitengineer.net)
<http://summitengineer.net/>





COMMUNITY DEVELOPMENT • 1140 Terex Road • Hudson, Ohio 44236 • (330) 342-1790

April 23, 2025

Scott Plum, Director
Strategic Planning – Box 7
Norfolk Southern Corporation
650 W Peachtree St NW
Atlanta, GA 30308

RE: Railroad line abandonment consideration – Hudson, OH

Dear Mr. Plum,

This letter is in response to your April 14, 2025 correspondence regarding the consideration of the abandonment of railroad in Hudson, OH from Milepost AI 0.29 +/- to Milepost AI 1.45 +/-.

The proposed abandonment is an important and exciting component of the City of Hudson's long-range planning efforts. The City is planning to construct a multipurpose trail, called Veterans Trail, along this corridor. The Norfolk Southern rail corridor would be just one section of the planned trail. The trail would dramatically expand bicycle and pedestrian access by linking Hudson with adjacent communities. Due to this scope, multiple communities and regional planning agencies recommend and support the trail.

I have attached excerpts of local and regional planning documents supporting the effort. The attached plans include:

- Walk and Bike Hudson - 2026-2030 Plan (includes map)
- City of Hudson Comprehensive Plan - 2024
- City of Hudson Parks Master Plan – December 2020
- City of Hudson Veterans Trail Feasibility Study – 2025
- Akron Metropolitan Area Transportation Study (AMATS) Transportation Outlook 2045
- Akron Metropolitan Area Transportation Study (AMATS) 2024 Active Transportation Plan

Thank you for your consideration and please let me know if I can be of further assistance.

Sincerely,

Nick Sugar, AICP

nsugar@hudson.oh.us

330-342-1884

City Planner

REGIONAL PLANNING

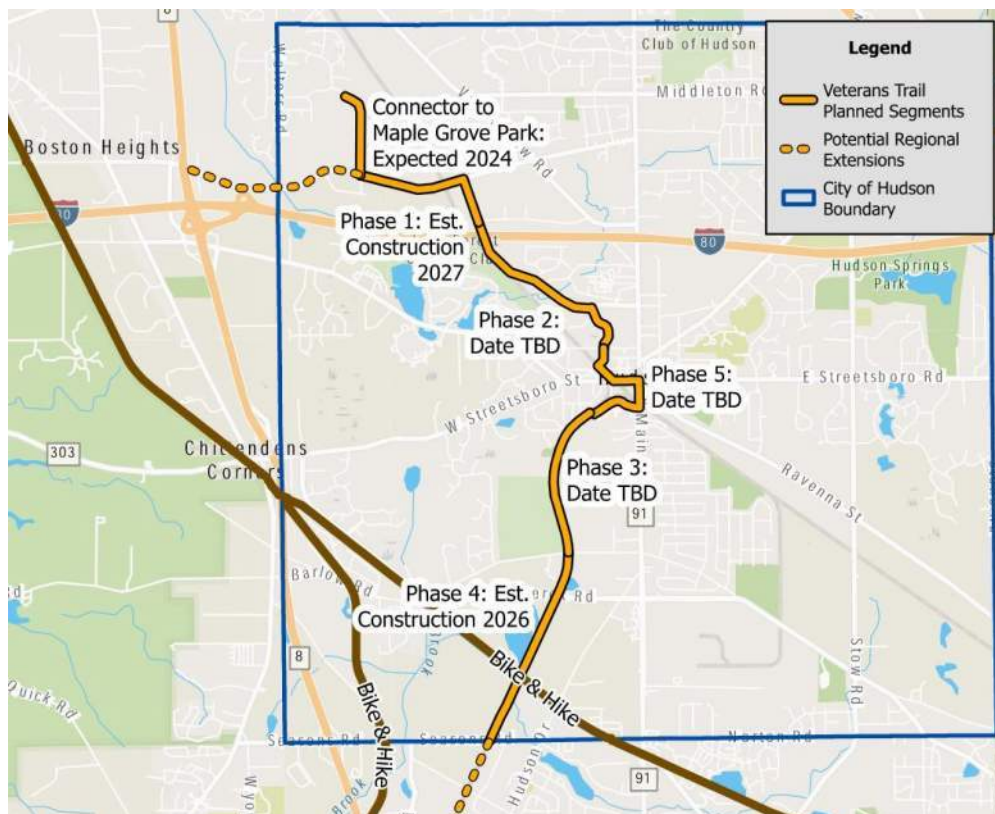
Veterans Trail & Regional Connections

The City of Hudson has long planned Veterans Trail, which was first documented in the Hudson Parks Master Plan of 2000. The trail is envisioned as a 10ft multipurpose asphalt path connecting the north and south sides of Hudson as well as linking the overall city to regional trail networks. The trail is anticipated to be developed in phases.

Community engagement during the 2024 Walk & Bike Plan process indicated a strong desire to see regional connections completed. Residents discussed opportunities to connect to regional destinations such as Cuyahoga Valley National Park (CVNP), the downtown Akron business district, City of Stow Silver Springs Park, and other locations. Veterans Trail could become the primary link connecting Hudson to a broader network of trails and amenities.

As of 2024, the City is in the process of acquiring a portion of the Norfolk Southern railroad track with the goal of completing a 'rails to trails' effort to advance Veterans Trail. Paved trails are to be constructed along the inactive rail corridors.

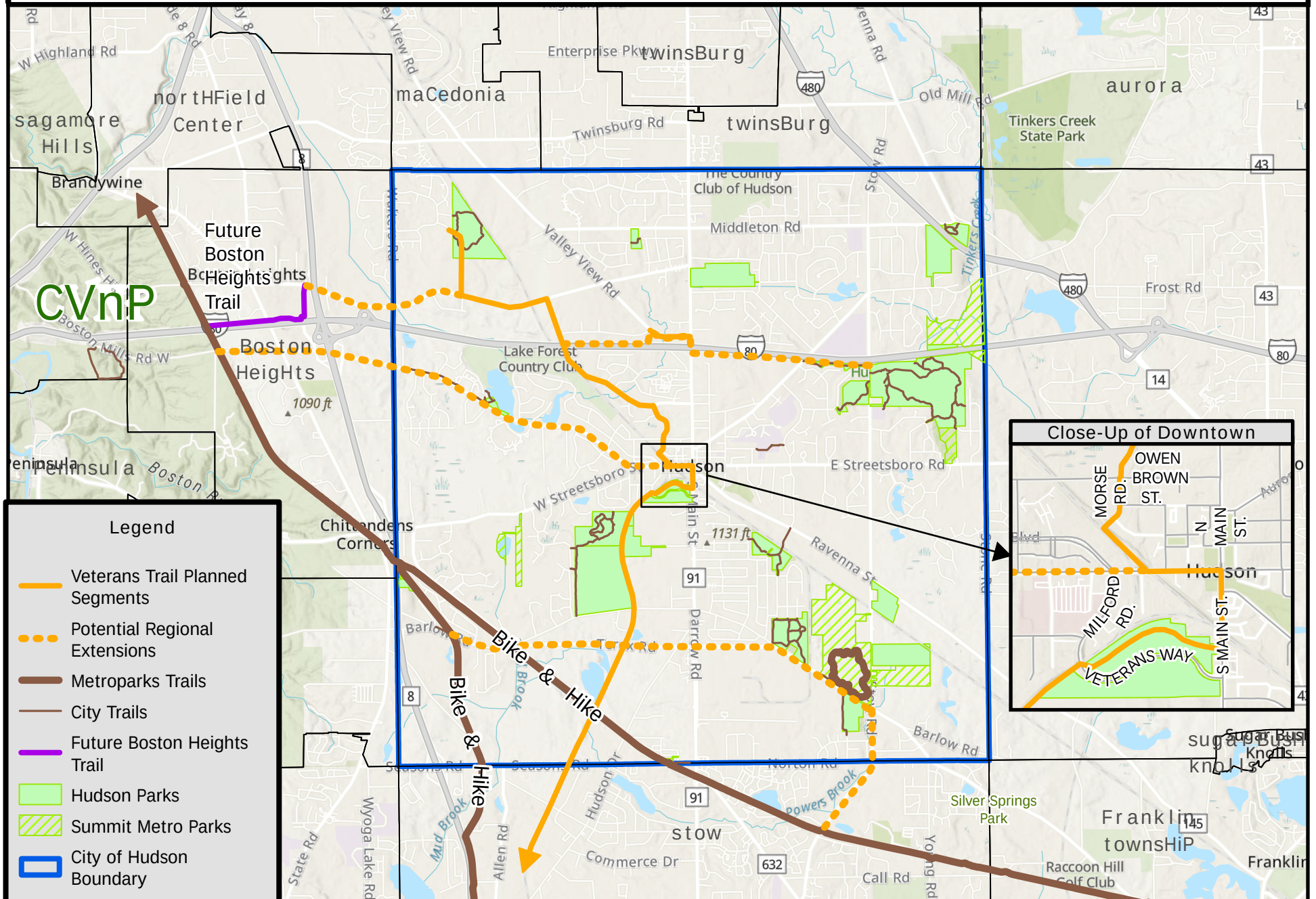
The following map shows the estimated construction timeline for phases of Veterans Trail where dates are known. Some phases have not yet been scheduled for design and construction. Construction timelines for the remainder of Veterans Trail are expected to be known in the next two to three years.



The map on the following page shows a broader potential outline for future regional connections based on completion of Veterans Trail.

