

09-530-PR-FED

Memo

To: Docketing Division

From: George Martin, Grade Crossing Planner, Rail Division

Re: American Recovery and Reinvestment Act of 2009 (ARRA) Project- Chicago, Ft. Wayne & Eastern Railroad Corridor Project in the City of Delphos, Allen and Van Wert Counties

Date: June 25, 2009

The Ohio Rail Development Commission (ORDC) has encumbered funding provided by the American Recovery and Reinvestment Act of 2009 (ARRA) to install new mast mounted flashing lights and roadway gates at the following locations in the City of Delphos:

Allen County, S Pierce St, DOT# 532-743U

Allen County, S Franklin St, DOT# 532-744B

Allen County, SR 66/S Main St, DOT# 532-745H

Van Wert County, Bredeick St, DOT# 532-749K

Van Wert County, SR 697/Ohio St, DOT# 532-750E

Van Wert County, Clay St, DOT# 532-748D

Van Wert County, Jefferson St, DOT# 532-747W

These crossings were surveyed (attached) on April 21, 2009 and were found to warrant the upgrades.

This project is actual cost. ARRA reimbursable costs shall not exceed \$778,600. These costs will be supplemented by a 15% Chicago, Ft. Wayne & Eastern (CFER) contribution of \$116,789. Any costs above the combined ARRA and CFER funding will be paid from ORDC's safety funding, up to \$2,000,000. Due to the complexity of the project and the additional reporting requirements ARRA funding recipients are responsible for, CFER and ORDC jointly request that the Commission issue an 18 month order for this project. Staff concurs with this request, having been part of the diagnostic survey team.

Staff requests an Entry with the following language included:

ARRA FUNDED PROJECT

Funding for this contract has been provided through the ARRA, and is subject to the reporting and operational requirements of ARRA. Each contractor, including the railroad and both prime and subcontractors, are subject to audit by federal or state authorities. Failure to comply with

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2009 JUN 25 AM 10:25
PUCO

the terms herein may result in cancellation, termination or suspension of the contract, in whole or in part.

The Entry should direct CFER to submit site plans and cost estimates to the Commission and ORDC within 90 days, with the projects to be completed within 18 months. Upon approval of the plans and estimates by ORDC construction may commence. A suggested case coding and heading would be:

**PUCO Case No. 09- -RR-FED American Recovery and Reinvestment Act of 2009
(ARRA) Project-Chicago, Ft. Wayne & Eastern Railroad Corridor Project in the City of Delphos,
Allen and Van Wert Counties**

C:Legal Department

Please serve the following parties of record

Ms Susan Kirkland

Ohio Rail Development Commission

50 W Broad St, 15th Floor

Columbus, Oh 43215

Mr Brad Ovitt, Midwest Regional Vice President

RailAmerica Operations Support Group

3510 Indian Creek Road

Oxford, Oh 45056

Mr Biff Konrad

Chicago, Ft. Wayne & Eastern Railway

2856 Cypress Way

Cincinnati, Oh 45212

Mr Terry Frank

XoRail

7235 Bonneval Rd

Jacksonville, Fl 32256

Honorable Michael H Gallmeier, Mayor

608 N Canal St

Delphos, Oh 45833

**OHIO RAIL DEVELOPMENT COMMISSION
INTER-OFFICE COMMUNICATION**

RAIL DIVISION

2009 JUN 24 AM 9:33

RECEIVED
PUBLIC UTILITIES
COMMUNICATIONS
DIVISION

TO: Leah Thomas-Dalton, Chief, Rail Division, PUCO

FROM: Susan Kirkland, Manager, Safety Section, ORDC 

SUBJECT: American Recovery and Reinvestment Act of 2009 (ARRA) Project
Grade Crossing Warning Device Projects
Allen and Van Wert Counties, City of Delphos, CFER Corridor

DATE: June 16, 2009

The Ohio Rail Development Commission (ORDC) has identified the above mentioned rail corridor to have the grade crossings upgraded to flashing light signals and roadway gates through funding provided by the American Recovery and Reinvestment Act of 2009 (ARRA). Specifically, these crossings are:

ALL	S. Pierce St.	DOT # 532743U
ALL	S. Franklin St.	DOT # 532744B
ALL	SR66-11.60, S. Main St.	DOT # 532745H
VAN	Bredeick St.	DOT # 532749K
VAN	SR697-6.73	DOT # 532750E
VAN	Clay St.	DOT # 532748D
VAN	Jefferson St.	DOT # 532747W

In addition to the crossings listed above, it is anticipated that S. Canal Street, 532746P, shall be permanently closed. This closure is being progressed as a stand alone consolidation project. The ORDC anticipates consent legislation to be enacted by the City of Delphos the latter part of June, 2009. In exchange for the closure the community has requested surface reconstruction projects.

The ORDC has secured ARRA funding for the projects under the following terms and conditions:

This project shall be completed in compliance with Agreement No. 00037-C dated August 27, 2004, entered into by the State of Ohio and the Central Railroad Company of Indianapolis dba Chicago, Ft. Wayne & Eastern (CFER) to cover the general terms and conditions to be satisfied in the implementation of the State of Ohio Grade Crossing Warning Program, including but not limited to Title 1 of Chapter 23 of the United States Code.