Multi-Purpose Trail Connections

Veterans Trail and Regional Extensions



<i>Action Items</i>	<i>Time Frame</i>	<i>Potential Project Partners</i>	<i>Project Cost</i>
1.4.3 Develop and implement a downtown enhancement plan to encourage the engagement with public spaces, support public art, develop directional wayfinding, enhance and add year-round landscaping and other beautification measures, and honor the history of Hudson.	Short	Community Development - Planning, Hudson Heritage Association, Hudson Garden Club, Public Works - Public Properties, Fairmount Properties	\$\$
1.4.4 Increase safe paths to downtown through the planned Veterans Trail multipurpose path and ongoing pedestrian safety studies. Provide stronger connections to adjacent development including Evaporator Works.	Medium	Community Development - Planning, Engineering Department, Norfolk Southern Railway, Akron Metro RTA, Akron Metropolitan Area Transportation Study (AMATS)	\$\$\$
1.4.5 Improve awareness and advertising of community events, including those hosted by outside organizations.	Ongoing	Communications Department, HCTV, Community Development - Community Relations, Destination Hudson	\$
Objective 1.5: Continue to strengthen the local economy along major commercial corridors while protecting open space.			
1.5.1 Identify and progress a mix of uses, including residential, along the S.R. 91 and S.R. 303 corridors, where existing commercial centers exist.	Ongoing	Community Development - Planning & Economic Development, Planning Commission	\$
1.5.2 Prioritize development of existing industrial and commercial sites over new development.	Ongoing	Community Development - Planning & Economic Development, Team NEO, Jobs Ohio	\$
1.5.3 Work with adjacent communities along the Route 8 corridor to increase communication regarding development, infrastructure, and trails.	Ongoing	Community Development - Planning & Economic Development, Engineering Department	\$

Strategic Area 2: Respond to Changing Community Needs

The needs of the Hudson community have changed since the development of the first Parks Master Plan and will continue to change in the future. While there is broad support for maintaining and protecting existing park assets, strategic additions should be incorporated based on community input.

Goals:

- Provide highest rated community needs expressed in 2019 community survey and stakeholder interviews
- Provide an interconnected trail network that allows users to safely recreate and travel between parks, schools, and neighborhoods throughout the city
- Re-assess the needs of the community on a regular basis
- Fulfill outstanding goals from current planning efforts including the 2015 City Comprehensive Plan, 2017 Downtown Hudson Trail and Greenway Concept Plan, and 2018 Connectivity Plan Update
- Comprehensively update the Parks Master Plan at least every five years

Action Table for Respond to Changing Community Needs

Action	Timeframe	Notes
Veteran's Trail Phase 4 construction	Immediate	Project 9 on Five Year Capital Plan 2021–2025 (planned \$380,000 in 2021, ODNR grant for \$500,000)
W. Barlow Road sidewalk construction	Immediate	Project 3 on Five Year Capital Plan 2021–2025 (planned \$875,000 in 2021)
Boston Mills Road trail connection design	Immediate	Project 10 on Five Year Capital Plan 2021–2025 (planned \$175,000 in 2021)
Off-leash dog park construction	Short-term	Recommended location: Colony Park lacrosse field; secondary location: Oak Grove back ballfields
Tennis and pickleball facility design and construction	Short-term	Recommended location: Barlow Farm Park; secondary location: Oak Grove Park
Hudson Springs Park increase parking capacity	Short-term	Design and construction
Hudson Springs Park increase boat storage	Short-term	Increase number of boat racks

Action	Timeframe	Notes
Veteran's Trail Phase 3 construction	Short-term	Project 12 on Five Year Capital Plan 2021–2025 (planned \$1,000,000 in 2022)
Boston Mills Road trail connection construction	Short-term	Project 11 on Five Year Capital Plan 2021–2025 (planned \$900,000 in 2022)
Valley View & Hunting Hollow connectivity project construction	Short-term	Project 16 on Five Year Capital Plan 2021–2025 (planned \$580,000 in 2023)
Golf Course purchase golf simulators for clubhouse	Short-term	
Parks Master Plan project status and priorities update	Short-term and yearly	To be completed by Park Board in coordination with Public Works Department once a year
Improve safety of pedestrian access to parks	Mid-term	In partnership with the Traffic Safety Committee. Priority areas include entrances to Hudson Springs Park and Oak Grove Park.
Barlow Farm Park install playground swings	Mid-term	Location between existing playground and storage building
E. Barlow Road connector path project construction	Mid-term	Project 17 on Five Year Capital Plan 2021–2025 (planned \$750,000 in 2023, does not include Norfolk Southern costs)
Oak Grove Park development of underused central parking lot area	Mid-term	Options may include restoration to natural meadow/conservation area or save for potential future development need such as community recreation center or sports fields
Prospect Street turnpike pedestrian bridge design	Mid-term	Project 18 on Five Year Capital Plan 2021–2025 (planned \$40,000 in 2023)
Administer community survey on park and trail usage and needs	Mid-term, Long-term	Every five years — 2024, 2029
Parks Master Plan comprehensive update	Mid-term, Long-term	Every five years — 2025, 2030
Revisit whether additional park land acquisitions are necessary at every Parks Master Plan five year update	Mid-term, Long-term	Every five years — 2025, 2030
Connect parks and create opportunities for longer recreation routes through city-wide connectivity initiatives	Long-term	Integrate parks as crucial elements of city-wide Connectivity Plan

Table 17: Respond to Changing Community Needs

and develop a set of solutions to address them. In 2014, the Akron Public Schools completed its first District-Wide Travel Plan. Akron's plan became one of the first districtwide STPs for a large school district in Ohio and one of the first nationwide. It was created through a team-based approach in cooperation with ODOT, Akron Public Schools, City of Akron, AMATS and The University of Akron. Prioritizing pedestrian safety and improvements near schools provides an opportunity to work closely with schools, communities, and local government to create a healthy lifestyle for children—and a safer and cleaner environment for everyone.

Traffic Calming

AMATS supports communities considering ways to make their streets safer for pedestrians/bicyclists. Traffic calming measures should be considered in areas that experience high volumes of pedestrian and bicycle traffic. Traffic calming is a concept that reduces the speed and volume of vehicular traffic through an area to make neighborhoods safer, more pleasant, and more livable. This can be achieved either by physical means such as reducing the number of lanes; textured pavements and bump-outs, also known as “curb extensions,” that extend an intersection corner; or psychological means such as adding street trees, on-street parking and the narrowing of lanes to slow drivers down. Over decades of use, these measures have been proven to reduce accidents, collisions, noise, vibration, pollution, and crime. Traffic calming is most often found in downtowns or urban centers due to their high levels of pedestrian activity. They may also be implemented in less dense planning areas.

Road Diets

A road diet is a technique that can be used to achieve traffic calming and improve safety. Road diets occur when numbers of lanes or lane widths are reduced to promote a slower vehicle speed and accommodate other uses such as bike lanes, bus lanes, parking, pedestrian refuge islands, or more sidewalk space. In 2015, AMATS compiled the Road Diet Analysis, which identified 60 candidates for road diets across the Greater Akron area. The analysis is a useful planning resource that defines the road diet concept, identifies potential road diet locations, and serves as a guide to member communities to consider the design and application of road diets in certain locations.

Projects

AMATS recommends \$35 million dollars of bicycle and pedestrian improvements in the Greater Akron area between now and 2045.

The Long-Term Bicycle and Pedestrian Recommendations tables and maps on the following pages contain many recommendations for promoting bicycle and pedestrian transportation in the region. Project costs are shown in current dollars for the entire project. Appendix B (page 88) shows costs inflated to year of expenditure and federal share, totaling \$35 million in federal investment. All projects are financially constrained and conform to air quality requirements.

Table 7.2-1 | Long-Term Bicycle Recommendations

BICYCLE RECOMMENDATIONS					
ID	Community	Location	Facility	Mileage	Current Cost
1	Akron	Rubber City Heritage Trail - West (from Exchange St to Towpath Trail)	Shared-Use Path	3.92	\$ 3,920,000.00
2	Akron	Rubber City Heritage Trail - East (from Seiberling St to Spartan Trail)	Shared-Use Path	4.09	\$ 4,090,000.00
3	Akron / Cuyahoga Falls / Silver Lake / Stow	Veterans Trail / Akron Secondary (from Freedom Trail to Graham Rd)	Shared-Use Path	7.14	\$ 7,140,000
4	Aurora	Aurora Trail Connection (from Sunny Lake to RECOMMENDED Headwaters Trail)	Shared-Use Path	1.02	\$ 1,020,000.00
5	Aurora	Aurora Trail Connection (from Treat Rd Quarry to RECOMMENDED Headwaters Trail)	Shared-Use Path	0.75	\$ 750,000.00
6	Aurora / Mantua Twp	Headwaters Trail (from Mantua Center Rd to Cuyahoga County Line)	Shared-Use Path	7.93	\$ 7,930,000.00
7	Barberton	3 Creeks - Silver Creek Trail (from Magic Mile to Lake Dorothy)	Shared-Use Path	2.49	\$ 2,490,000
8	Barberton	Magic Mile (from Lake Anna to Robinson Ave)	Shared-Use Path	0.63	\$ 630,000
9	Barberton / Copley / Norton	3 Creeks - Pigeon Creek / Wolf Creek / Wadsworth Trail (from Hopocan Ave to I-77)	Shared-Use Path	7.37	\$ 7,370,000
10	Chippewa Twp / Clinton	Heartland Trail (from Heartland Trail - Marshallville Terminus to Towpath Trail)	Shared-Use Path	6.54	\$ 6,540,000
11	Green	Greensburg Trail (from Greensburg Rd to Shriver / Steese Split)	Shared-Use Path	0.79	\$ 790,000
12	Green	Greensburg Trail Extension (from Shriver / Steese Split to Shriver Rd)	Shared-Use Path	0.26	\$ 260,000
13	Green	Greensburg Trail Extension (from Shriver / Steese Split to Steese Rd)	Shared-Use Path	0.51	\$ 510,000
14	Green	Koons Bike Trail (from Koons Rd to Roydean Dr)	Shared-Use Path	0.69	\$ 690,000
15	Green	Roydean Trail (from Roydean Dr to Greensburg Rd)	Shared-Use Path	0.18	\$ 180,000

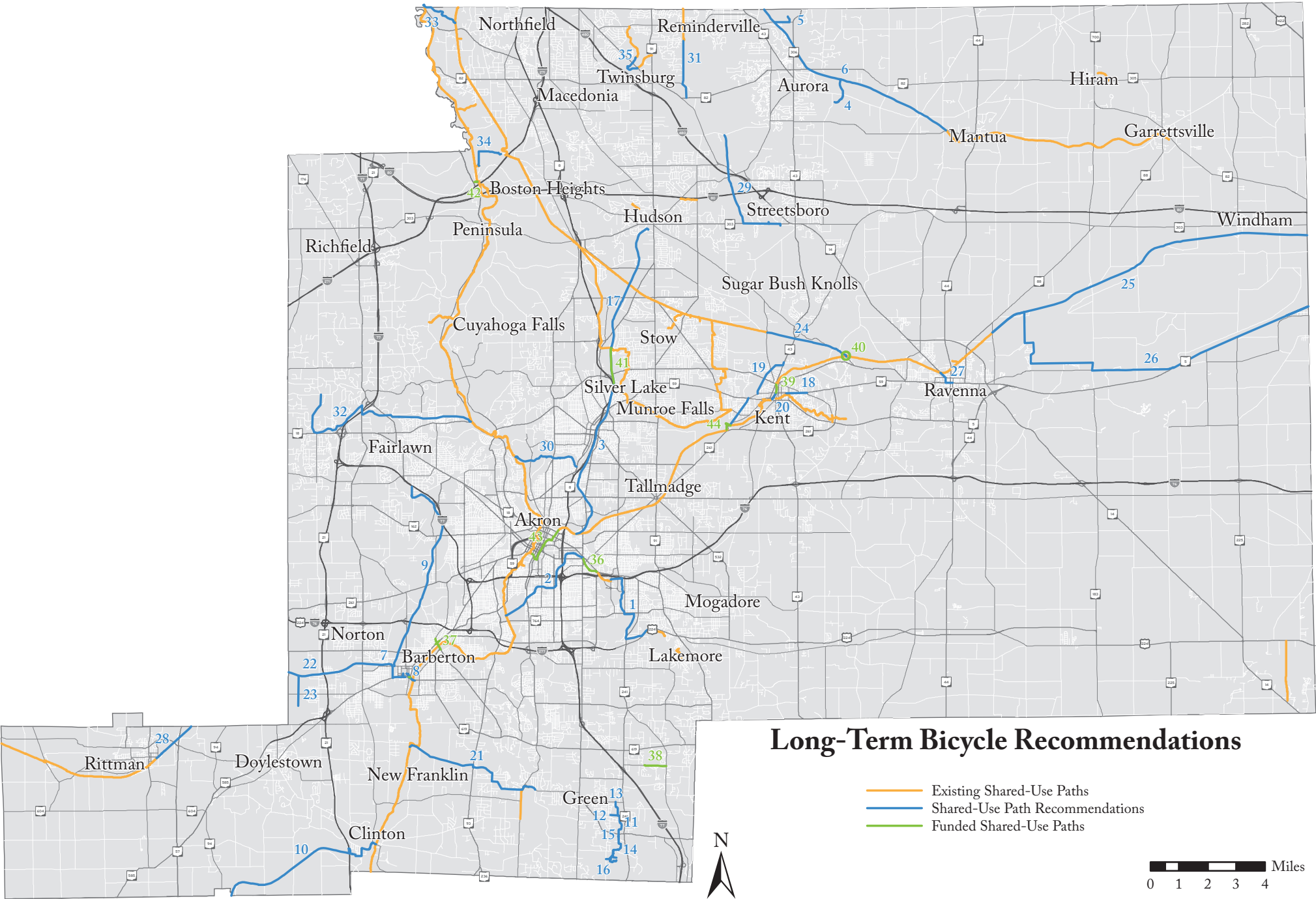
Table 7.2-1 | Long-Term Bicycle Recommendations

BICYCLE RECOMMENDATIONS (Continued)					
ID	Community	Location	Facility	Mileage	Current Cost
16	Green	Willadale Trail (from Thursby Rd / Southgate Park to Koons Rd)	Shared-Use Path	1.07	\$ 1,070,000
17	Hudson / Stow	Veterans Trail / Akron Secondary (from Springdale Rd to Veterans Park)	Shared-Use Path	4.60	\$ 4,600,000
18	Kent	East Main St Sidepath (from Willow St to Horning Rd)	Shared-Use Path	0.72	\$ 720,000
19	Kent	Freedom Trail Extension (from Middlebury Rd to SR 43)	Shared-Use Path	2.73	\$ 2,730,000
20	Kent	The Portage Trail - Mill Run Segment (from The Portage at Tannery Park to The Portage at Brady's Leap)	Shared-Use Path	0.26	\$ 260,000
21	New Franklin	Portage Lakes Trail (from Towpath Trail to Metro-Sandyville Local RR)	Shared-Use Path	5.31	\$ 5,310,000
22	Norton	Medina Line Trail (from Medina Line Rd to Lake Dorothy)	Shared-Use Path	2.13	\$ 2,130,000
23	Norton	Norton Trail (from Silver Creek to RECOMMENDED Medina Line Trail)	Shared-Use Path	1.06	\$ 1,060,000
24	Portage Park District	Franklin Connector (from Hudson Rd to Cuyahoga River)	Shared-Use Path	2.95	\$ 2,950,000
25	Portage Park District	The Portage Trail East - N of the Arsenal (from Peck Rd to Trumbull County Line)	Shared-Use Path	11.88	\$ 11,880,000
26	Portage Park District	The Portage Trail East - S of the Arsenal (from Peck Rd to Trumbull County Line)	Shared-Use Path	14.82	\$ 14,820,000
27	Ravenna	Hike & Bike Downtown Connection (from Prospect St to The Portage Hike & Bike Trail)	Shared-Use Path	0.68	\$ 680,000
28	Rittman / Chippewa Twp	County Line Trail - North Extension (from County Line Trail terminus to Medina County Line)	Shared-Use Path	1.64	\$ 1,640,000
29	Streetsboro	Streetsboro Trail Connection (from Tinkers Creek/Old Mill Rd to Clare Wilcox Park)	Shared-Use Path	4.58	\$ 4,580,000
30	Summit Metroparks	Highbridge Trail (from Towpath Trail to Front St)	Shared-Use Path	2.65	\$ 8,350,000
31	Summit Metroparks	Liberty Trail (from SR 82 to Cuyahoga County Line)	Shared-Use Path	2.75	\$ 2,650,000
32	Summit Metroparks	Ohio-to-Erie Trail (from Wayne County Line to Towpath Trail)	Shared-Use Path	7.20	\$ 5,796,000
33	Summit Metroparks	Sagamore Connector Trail (Towpath Trail to Bike & Hike Trail near Valley View)	Shared-Use Path	1.50	\$ 2,700,000
34	Summit Metroparks	Stanford Trail (from Towpath Trail to Bike & Hike Trail)	Shared-Use Path	1.68	\$ 1,352,400
35	Twinsburg	Park Loop Trail (from Center Valley Bikeway to Center Valley Bikeway)	Shared-Use Path	0.92	\$ 920,000

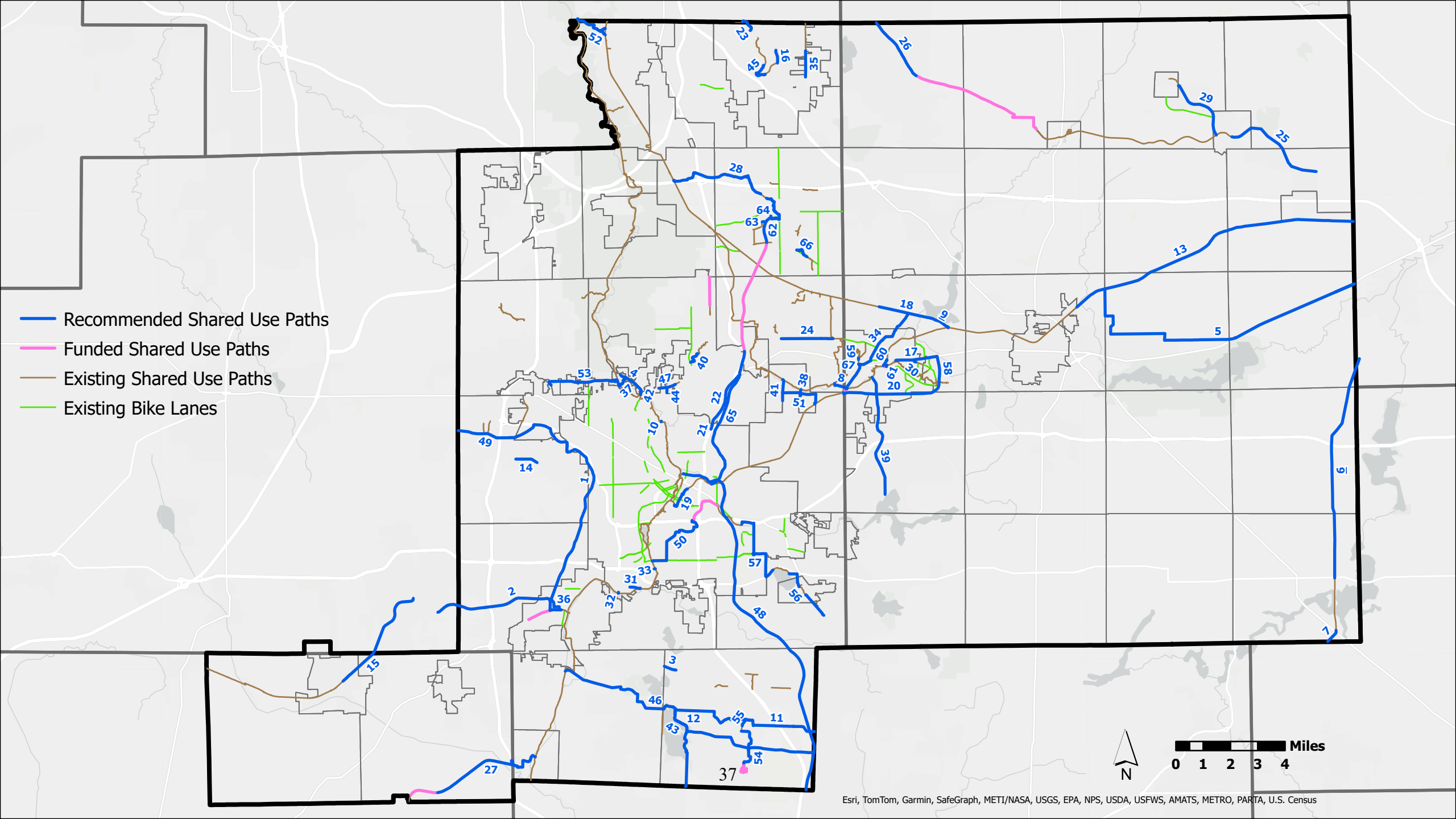
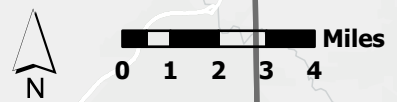
Bicycle Total Cost \$ 120,508,400