The ARRA reimbursable costs shall not exceed \$778,600, which includes \$40,000 for Preliminary Engineering and \$738,600 for construction and related activities. These costs will be supplemented by a 15% CFER contribution (\$116,789). The combined ARRA funding and CFE contribution (\$895,389) shall be expended first. Any costs above and

beyond the combined ARRA funding and CFER contribution shall be reimbursed from the ORDC's Safety funding at 100% of costs incurred up to a total amount of \$2,000,000.

The ORDC conducted formal diagnostic reviews at locations on April 21, 2009; PUCO was represented at the reviews. Copies of the diagnostic review forms are attached to this memo. Please have copies of the review forms added to the PUCO formal docket and distribute copies of the forms to the CFER with the PUCO Order.

As part of the PUCO Order for the warning device improvements it is important that the following language be incorporated into the text. This language is critical to the ARRA reporting requirements for Federal reimbursement.

ARRA FUNDED PROJECT

Funding for this contract has been provided through the ARRA, and is subject to the reporting and operational requirements of ARRA. Each contractor, including the railroad and both prime and subcontractors, are subject to audit by federal or state authorities. Failure to comply with the terms herein may result in cancellation, termination or suspension of the contract, in whole or in part.

Due to the great complexity of the project and additional reporting requirements ARRA funding recipients are burdened with, CFER and ORDC jointly recommend that PUCO issue an 18 month Order to better allow for the proper progression of the project under both federal and state law.

For informational purposes, a copy of the letter agreement and additional ARRA terms is attached to this memo, along with Form FHWA-1589, the form railroads and contractors will be using to fulfill the additional ARRA reporting requirements. Tom Burns, Stimulus Coordinator for the ORDC will be the point of contact for any ARRA-related questions. His number is 614-644-0293, or he may be reached via email at Thomas.burns@dot.state.oh.us.

Lastly, as with all ORDC authorizations, this construction authorization is made with the stipulation and understanding that any field work needs prior approval before the work begins. This authorization is made with the stipulation and understanding that an approved estimate may contain entries for items or activities that may be cited and found to be ineligible for federal participation during the project audit.

Thank you for your assistance with these matters.

c: Mr. Brad Ovitt, Midwest Regional Vice President, RailAmerica
Clinton Martin, Director of Signals and Communications, RailAmerica
Ms. Heather L. McColeman, PE, ODOT Tiger Team
T. Darfus, Project Manager, ORDC (project files)
T. Burns, Stimulus Coordinator, ORDC

a: Eight (8) with original



Ohio Rail Development Commission

50 West Broad Street, Suite 1510, Columbus, Ohio 43215
614-644-0306 (telephone) • 614-728-4520 (fax) • www.dot.state.oh.us/ohiorail

May 8, 2009

Mr. Brad Ovitt, Midwest Regional Vice President
Rail America Operations Support Group, Inc.
3510 Indian Creek Road
Oxford, OH 45056

Re: VanWert and Allen Counties, City of Delphos
CF&E Safety Corridor

Dear Mr. Ovitt:

The Ohio Rail Development Commission (ORDC) has identified above mentioned rail corridor for the grade crossings to be upgraded to flashing light signals and roadway gates through funding provided in part by the American Recovery and Reinvestment Act of 2009 (ARRA). Specifically, these crossings are:

ALL	City of Delphos	S. Pierce St., DOT # 532743U
ALL	City of Delphos	S. Franklin St., DOT # 532744B
ALL	City of Delphos	SR66-11.60, S. Main St., DOT # 532745H
VAN	City of Delphos	Bredeick St., DOT # 532749K
VAN	City of Delphos	SR697-6.73, DOT # 532750E
VAN	City of Delphos	Clay St., DOT # 532748D
VAN	City of Delphos	Jefferson St., DOT # 532747W

In addition to the warning device improvements, the crossing at Jefferson St., DOT # 532747W, has poor ballast conditions and will require improvements to the grade crossing surface in order to remedy this situation and allow the warning devices to operate properly. Also, in addition to the above-named grade crossing improvements, another crossing in the corridor, at S. Canal St., DOT # 532746P, will be closed to vehicular and pedestrian traffic as a part of a separate but simultaneously progressing project.

ARRA FUNDED PROJECT

Funding for this contract has been provided through the ARRA, and is subject to the reporting and operational requirements of ARRA. Each contractor, including the railroad and both prime and subcontractors, are subject to audit by federal or state authorities. Failure to comply with the terms herein may result in cancellation, termination or suspension of the contract, in whole or in part.

The attachment to this Letter Agreement further explains the requirements of the ARRA that you as a Grantee must follow. In addition, the ARRA has strict timing requirements in order to keep funds available –

Building Markets, Linking Cities and Securing Ohio's Future

Mr. Brad Ovitt, Midwest Regional Vice President
May 8, 2009
Page 2

**YOU MUST RESPOND TO THIS LETTER WITHIN 7 DAYS OF
RECEIPT OR THE ARRA FUNDING WILL LAPSE.**

This project shall be completed in compliance with Agreement No. 00037-C dated August 27, 2004, entered into by the State of Ohio and the Central Railroad Company of Indianapolis dba Chicago, Ft. Wayne & Eastern (CF&E) to cover the general terms and conditions to be satisfied in the implementation of the State of Ohio Grade Crossing Warning Program, including but not limited to Title 1 of Chapter 23 of the United States Code.