FUNDED BICYCLE RECOMMENDATIONS CURRENTLY IN FY 2021-2024 TIP					
ID	Community	Location	Facility	Mileage	Current Cost
36	Akron	Rubber City Heritage Trail (from 3rd Ave to Exchange St)	Shared-Use Path	0.73	\$ 1,593,650
37	Barberton	Wooster Rd / State St / Robinson Ave (from 4th St / 2nd St to 2nd St / Robinson Ave)	Shared-Use Path	0.66	\$ 4,446,220
38	Green	Raber Rd (from Troon Dr to Mayfair Rd)	Shared-Use Path	0.76	\$ 1,372,710
39	Kent	The Portage Trail - Brady's Leap Connection (from W Main St to West of Fairchild Ave)	Shared-Use Path	0.30	\$ 1,434,044
40	Portage Park District	The Portage Trail - Ravenna Rd Bridge (over Norfolk Southern RR)	Shared-Use Path	0.88	\$ 1,683,099
41	Stow	Stow - Silver Lake - Cuyahoga Falls Bike Connector (from SR 8 Pedestrian Bridge to Springdale Rd)	Shared-Use Path	1.30	\$ 1,017,600
42	Summit County Engineer	CVNP Pedestrian Bridge & Trail (from Boston Mills Trailhead to Riverview Rd)	Shared-Use Path	0.11	\$ 975,709
43	Summit Metroparks	Freedom Trail - Phase 4 (from Mill St to Rosa Parks Blvd)	Shared-Use Path	1.71	\$ 4,277,377
44	Summit Metroparks	Freedom Trail - Phase 5 (from Freedom Trail - Middlebury Rd Trailhead to The Portage Trail - Middlebury Rd Terminus)	Shared-Use Path	0.48	\$ 2,700,330

Funded Total Cost \$ 19,500,739



- Recommended Shared Use Paths
- Funded Shared Use Paths
- Existing Shared Use Paths
- Existing Bike Lanes



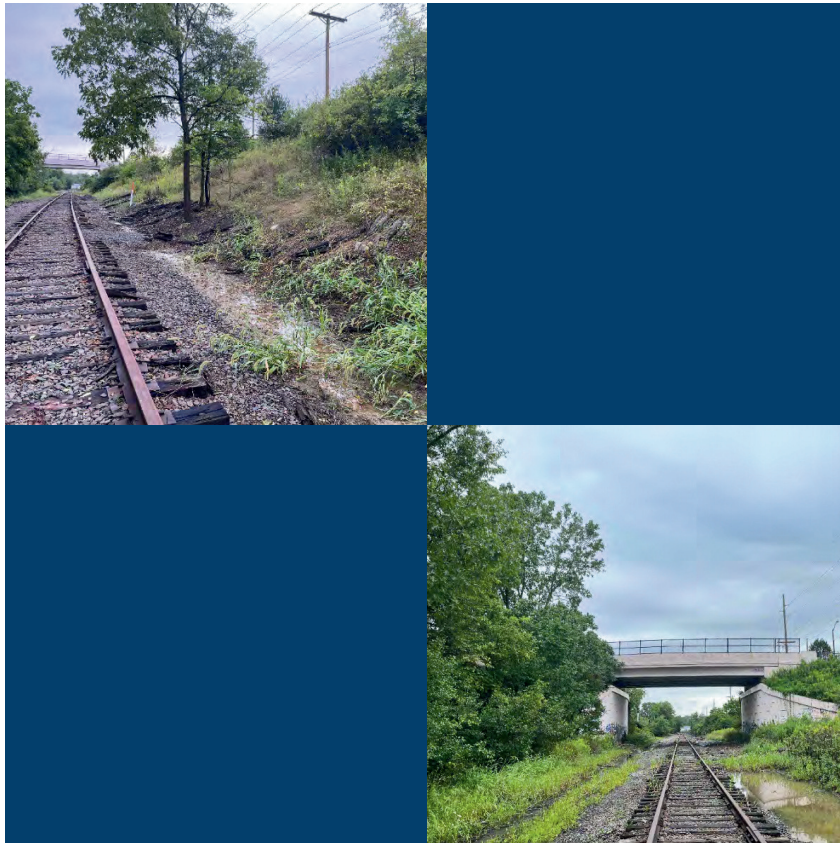
Map #	Name	From	To	Length	County	Community
40	Mud Brook - Mill Pond (Phase II)	E Bath Rd	State Rd	0.66	SUM	Cuyahoga Falls
41	Munroe Falls Metro Park Connector	Tallmadge Meadows Area Metro Park	Bike & Hike Trail	0.85	SUM	Munroe Falls
42	N Portage Path Existing Sidewalk	Towpath Trail	Portage Trail Extension	0.11	SUM	Akron
43	Nimisila Bikeway West	Nimisila Bikeway W	Caston Rd	0.92	SUM	Green
44	Northampton Rd Shared Use Path	Cascade Valley Metro Park - Schumacher	Portage Trail Extension West Shared Use Path	0.22	SUM	Akron
45	Park Loop Trail	Center Valley Bikeway	Center Valley Parkway	0.92	SUM	Twinsburg
46	Portage Lakes Trail	Towpath Trail	Railroad Corridor Trail	11.77	SUM	New Franklin, Green
47	Portage Trail Extension West Shared Use Path	780 Portage Trl Ext W	440 Portage Trl Ext W	0.68	SUM	Akron, Cuyahoga Falls
48	Railroad Corridor Trail	Northside Connector	Green South City Limits	15.46	SUM	Green, Springfield Twp., Akron
49	Ridgewood Rd Trail	Medina Line Rd	S Cleveland Massillon Rd	2.31	SUM	Copley Twp.
50	Rubber City Heritage Trail (Phases 4-8)	Brown / Johnston	Towpath Trail	3.32	SUM	Akron
50	Rubber City Heritage Trail (Phase 9)	Seiberling St	Massillon Rd	0.56	SUM	Akron
51	S River Rd Trail	S Main St	Freedom Trail	1.75	SUM	Munroe Falls
52	Sagamore Hills Bike & Hike Connector	Towpath Trail	Bike & Hike Trail	1.73	SUM, CUY	Sagamore Hills Twp., Valley View
53	Sourek Corridor Trail	Ghent Rd METRO RTA Park & Ride	Towpath Trail	3.32	SUM	Bath, Akron, Cuyahoga Falls
54	Southgate Connector Trail	Koons Rd	Willadale Trail Split	1.66	SUM	Green
54	Southgate Connector Trail	Willadale Trail Split (from Greensburg)	Shriver Rd	0.26	SUM	Green
55	Southgate Trail	PLCC North Driveway	Central Park	0.37	SUM	Green
56	Spartan Trail East	Spartan Trail (East End)	Kenny Ray Jr Memorial Pkwy	0.85	SUM	Lakemore, Springfield Twp.
56	Spartan Trail East	Sanitarium Rd	Canton Rd	1.10	SUM	Springfield Twp.
57	Spartan Trail West	Massillon Rd / Englewood Ave	Spartan Trail (West End)	3.13	SUM	Springfield Twp., Akron
58	SR 261 Trail	Esplanade	E Main St (SR 59) Bikeway	1.02	POR	Kent, Franklin Twp.
59	Stonewater Connection	Stonewater Dr Shared Use Path (South End)	Stonewater Dr Shared Use Path (North End)	0.07	POR	Kent
60	The Portage	Stow St	W Main St	0.29	POR	Kent
61	The Portage Bike & Hike Connection	Summit St / Franklin St	The Portage Bike & Hike	0.07	POR	Kent
62	Veterans Trail North	Barlow Rd Shared Use Path	Darrow Rd (SR 91)	1.50	SUM	Hudson
63	Veterans Trail North Connector A	Veterans Trail (West side of Cascade Park)	Veterans Trail North	0.15	SUM	Stow, Hudson
64	Veterans Trail North Connector B	Veterans Trail (South of Veterans Way Bridge)	Veterans Way / Milford Dr	0.12	SUM	Hudson
65	Veterans Trail South	Freedom Trail	Springdale Rd	5.91	SUM	Akron, Cuyahoga Falls, Silver Lake, Stow
66	W Barlow Rd Shared Use Path	Barlow Farm Park	Wood Hollow Metropark	0.62	SUM	Hudson
67	W Main St Connection	Lake Rockwell Trail	Stonewater Dr Shared Use Path	0.05	POR	Kent



VETERANS TRAIL

FROM VETERANS WAY PARK TO BARLOW RD

FEASIBILITY STUDY



CONTENTS

PROJECT OVERVIEW.....	1-3
o Executive Summary.....	1
o Veterans Trail Phases Map.....	2
o Potential Regional Extensions Map.....	3
COMMUNITY SUPPORT.....	4-7
o Online Engagement.....	4
o Public Events.....	4
o Ward Focus Groups.....	5
o Regional Networking.....	6
o Comprehensive Plan.....	7
ANALYSIS.....	8-11
o Ownership.....	8
o Points of Interest (Neighborhood Context).....	9
o Environmental Considerations.....	10-11
BUDGET.....	12
NEXT STEPS.....	13

PROJECT OVERVIEW

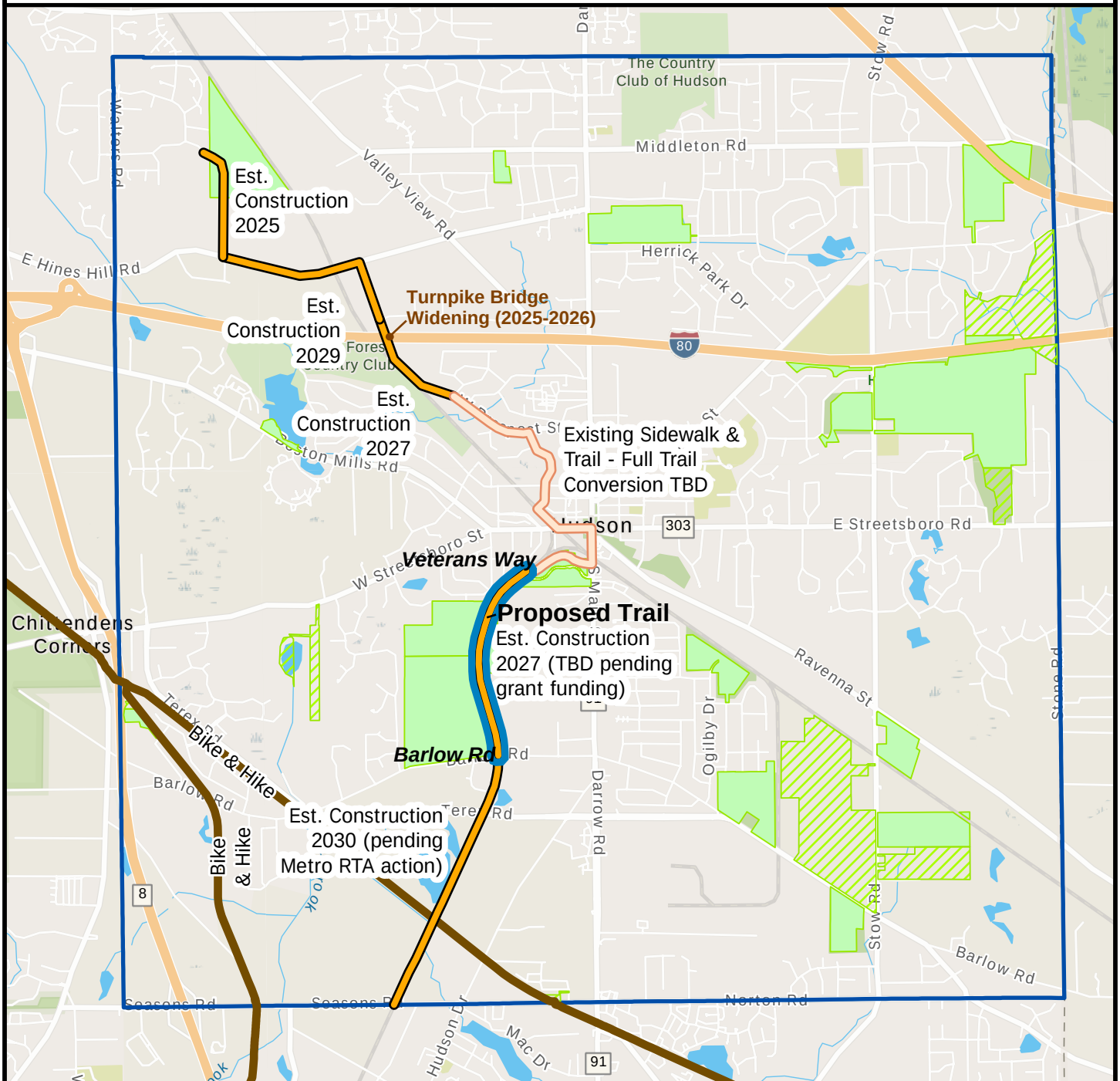
Executive Summary

The following feasibility report has been prepared for the purpose of seeking AMATS TASA grant funding for construction of a rail-to-trail conversion from Veterans Way Park to Barlow Road in Hudson, Ohio. The City of Hudson has long planned Veterans Trail, which was first documented in the Hudson Parks Master Plan of 2000. The trail is envisioned as a 10-foot wide multipurpose asphalt path connecting the north and south sides of Hudson, as well as linking the overall city to regional trail networks. Community engagement during the 2024 Walk & Bike Plan process indicated a strong desire to see regional connections completed. Residents discussed opportunities to connect to regional destinations such as Cuyahoga Valley National Park (CVNP), City of Stow Silver Springs Park, the downtown Akron business district, and other locations. Veterans Trail could become the primary link connecting Hudson residents to a broader network of trails and amenities, while also facilitating access across Hudson for residents and visitors of the greater Northeast Ohio region. The trail will be an important regional asset for access to city parks, access to the nearby national park, and access to the downtown amenities of multiple communities. Residents and visitors across the greater Akron region will benefit.

Veterans Trail is anticipated to be developed in phases. Two phases are currently budgeted and construction is anticipated in 2026-2027 (see map on next page). The City of Hudson is in the process of acquiring a portion of the Norfolk Southern railroad track with the goal of implementing a 'rail-to-trail' effort from Veterans Way Park to Barlow Road. This work would fully complete the segment originally planned as 'Phase 3' of Veterans Trail, and substantially advance the regional trail vision. It would connect the Bike & Hike Trail to the existing sidewalk network through downtown Hudson, providing direct off-street access to many retail and restaurant locations as well as public green spaces.

The total cost of completing the rail-to-trail conversion for Veterans Trail from Veterans Way Park to Barlow Road is estimated at approximately \$2,200,000. The City of Hudson is seeking AMATS TASA funding of \$1,000,000 toward construction of the trail.

Veterans Trail Phases



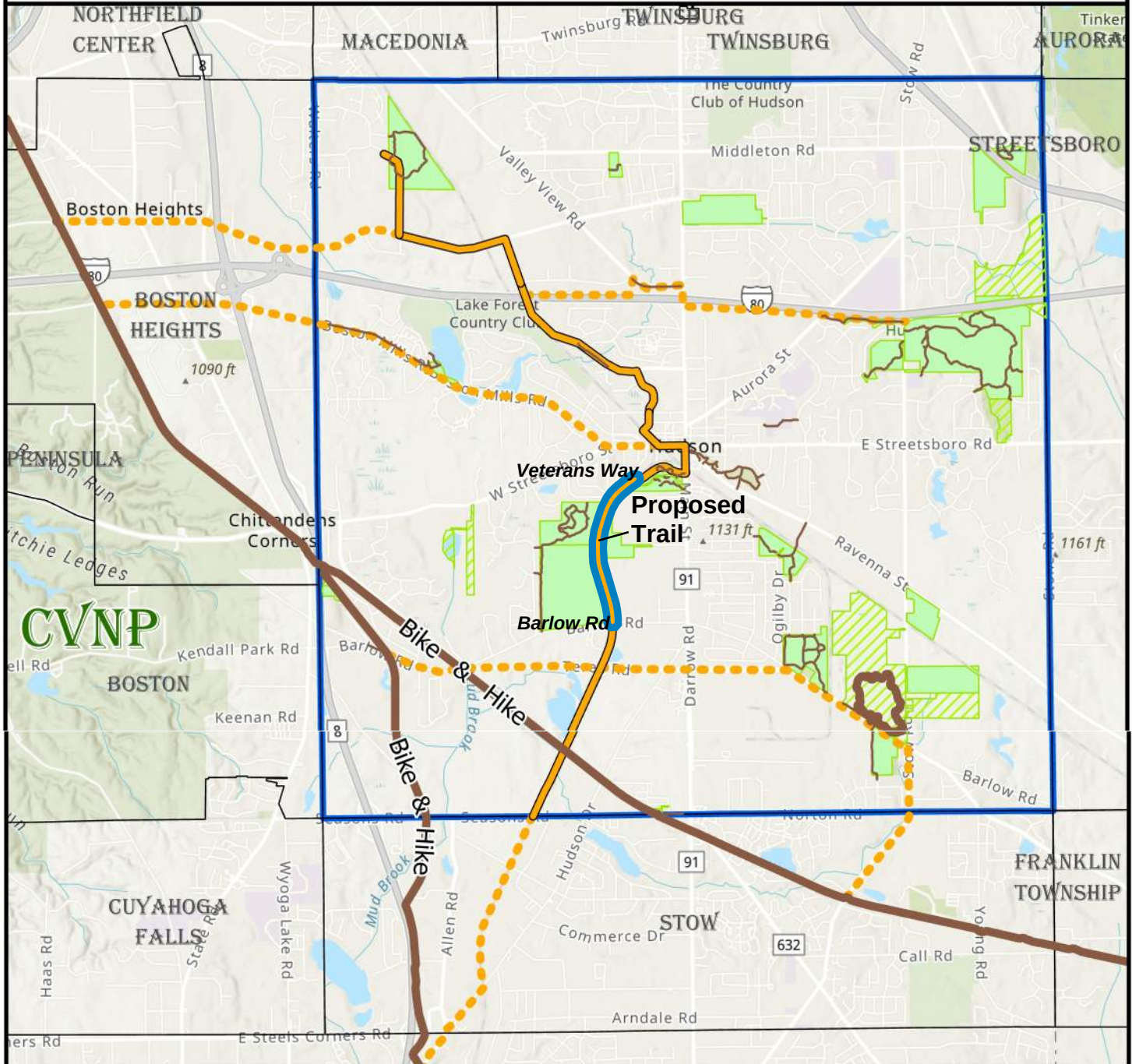
0 0.38 0.75 1.5 Miles



Legend

- | | |
|-------------------------|-----------------------------|
| City of Hudson Boundary | Veterans Trail |
| Hudson Parks | Existing Sidewalk and Trail |
| Summit Metro Parks | Planned Trail |