The ARRA reimbursable costs shall not exceed \$778,600, which includes \$40,000 for Preliminary Engineering and \$738,600 for construction and related activities. These costs will be split at 85% ARRA funding and a 15% CFE contribution until the ARRA funding is exhausted. Any costs above and beyond the \$778,600 of ARRA funding shall be reimbursed from the ORDC's Safety funding at 100% of costs incurred up to a total amount of \$1,500,000.

Please indicate your acceptance of the terms and conditions of this letter of Agreement by signing and returning one (1) copy to Susan J. Kirkland, Manager, Safety Programs, ORDC.

Sincerely,



Matthew R. Dietrich
Executive Director

ACKNOWLEDGED AND ACCEPTED BY:

Chicago, Ft. Wayne & Eastern:

By J. B. Ovitt

Print Name JB Ovitt

Title Regional Vice President

Date May 15, 2009

Attachment to Letter Agreement

This Project is funded by the American Recovery and Reinvestment Act of 2009 ("ARRA"), and subject to the specific reporting and operational requirements of that law. Below are the requirements of that law, which must be complied with in order to receive reimbursement from ARRA funding.

Clause 1: Steel and Iron Products Made in the United States.

Furnish steel and iron products that are made in the United States according to the applicable provisions of Federal regulations stated in 23 CFR 635.410 and State of Ohio laws, and ORC 153.011 and 5525.21. "United States" means the United States of America and includes all territory, continental or insular, subject to the jurisdiction of the United States.

1. **Federal Requirements.** All steel or iron products incorporated permanently into the Work must be made of steel or iron produced in the United States and all subsequent manufacturing must be performed in the United States. Manufacturing is any process that modifies the chemical content; physical shape or size; or final finish of a product. Manufacturing begins with the initial melting and mixing, and continues through the bending and coating stages. If a domestic product is taken out of the United States for any process, it becomes a foreign source material.
2. **State Requirements.** All steel products used in the Work for load-bearing structural purposes must be made from steel produced in the United States. State requirements do not apply to iron.
3. **Applications.**
 - a. When the Work is Federally funded both the Federal and State requirements apply. This includes all portions of the Work, including portions that are not Federally funded.
4. **Exceptions.** The Director may grant specific written permission to use foreign steel or iron products in bridge construction and foreign iron products in any type of construction. The Director may grant such exceptions under either of the following conditions:
 - a. The cost of products to be used does not exceed 0.1 percent of the total Contract cost, or \$2,500, whichever is greater. The cost is the value of the product as delivered to the project.
 - b. The specified products are not produced in the United States in sufficient quantity or otherwise are not reasonably available to meet the requirements of the Contract Documents. The Director may require the Contractor to obtain letters from three different suppliers documenting the unavailability of a product from a domestic source, if the shortage is not previously established.
5. **Proof of Domestic Origin.** Furnish documentation to the Engineer showing the domestic origin of all steel and iron products covered by this section, before they are incorporated into the Work. Products without a traceable domestic origin will be treated as a non-domestic product.

Clause 2: Whistleblower Protections Under the American Recovery and Reinvestment Act of 2009

1. The Contractor shall post notice of employees rights and remedies for whistleblower protections provided under section 1553 of the American Recovery and Reinvestment Act of 2009 (Pub. L. 111-5).
2. The Contractor shall include the substance of this clause including this paragraph (b) in all subcontracts.

Clause 3: American Recovery and Reinvestment Act—Reporting Requirements

1. Reporting

The Railroad & Contractor shall complete form FHWA-1589 for each month from the date of the Notice to Proceed until completion of the Contract. The Railroad & Contractor shall be responsible for reporting their firm as well as every Subcontractors data for every tier of Subcontractor. Copies of form FHWA-1589 and instructions can be accessed via ODOT's website at the following web address:

<http://www.dot.state.oh.us/divisions/communications/pages/FederalStimulusProjects.aspx>

The Railroad & Contractor will report the direct, on-the-project jobs for their workforce and the workforce of their Subcontractors active during the reporting month. These job data include employees actively engaged in projects who work on the jobsite, in the project office, in the home office or telework from a home or other alternative office location. This also includes any engineering personnel, inspectors, sampling and testing technicians, and lab technicians performing work directly in support of the American Recovery and Reinvestment Act of 2009 (ARRA) funded project. This does not include material suppliers.

The Railroad & Contractor shall submit the completed form FHWA-1589 by the 10th of each month for the previous month's employment information to the Engineer AND submit the completed information online at the following address:

<http://www.dot.state.oh.us/divisions/communications/pages/FederalStimulusProjects.aspx>

The initial report shall be submitted to the Engineer within 30 days of execution. Subsequent reports shall be submitted to the Engineer no later than 10 days after each report month.