Potential Regional Extensions to Veterans Trail



0 0.5 1 2 Miles



Legend

- City of Hudson Boundary
- Veterans Trail Planned Segments
- Potential Regional Extensions
- Metroparks Trails
- City Trails
- Hudson Parks
- Summit Metro Parks

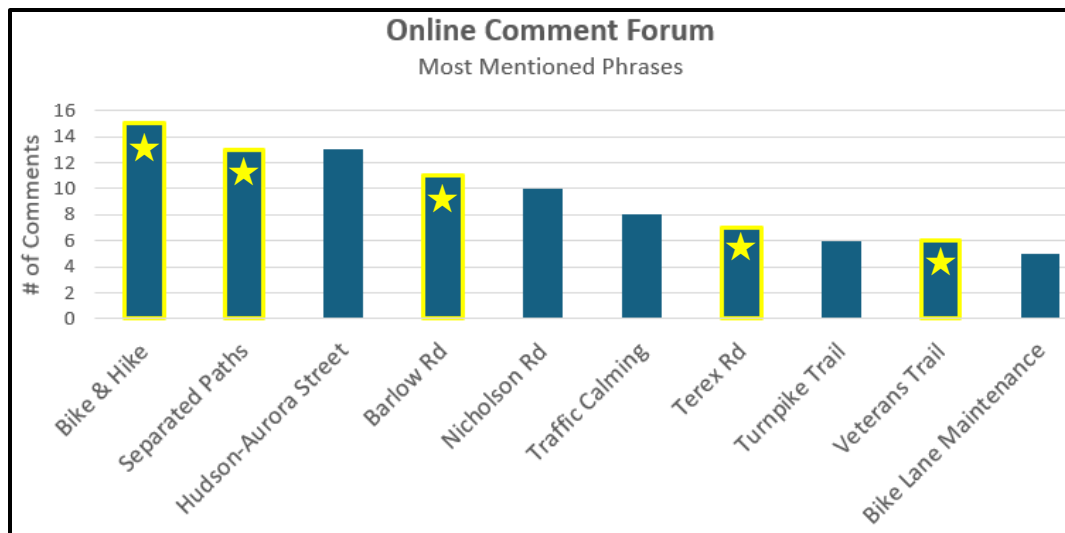
COMMUNITY SUPPORT

Online Engagement

Trail access was a key discussion topic of the City of Hudson's 2024 Walk and Bike Plan. An online commenting forum and interactive map were available on the Walk & Bike Plan project website for approximately two months, from March through May 2024, and resulted in the following engagement:

- Page Views: 1,100+
- Ideas & Comments Posted by Residents: 200+
- Pins Placed on the Map: 74

Of the top ten most mentioned phrases in the commenting forum, **at least half of the topics (highlighted bars below) were directly related to the overall Veterans Trail vision:**



As illustrated on the graph above, **the top two areas of support were providing more access to the existing Bike and Hike trail system and developing separated paths for bicycle and pedestrian traffic.**

Out of 70+ unique suggestions proposed by residents on the interactive Walk and Bike map, three of the top five most popular comments were related to Veterans Trail:

1. **Create safe connections to the Bike & Hike near the Barlow/Terex (west) intersection**
2. Address missing links/sidewalks & bike lanes that end abruptly
3. **Complete segments that have been scheduled but are yet to be complete**
4. **Add more multipurpose, paved trails**
5. Consider crosswalks on Terex, Barlow, & Stow

Public Events

A bike and brainstorm event was held on May 11, 2024 in partnership with Akron Metropolitan Area Transportation Study (AMATS) to discuss trails and other bicycle infrastructure in Hudson. The discussion was held in an open-house style at Hudson Library. Twenty (20) residents attended in addition to City staff, the mayor, and two Council representatives. **A key theme of this discussion was a desire to physically separate bike paths from vehicular traffic and pedestrians, and specifically, to implement wide multipurpose trails for bicycle and pedestrian use.**

City staff also held community workshops and hosted engagement tables at multiple farmers market events from 2022-2024 to discuss non-vehicular connectivity, among other topics. Residents repeatedly raised the topic of completing Veterans Trail.



Ward Focus Groups

Focus group discussions for the City's Walk & Bike Plan were held in April 2024 with residents in each of Hudson's four wards to discuss bicycle and pedestrian infrastructure. Focus groups included 5-10 residents selected by City Council to represent each ward with recommendations for the Walk and Bike Plan. The discussions offered detailed insight about residents' needs for trails and sidewalks. The greatest point of agreement across all four wards was:

- **Connect residents to regional trails and parks, especially Cuyahoga Valley National Park (CVNP) along the Bike & Hike**

Additionally, the following insights emerged regarding support for regional trail connectivity:

- Connections to regional parks and other destinations could promote tourism and economic strength; specific comments for connecting Hudson to CVNP and downtown Akron
- Bike connectivity can promote tourism including patronage at restaurants and lodging
- Connections to trails are a priority
- Complete Veterans Trail into Akron and connect to Silver Springs Park in Stow
- Would like to see connectivity to Akron – sidewalk should not drop off at Veterans Way
- Bringing people into Hudson on trails from CVNP is a huge benefit for businesses; connecting to Peninsula & CVNP would be big for shopping & dining tourism
- Think bigger picture, connect people to downtown Hudson and the national park
- Desire for a continuous path for all residents to get to downtown from southeast Hudson
- We have only considered connecting to parks in Hudson but should consider that there are other parks nearby that are worth connecting to
- Many residents can only get on Bike & Hike by first going into Silver Springs in Stow
- Residents on perimeters of the City may not need to access downtown on sidewalks (often drive due to the distance) but would like to be connected to parks

Regional Networking

Hudson staff completed outreach with several neighboring communities and regional entities in 2024, including Boston Heights, Kent, Twinsburg, Stow, Streetsboro, Summit Metro Parks, and Cuyahoga Valley National Park (CVNP) to learn more about trail projects that may impact Hudson. The purpose was to determine if any segments should be prioritized differently considering regional factors. Discussions helped determine areas where collaboration may help reduce barriers and maximize funding impact.

Summit Metro Parks and Cuyahoga Valley National Park (CVNP) both expressed support for expanding Hudson connections to the Bike & Hike. Completing the Hudson connections will help advance broader regional connectivity goals of these entities.

Comprehensive Plan

Hudson City Council recently adopted the 2024 Comprehensive Plan, which details a long-term vision and policy agenda for important issues in land use, housing, parks, infrastructure, transportation, and more. The plan was developed through a two-year public engagement process led by a 19-member resident steering committee.

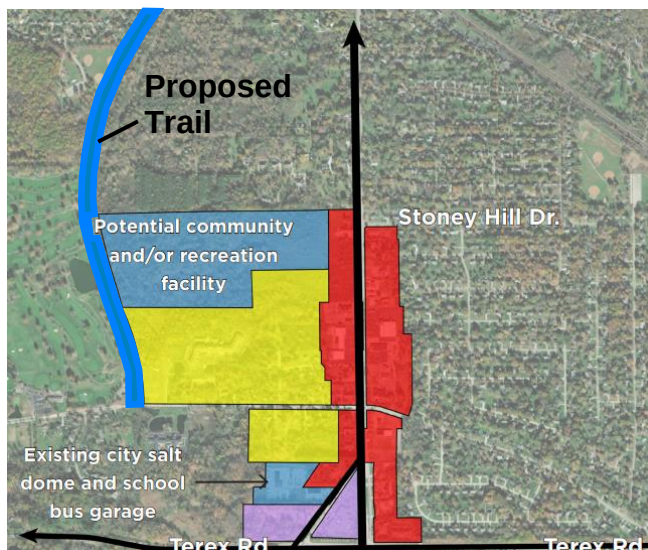
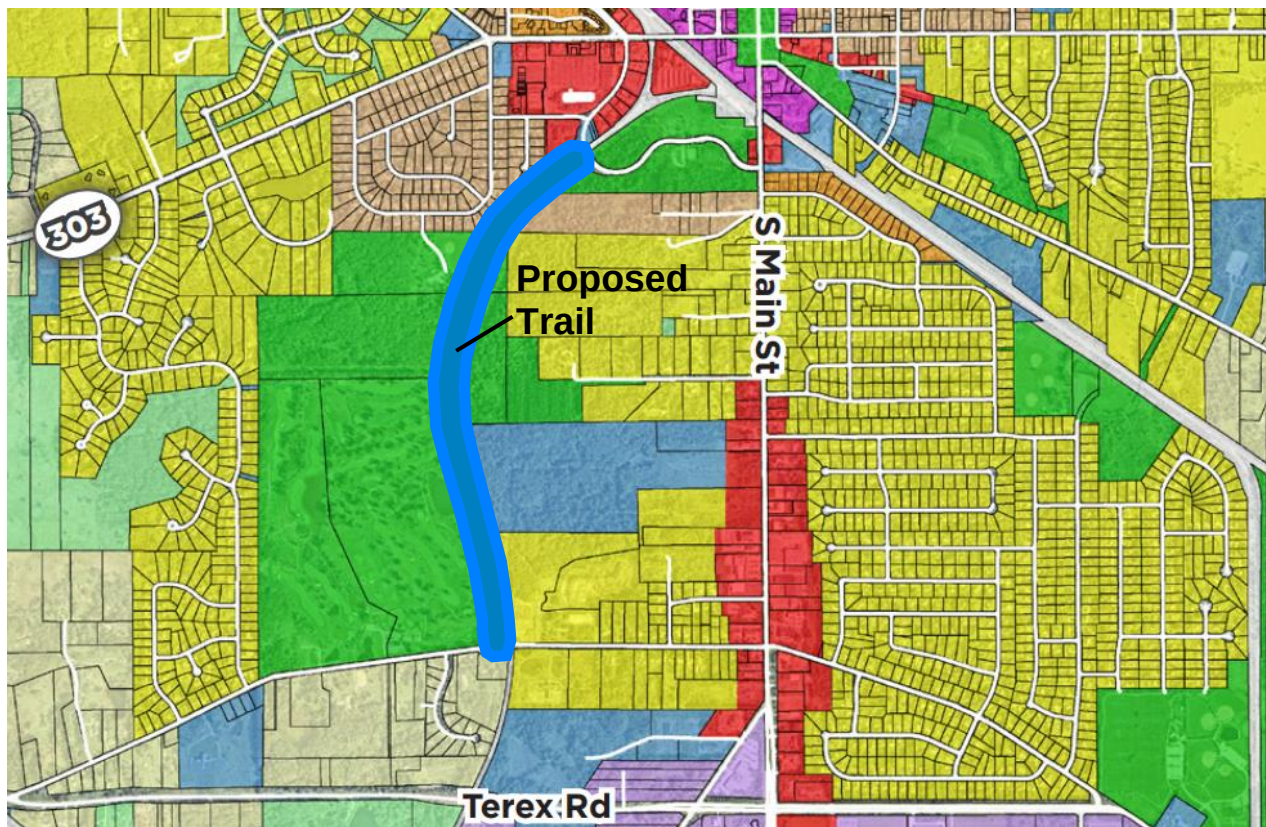
The **Implementation Chapter** of the Comprehensive Plan specifically directs the City to complete Veterans Trail:

Objective 3.3: Connect key corridors and destinations through non-motorized transportation in Hudson.			
<i>Action Items</i>	<i>Time Frame</i>	<i>Potential Project Partners</i>	<i>Project Cost</i>
3.3.1 Continue the city's Sidewalk and Trail Master Plan (connectivity).	Long	Community Development - Planning, Engineering Department, City Council	\$\$\$
3.3.2 Advance the Veterans Trail development to be a continuous off-road multipurpose path from the southern city boundary, through the downtown and linking to the Cuyahoga Valley National Park and Hike & Bike Trail along the Boston Mills Road and/or Hines Hill Road corridors.	Medium	Community Development - Planning, Engineering Department, City Council	\$\$\$

The **Future Land Use Map** within the Comprehensive Plan illustrates the community's desired land uses, which are generally the same as existing uses. The area surrounding Veterans Trail Phase 3 is to remain as parks and residential space, with a new recommendation for additional public/semi-public facilities along the east side of the proposed trail. The public space adjacent to the proposed trail location is identified as a potential location of a future community recreation center.

The below graphics are snippets of the Future Land Use Map that illustrate the community's intent for the land surrounding Phase 3 of Veterans Trail.

FUTURE LAND USE KEY		
 Rural Residential	 Commercial	 Office Park
 Suburban Residential	 Darrowville Commercial	 Public/Semi-Public
 Medium Density Residential	 Industrial	 Open Space
 Higher Density Residential	 Light Industrial Flex	 Parks
 Downtown		



As seen above and at left, the Comprehensive Plan calls for maintaining significant park space and adding community facilities directly along the proposed trail corridor.

ANALYSIS

Ownership

As of February 2025, the City of Hudson has engaged with Norfolk Southern on the abandonment process for the 1.1 mile portion of inactive Norfolk Southern railroad corridor from Veterans Way Park to Barlow Rd. Acquisition is anticipated in late 2025. The City will have development rights for the entire length of the proposed trail segment. The map below depicts the purchase limits (the southern limit is shown on the left and the northern limit is shown on the right).



The City of Hudson owns most of the land to the west of the corridor, which includes an active park and municipal golf course. A residential neighborhood abuts the northwest portion of the trail corridor and would be tied into the trail via existing sidewalk.

Most of the land to the east of the corridor is comprised of large-lot, private residential properties that are largely undeveloped, resulting in mostly wooded acreage along the trail. The City of Hudson owns 27 acres of undeveloped parkland on the east side, called McLaren Woods, which functions as a nature and wildlife preserve that regularly attracts nesting birds. The City is in

the process of purchasing an additional 35 acres of property adjacent to McLaren Woods, with ownership anticipated in 2025. See map on next page.

Points of Interest (Neighborhood Context)

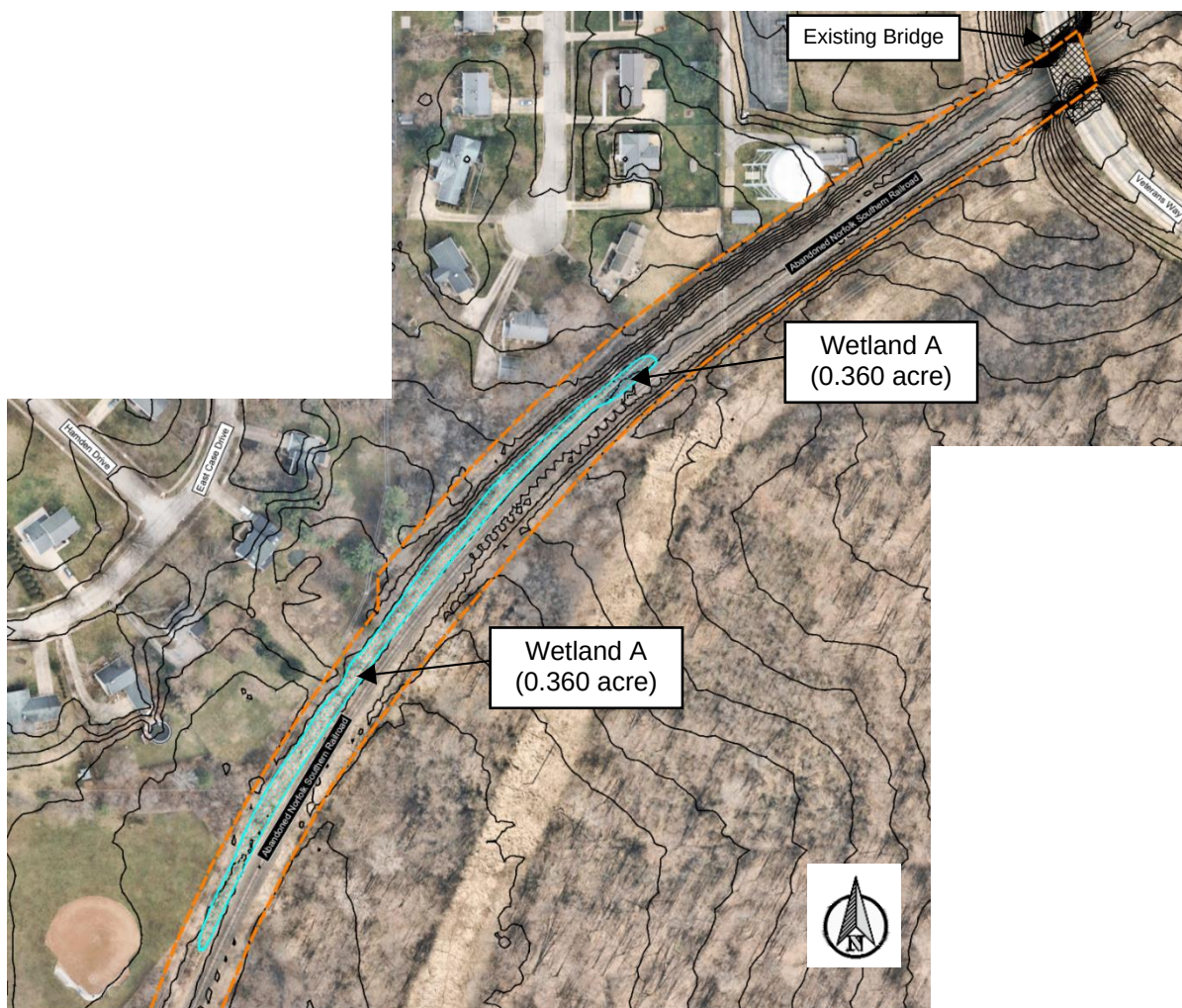
The below points of interest are adjacent to the proposed Veterans Trail segment or are directly connected to it via the existing sidewalk network. The trail would be a scenic route between city parks, preserves, and the municipal golf course. The route would directly increase trail access for adjacent residential neighborhoods and the retirement community on Barlow Rd. The route will ultimately benefit the greater Akron region with improved connectivity to Downtown Hudson and CVNP.



Environmental Considerations

The proposed trail site has been evaluated by city staff and environmental engineering consultants to identify potential concerns. **No substantial concerns have been identified regarding wetlands, slope, soil, historical/cultural impediments, or any other environmental factors.**

A **Water Resources Study** was conducted by a consultant, Davey Resource Group, in 2024. Of the approximate 11 acres of land within the proposed trail corridor, a total of 0.7 acres, or about 6% of the property, were identified as wetlands. The study identified nine (9) separate instances of wetland areas that were each about 1/10th of an acre or smaller; Wetland A, pictured in the image below, was the largest contiguous wetland area at 0.36 acres.