Clause 4: American Recovery and Reinvestment Act – Accessibility to Records and Project Sites

1. Accessibility to Records and Project Sites.

- a. Section 902 of ARRA requires that each contract awarded using ARRA funds must include a provision that provides the U.S. Comptroller General and his representatives with the authority to:
 - i. Examine any records of the Contractor or any of the Subcontractors, or any State or local agency administering such contract, that directly pertain to, and involve transactions relating to, the contract or subcontract; and
 - ii. Interview any officer or employee of the Contractor or any of the Subcontractors, or of any State or local government agency administering the contract, regarding such transactions.
- b. The Comptroller General and his representatives shall have the authority and rights as provided under Section 902 of the ARRA with respect to this contract, which is funded with funds made available under the ARRA. Section 902 further states that nothing in this section shall be interpreted to limit or restrict in any way any existing authority of the Comptroller General.
- c. Section 1515(a) of ARRA provides authority for any representatives of an Inspector general to examine any records or interview any employee or officers working on this contract. The Contractor is advised that representatives of the inspector general have the authority to examine any record and interview any employee or officer of the Contractor, its Subcontractors or other firms working on this contract. Section 1515(b) further provides that nothing in this section shall be interpreted to limit or restrict in any way any existing authority of an inspector general.
This section applies to any representatives of the Inspector General appointed under section 3 or 8G of the Inspector General Act of 1978 and other government officials duly authorized by state or federal law to examine contract records or perform interviews on ARRA funded contracts.
- d. Sections b. and c. above shall be included verbatim in all of the Contractor's agreements with its Subcontractors from whom the Contractor acquires goods or services in its execution of the ARRA funded Work.

Clause 5: Davis-Bacon Act

In accordance with the ARRA this PROJECT, including force account work performed by the railroads, requires the Contractor to use only the classifications and wage rates set forth in the United States Department of Labor (USDOL) wage decision found at the website noted below on payrolls submitted to the District Office. This dictates the minimum required wages that must be paid on this PROJECT.

The wage rates for this project were determined by the Secretary of Labor in accordance with Federal-Aid requirements. Contractors shall use only the classifications and wage rates set forth in the United States Department of Labor (USDOL) wage decision found at the website noted below on payrolls submitted to the District Office. Additionally, please note that the wage modification in effect at the time of the project sale date, shall be used by all contractors. This USDOL wage decision may be viewed, by accessing the United States Department of Labor (USDOL) website at:

<http://www.wdol.gov/dba.aspx#3>

This contract requires the payment of the total of the basic hourly rates plus the fringe benefits payments for each classification in accordance with the following regulations which by reference are made part of this contract:

1. The U.S. Department of Labor Regulations, Title 29, Subtitle A, Part 5, Sections 5.5, 5.31, and 5.32, most recent revision at contract execution.
2. Form FHWA-1273 (most recent revision at contract execution) Part IV. Payment of Predetermined Minimum Wage and Part V. Statements and Payrolls.

The failure to pay prevailing wages to all laborers and mechanics employed on this project, shall be considered a breach of contract. Such a failure may result in the termination of the contract and debarment.

The Contractor and all subcontractors shall pay all wages and fringe benefits by company check. All payroll records and canceled pay checks shall be maintained for at least three years after final acceptance as defined in section 109.12 of the Ohio Department of Transportation Construction and Materials Specifications. The Contractor's and all subcontractors payroll records and canceled pay checks shall be made available for inspection by the Department and the U.S. Department of Labor, upon request, anytime during the life of the contract, and for three years thereafter by the U.S. Department of Labor. Additionally, the Contractor and all subcontractors shall permit such representatives to interview any employees during working hours while the employee is on the job.

The wage and fringe rates determined for this project shall be posted by the Contractor in a prominent and accessible place on the project, field office, or equipment yard where they can be easily read by the workers. These notices will be provided.

The Contractor and all subcontractors shall submit to the District Construction Office, certified payrolls each week beginning three weeks after the start of work. These payrolls shall be on a Form WH-347 or equivalent and shall show the following:

1. Employee name, address, social security number, classification, and hours worked.
2. The basic hourly and overtime rate paid, total pay, and the manner in which fringe benefit payments have been irrevocably made.
3. The project number and pay week dates.
4. Original signature of a company officer on the certification statement.

Additionally, a copy of the "Apprentice Certification" obtained from the Ohio State Apprenticeship Council, must accompany all certified payrolls submitted for all apprentices working on this project.

Please be aware that it is ultimately the responsibility of the Contractor to ensure that all laws relating to prevailing wages in the USDOL Regulations, Title 29, parts 1 and 5, are strictly adhered to by all subcontractors on the project.

If the Contractor or any subcontractor fails to comply with any of the provisions contained in this proposal note, the Department may terminate the contract, debar the Contractor or Subcontractor and/or withhold or suspend pay estimates after written notice and a reasonable opportunity to comply has been provided.

Clause 6: DUNS Numbers

1. The ARRA requires that each recipient of ARRA funding be assigned a nine-digit Dun & Bradstreet identification number followed by the four-digit optional DUNS Plus number. This identification number is issued by Dun & Bradstreet and is in the format of "999999999.9999." This number is required in order to fulfill the reporting requirements listed in Clause 3 of this Addendum.

Clause 7: Remedies

1. Sanctions for Noncompliance: In the event of the Contractor's noncompliance with the Master Agreement, the above clauses, or any other document incorporated into this Agreement, the ORDC will impose such contract sanctions as it or FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.

Clause 8: Buy Ohio Provision

The Grantee shall use its best efforts to purchase goods from other companies doing business in the State of Ohio, for the purpose of performing work under this Agreement.



Diagnostic Review Team Survey

Date: 4-21-09

Location Data

Street or Road Name:

S Pierce St

Route/Road Number

(i.e. Twp., Co., SR or US)

(include SLM if State or US route)

AAR-DOT No.:

532743 U

County:

Allen

Township:

City:

(In or Near)

Delphos

Railroad Name:

Chicago Ft Wayne

Railroad Division:

Pittsburgh

Branch/Line Name:

Ft Wayne Line

Nearest RR

Timetable Station:

Delphos

RR Milepost:

274.37

On-Site Review Team

(Include: Name - Organization - Phone Number)

-
1. GEORGE MARTIN PUCO 614-752-9107
2. LESLIE SCHONDER R/A 904-538-6054
3. TERRY FRANK XORAIL 904-477-12596-1213
4. Don Clark RASC, RailAmerica 859-371-5530
5. GREG BERGARD Delphos 419/695-4010
6. Mel Galdor BUNGE 419-692-6010
7. Mike Gallmaier Delphos 419/695-4010
- 8.
- 9.

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs	☒ Yes	☐ No	2
'Stop' Signs	☐ Yes	☒ No	
'Stop Ahead' Signs	☐ Yes	☒ No	
Pavement Markings	☐ Yes	☒ No	
Crossbucks	☒ Yes	☐ No	2
Number of Tracks Signs	☐ Yes	☒ No	
Inventory Tags	☒ Yes	☐ No	
Interconnected Highway Traffic Signal	☐ Yes	☒ No	
Mast-Mounted Flashing Lights	☒ Yes	☐ No	2
Cantilever Flashing Lights	☐ Yes	☒ No	Number: Length:
Side Lights	☐ Yes	☒ No	
Automatic Gates	☒ Yes	☐ No	Number: 2 Length:
Bells	☒ Yes	☐ No	1
Sidewalk Gate Arms	☐ Yes	☒ No	
'No Turn' Signs	☐ Yes	☒ No	
Illumination	☒ Yes	☐ No	
Is crossing flagged by train crew?	☐ Yes	☒ No	
Other	☐ Yes	☐ No	

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years	None	
Hazard Ranking	377	Date Run: 4/15/09
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	2	
Night thru trains		
Daytime switching movements	3	
Nighttime switching movements		
Total number of tracks	1	
Number of main tracks	1	
Number of other tracks	0	
Maximum train speed		
Typical train speed	40	
Amtrak	0	
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) ☐ Yes ☒ No		
If multiple tracks, can two trains occupy crossing at the same time? ☐ Yes ☒ No N/A		
Can one train block the motorists' view of another train at crossing? ☐ Yes (Explain below) ☐ No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? ☐ Yes ☒ No		
If yes, Crossing DOT #(if different) _____		
If yes, distance _____ (take measurement between track centerlines at closest point along roadway)		
Roadway Data		
Local Highway Authority: City of Delphos		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	2471 (2007)	2471
Highway paved	☒ Yes ☐ No	☐ Yes ☐ No
Roadway Surface: ☐ Blacktop ☐ Gravel ☐ Concrete ☐ Other	Brick	
Roadway width: 31 ft.		
Number of highway lanes	2	2
Urban or Rural	Urban	Urban
Vehicle Speed: 25 MPH		
School Bus Operation: ☐ No ☒ Yes	15 Amount	
Hazardous Materials Trucks: ☒ No ☐ Yes	Amount	
Shoulders: ☐ No ☒ Yes		
Is the shoulder surfaced? ☐ No ☒ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No	If no, deficient approach(es) _____	
Quadrant _____ Curb and Gutter:	Quadrant _____ Curb and Gutter:	
☒ Functional (Curb height = 4" or more)	☒ Functional (Curb height = 4" or more)	
☐ Non-functional (Curb height = Less than 4")	☐ Non-functional (Curb height = Less than 4")	
☐ None	☐ None	

Pedestrians: ☐ No ☒ Yes

Is sidewalk present? ☐ No ☒ Yes

Is there a nearby intersection that could cause queuing over the crossing? ☒ No ☐ Yes

If yes,
Distance 362'

Is this intersection signalized? ☐ No ☒ Yes

Are the signals currently interconnected with the existing crossing warning devices? ☒ No ☐ Yes

Is it the consensus of the Diagnostic Review Team that this is a potential closure project? ☒ No ☐ Yes

Explain reasons:

Type of Development

- ☐ Open Space ☐ Institutional
☒ Industrial ☒ Commercial
☒ Residential

Location of nearby schools:

1 block

Utility Information

Is commercial power available? ☐ No ☒ Yes

Utility Provider (Company Name) AET

Phone Number _____

Nearest Available Power Source ① Crossing

What other utilities are present? Dominion Gas Line

Is there potential utility conflict(s) ☐ Yes ☒ No ☐ Unknown

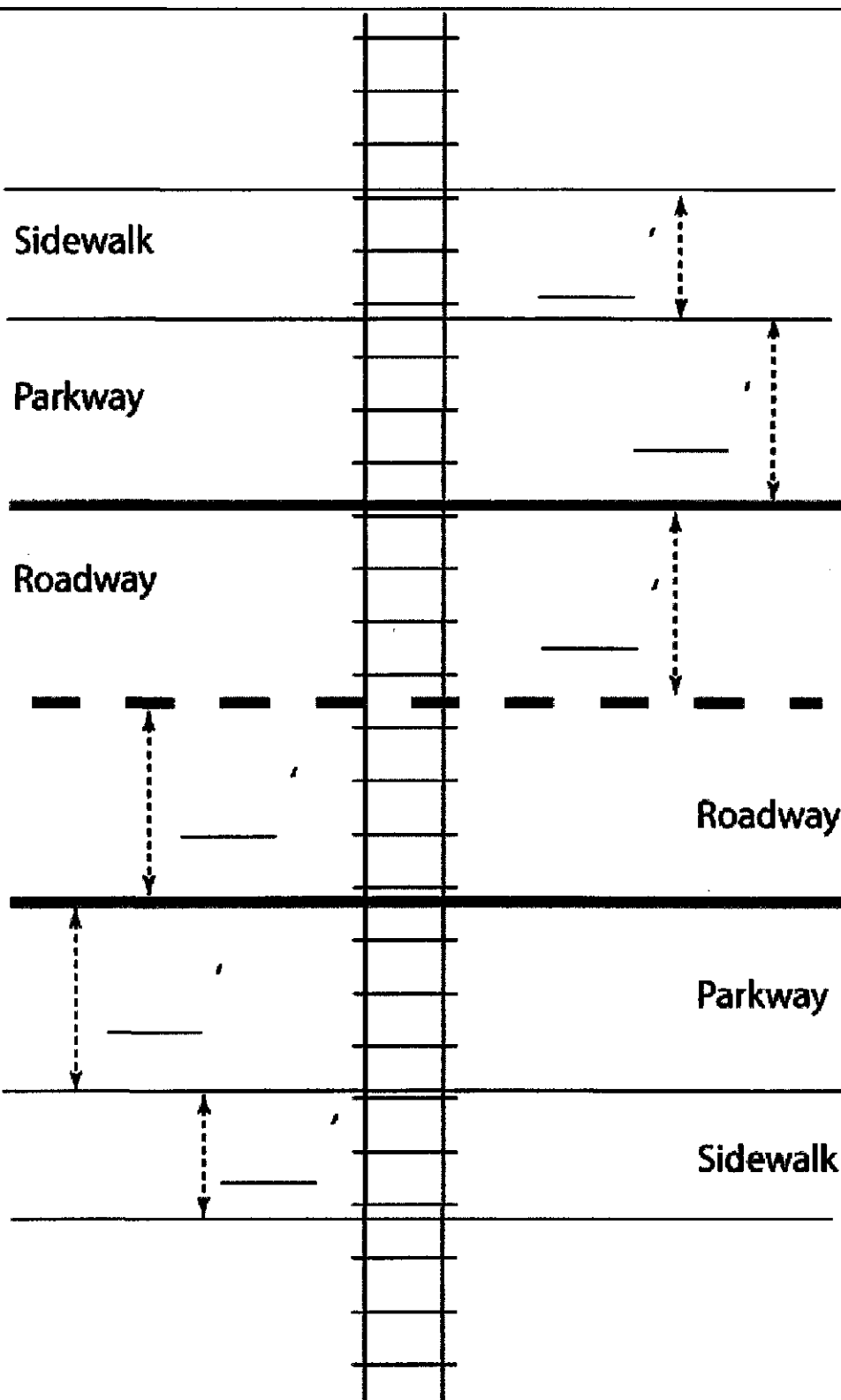
Diagnostic Team Recommendations

	Quadrants Needed
☒ Install/upgrade active devices	
☐ Automatic Flashing Lights (AFLS)	
☐ AFLS / Cants	
☒ AFLS / Gates	
☐ AFLS / Gates / Cants	
☐ Upgrade circuitry	
☐ Sidelights	
☐ Guardrail Needed	
☒ Install/Replace curb	
☐ Other (define)	

Comments:

- ☐ Install/upgrade traffic signal preemption
☐ No improvements needed
☐ Other (define)

Field Dimensions



Show North
Direction

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Measurements by: TSO

Field Sketch

See attached to p2

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Sketch by:

JGD

TABLE 1**Clearing Sight Distances**

Maximum Authorized Train Speed	Distance (dT) Along Railroad from Crossing (ft)
1 - 10	240
15	360
20	480
25	600
30	720
35	840
40	960
45	1080
50	1200
55	1320
60	1440
65	1560
70	1680
75	1800
80	1920
85	2040
90	2160

Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers and level single track 90 degree crossings; and may need to be adjusted for multiple tracks, skewed crossings or approaches on grades.

Clearing Sight Distance is to be measured in each vehicle travel direction at non-gated crossings as viewed from a point 25 feet from centerline of nearest track in the center of whichever travel lane is nearest the direction along track being measured.