Source: Davey Resource Group

City staff has reviewed the Water Resources Study and determined that present wetlands would have no significant impact on trail development. This is further demonstrated by the fact that the site was sufficient for active rail use despite the surrounding wetlands. See appendix for all maps within the Water Resources Study. Staff has also determined that slope is not a concern, as the site already has flat grading due to natural topography and its former use as a railroad.

A **Phase 1 ESA Study** of the site was conducted by a consultant, TRC Environmental Corp, in 2024. The study identified only one Recognized Environmental Condition (REC) on the site, which was based on assumptions about railroad operations in general. The following excerpt from the study includes the entirety of the REC finding:

Finding No. 3 – Historic Railroad Operations

The subject property historically operated as a railroad since at least 1906. While releases related to the railroad operations were not listed in the EDR environmental database report, it is typically unusual for releases along railroads (outside of railyards) to be documented and reported. Additionally, the railroad operated prior to the inception of environmental regulations that now require releases to be reported. Although evidence of a release was not identified at the subject property, TRC cannot rule out the possibility of historic releases having occurred during the operational time frame of the railroad. The subject property also has numerous wooden ties present underneath the track which were most likely treated with creosote to withstand weathering longer. Since these wooden ties are mostly buried, they provide a direct entry way for creosote to impact surrounding environmental media. Therefore, the subject property operating as a railroad is considered a REC.

There were no significant soil or stability impacts identified. The study also indicated that there is no evidence of CRECS or HRECS. See appendix for the full Findings, Opinions, and Conclusions chapter (Chapter 7) of the Phase 1 ESA Study.

Current debris piles along portions of the rail line were identified as de minimis conditions. The image below captures the largest debris pile:



Source: TRC Environmental Corp.

See appendix for the full Photograph Log of the Phase 1 ESA Study, which includes photographs of all debris and other existing conditions throughout the length of the corridor.

BUDGET

Budget Prepared: 4-15-25

Construction					
REF	DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
Roadway					
201	Clearing and Grubbing, incl. trimming	LS	1.00	\$50,000.00	\$50,000.00
203	Embankment	CY	2,000.00	\$75.00	\$150,000.00
Spec.	Excavation of Unsuitable Materials	CY	75.00	\$350.00	\$26,250.00
209	Linear grading	LF	11,616.00	\$7.50	\$87,120.00
606	Bike Railing Per ODOT RM-5.2 (Estimate)	LF	600.00	\$50.00	\$30,000.00
606	2.5" Caliper Trees	EACH	15.00	\$550.00	\$8,250.00
	Roadway Subtotal				\$351,620.00
Erosion Control					
659	Topsoil, Seeding, and mulching	SY	13,000.00	\$7.50	\$97,500.00
832	SWPPP	EACH	1.00	\$10,000.00	\$10,000.00
832	Temporary Sediment and Erosion Control (Allowance)	EACH	25,000.00	\$1.00	\$25,000.00
	Erosion Control Subtotal				\$132,500.00
Drainage					
602	Concrete Masonry (Headwalls)	CY	50.00	\$1,000.00	\$50,000.00
611	6" Underdrain (Along low side of trail only)	LF	6,000.00	\$30.00	\$180,000.00
611	2-2 Catch Basin with Grate	EA	4.00	\$3,500.00	\$14,000.00
611	12" Conduit, PVC SDR 35	LF	100.00	\$150.00	\$15,000.00
611	48" Conduit, RCP Class IV	LF	90.00	\$450.00	\$40,500.00
	Drainage Subtotal				\$299,500.00
Pavement					
204	Subgrade Compaction	SY	7,750.00	\$3.00	\$23,250.00
301	Asphalt Base (4")	CY	720.00	\$250.00	\$180,000.00
304	Aggregate Base (6")	CY	1,300.00	\$80.00	\$104,000.00
407	Tack Coat (0.055 GAL/SY)	GAL	425.00	\$5.00	\$2,125.00
441	Asphalt Surface Course, Type 1 (1.5")	CY	270.00	\$275.00	\$74,250.00
861	Geogrid for Subgrade Stabilization	SY	5,000.00	\$5.00	\$25,000.00
	Pavement Subtotal				\$408,625.00
General					
614	Maintenance of Traffic	LS	1.00	\$20,000.00	\$20,000.00
623	Construction Layout Stakes and Surveying	LS	1.00	\$20,000.00	\$20,000.00
624	Mobilization	LS	1.00	\$50,000.00	\$50,000.00
Spec.	Video Existing Conditions	LS	1.00	\$1,500.00	\$1,500.00
	General Subtotal				\$91,500.00
	Construction (Roadway, Erosion, Drainage, Pavement, General)				\$1,283,745.00
	20% Budget Estimate Contingency				\$256,749.00
	5% Inflation /year to 2027 (10%)				\$128,374.50
	Construction Total				\$1,668,868.50
	10% Construction Contingency				\$166,886.85
	Grand Total Construction (rounded)				\$1,840,000.00

Design & Inspection					
	Design (15% of Construction Total)				\$250,330.28
	Environmental Permitting, Not Including Mitigation (1.5% of Construction Total)				\$25,033.03
	Geotech & Materials Testing (1.5% of Construction Total)				\$25,033.03
	Construction Inspection Support				\$50,000.00
	Grand Total Design & Inspection (rounded)				\$360,000.00

Total Costs		
	Construction	\$1,840,000.00
	Design & Inspection	\$360,000.00
	Grand Total Project Cost (rounded)	\$2,200,000.00

NEXT STEPS

Budget & Funding

The City of Hudson has already invested \$540,000 on land purchase for the rail-to-trail project. The City has also budgeted project construction funds including \$300,000 in 2027 and \$1,900,000 in 2028. The total City investment is over \$2.7 M, which is nearly a 300% match of the requested \$1 M in TASA grant funding. The following chart is taken from within the City of Hudson 5-Year Financial Plan and Budget, which was approved by City Council in 2024:

		2025	2026	2027	2028	2029	Unfunded	Total
	Other Connectivity							
1	Franklin Street from Aurora to School, Construction (Carryover from 2024)	\$90,000						\$90,000
2	Lake Forest Drive from Boston Mills to Essex Rd with Intersection Realignment (Construction) (Carryover from 2024)	\$550,000						\$550,000
3	Norfolk Southern Rails to Trails (Barlow Rd to Veterans Way) (Potential ODOT Project) (D. C) (2)	\$540,000		\$300,000	\$1,900,000			\$2,740,000
4	N. Main St (91) Sidewalk from Chapel to WRA Parking Lot (Construction)		\$315,000					\$315,000
5	Boston Mills Road from Stratford to Lake Forest Dr 2027 D, 2028 C			\$185,000	\$1,240,000			\$1,425,000
6	S. Main St (91) Sidewalk from Barlow to Terex					\$1,000,000		\$1,000,000
7	Hudson Drive Sidewalk from Terex to City Hall Drive					\$285,000		\$285,000
8	Turnpike Bridge Widening on Prospect St (D.C) (3)	\$1,920,577						\$1,920,577
9	10' Trail Along Prospect St (From Hunting Hollow to Steepleview, Design) (2)		\$150,000					\$150,000
10	10' Trail Along Prospect St (From Hunting Hollow to Steepleview, Construction) (2)			\$900,000				\$900,000
11	Terex Road Sidewalk from City Hall Drive to Storage Facility						\$450,000	\$450,000
	Total Other Connectivity	\$3,100,577	\$465,000	\$1,385,000	\$3,140,000	\$1,285,000	\$450,000	\$9,825,577

Finalization of Purchase and Sale Agreement

Hudson City Council has authorized the City Manager to acquire the 1.1 mile portion of inactive Norfolk Southern railroad corridor from Veterans Way Park to Barlow Rd. The purchase and sale agreement (PSA) was submitted on February 19, 2025. Once the PSA is fully executed, the Norfolk Southern Strategic Planning Department will file for the Surface Transportation Board (STB) Abandonment, which can take up to 120 days to be completed. During that time, the City can finalize any due diligence items such as title commitment. Closing will be scheduled within 30 days of Norfolk Southern receiving STB abandonment authority. Rail and ties cannot be removed until Norfolk Southern receives the abandonment authority, at which point the company has 180 days to salvage the rail and ties.

Anticipated Timeline

Date	Task Completed
Spring 2025	Purchase and Sale Agreement; Execution & Escrow Payment
Summer-Fall 2025	Surface Transportation Board (STB) Abandonment
Fall-Winter 2025	Norfolk Southern Material Salvaging
Spring 2026-Fall 2026	Additional Public Engagement/Awareness Campaign; Project Design
2027-2028 (TBD pending grant funding)	Trail Construction

ATTACHMENT 2

**CONSULTING AGENCY RESPONSES TO
ENVIRONMENTAL AND HISTORIC REPORT
(POST-CIRCULATION)**

From: NOS NGS JIRA <ngs.infocenter@noaa.gov>

Sent: Monday, September 15, 2025 12:51 PM

To: Harrison Hemminghaus <hhemminghaus@mullinslawgroup.net>

Subject: [JIRA] (IMOV-16763) AB-290 (Sub-No. 419X) Combined Environmental and Historic Report

You don't often get email from ngs.infocenter@noaa.gov. [Learn why this is important](#)

A comment is added on your issue:

Re: AB-290 (Sub-No. 419X) Combined Environmental and Historic Report

After reviewing the information and maps provided, there do no appear to be any benchmarks that will be impacted by the proposed abandonment.

MB2759, an elevated water tank near the norther-most part of the abandonment, is listed in our database, but should not be disturbed by this action.

If you have any questions or concerns, please feel free to reach out to me.

Timothy Salisbury

Physical Scientist,

NOAA National Geodetic Survey

N/NGS4 SSMC3 #8604

1315 East-West Hwy

Silver Spring MD 20910

Phone: [240 533 9620|tel:(240)%20533-9638]