Table 2**Stopping Sight Distances**

Highway Vehicle Speed	Distance (dH) Along Roadway from Crossing (ft)
0	n/a
5	50
10	70
15	105
20	135
25	180
30	225
35	280
40	340
45	410
50	490
55	570
60	660
65	760
70	865

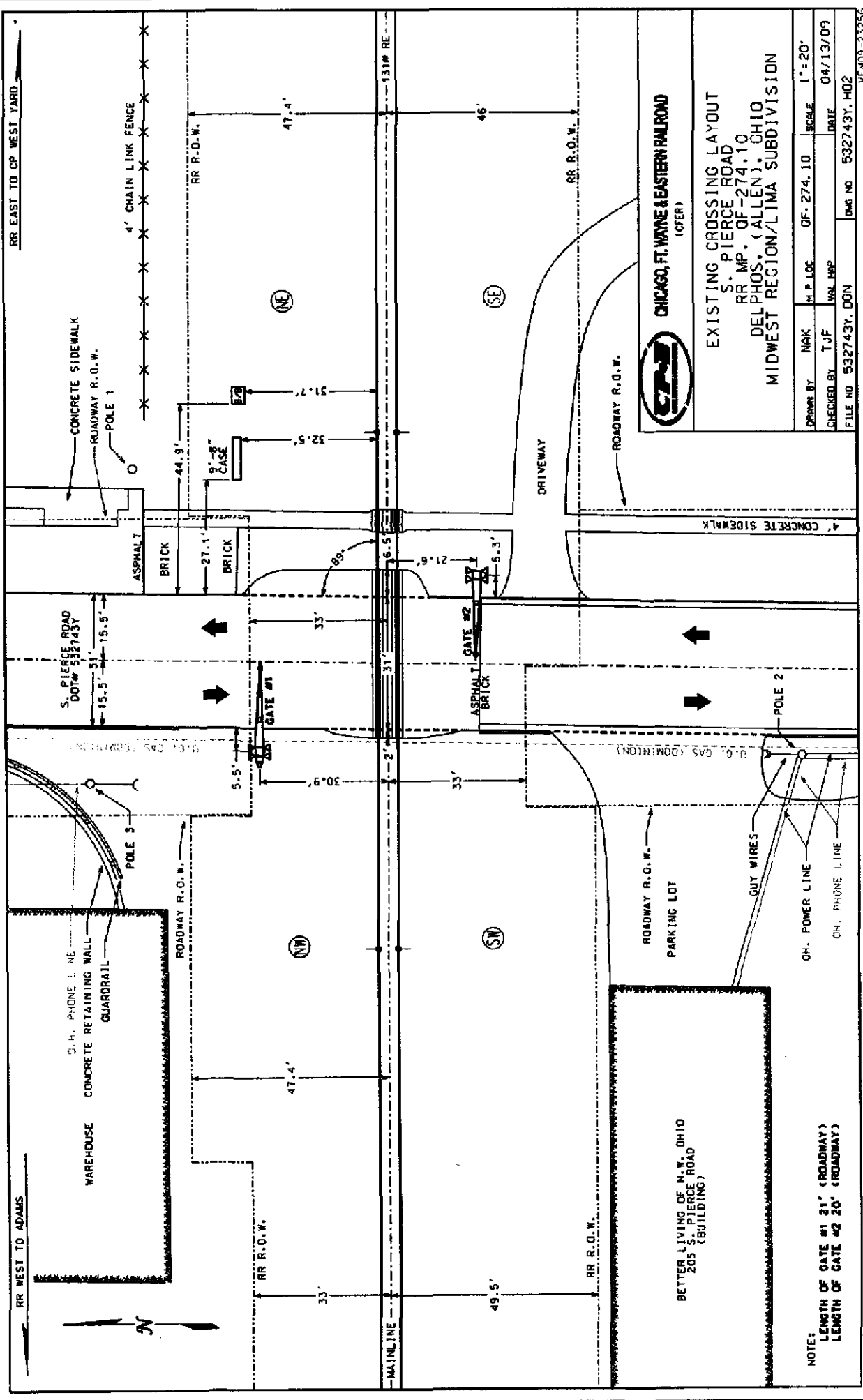
Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

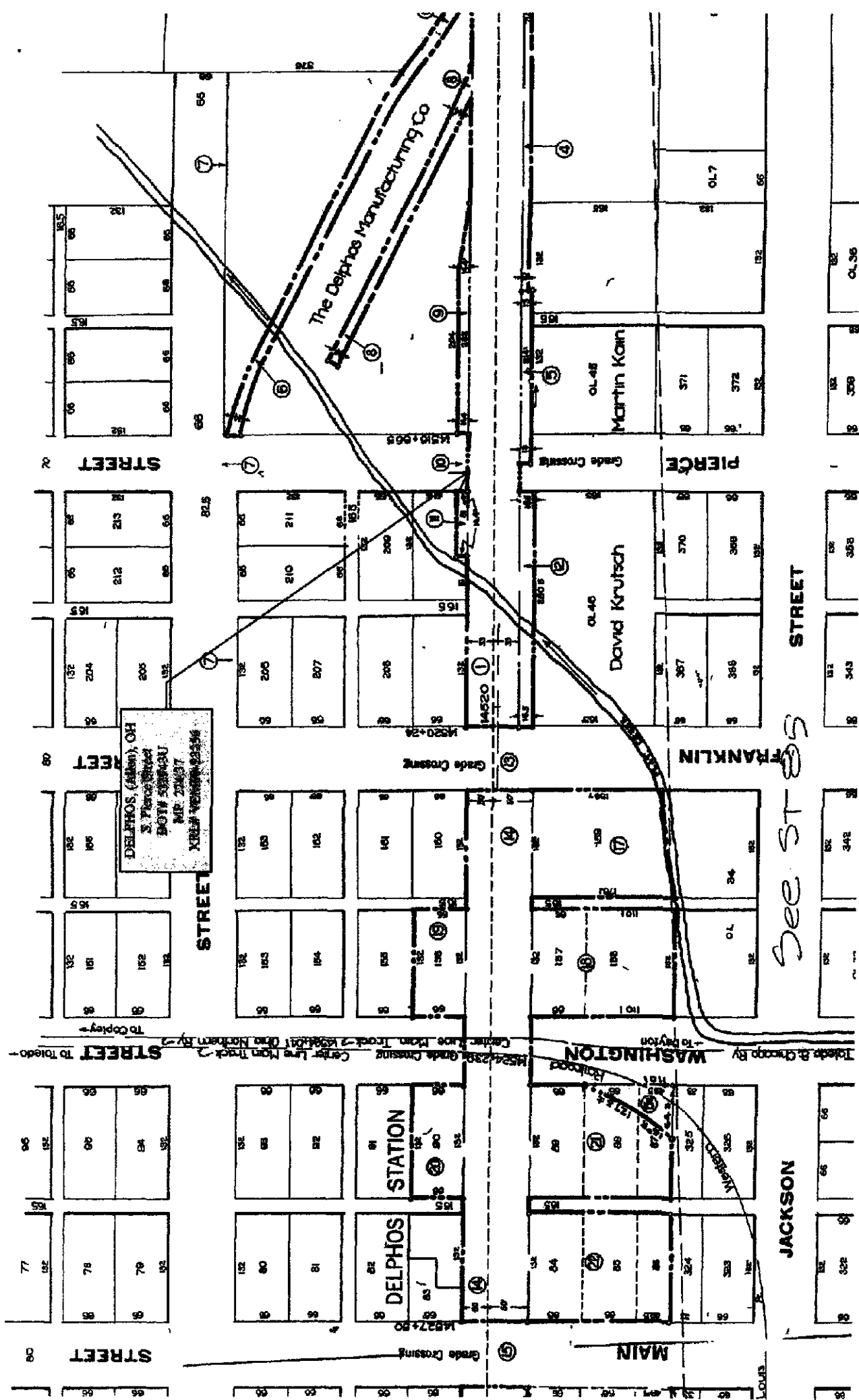
All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers on dry level pavements.

Stopping Sight Distance is to be measured on each roadway approach to crossing from stop bar.



NOTE:
 LENGTH OF GATE #1 21' (ROADWAY)
 LENGTH OF GATE #2 20' (ROADWAY)





Diagnostic Review Team Survey

Date: 4-21-09

Location Data

Street or Road Name: <u>South Franklin St</u>		
Route/Road Number (i.e. Twp., Co., SR or US) (include SLM if State or US route)		AAR-DOT No.: <u>532 744 B</u>
County: <u>Allen</u>	Township:	City: (In or Near) <u>Delphos</u>
Railroad Name: <u>CFW&E</u>	Railroad Division: <u>Pittsburgh</u>	Branch/Line Name: <u>Ft Wayne line</u>
Nearest RR Timetable Station: <u>Delphos</u>		RR Milepost: <u>274.44</u>

On-Site Review Team

(Include: Name - Organization - Phone Number)

1. Tod Dargus ORDC 614-374-9298
2. George Martin PUCO 614-752-9107
3. Don Clark NOGC, R/A 959-391-5530
4. Terry Frank XORAIL 904-477-2103
5. Leslie Schonder R/A ENG. 904-838-6056
6. Greg Bequith Delphos 419/685-4018
7. Mike Gallmeier Delphos 695-4010
8. _____
9. _____

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs	☒ Yes	☐ No	<u>1</u>
'Stop' Signs	☐ Yes	☒ No	
'Stop Ahead' Signs	☐ Yes	☒ No	
Pavement Markings	☐ Yes	☒ No	
Crossbucks	☒ Yes	☐ No	
Number of Tracks Signs	☒ Yes	☐ No	
Inventory Tags	☐ Yes	☐ No	
Interconnected Highway Traffic Signal	☐ Yes	☒ No	
Mast-Mounted Flashing Lights	☒ Yes	☐ No	
Cantilever Flashing Lights	☐ Yes	☒ No	Number: Length:
Side Lights	☐ Yes	☒ No	
Automatic Gates	☒ Yes	☐ No	Number: Length:
Bells	☒ Yes	☐ No	<u>1</u>
Sidewalk Gate Arms	☐ Yes	☒ No	
'No Turn' Signs	☐ Yes	☒ No	
Illumination	☒ Yes	☐ No	
Is crossing flagged by train crew?	☐ Yes	☒ No	
Other	☐ Yes	☒ No	

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years		
Hazard Ranking	2980	Date Run: 4/15/09

Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	2	
Night thru trains		
Daytime switching movements	3	
Nighttime switching movements		
Total number of tracks	1	
Number of main tracks	1	
Number of other tracks	0	
Maximum train speed		
Typical train speed	4	
Amtrak		

If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table I) ☒ Yes ☐ No

If multiple tracks, can two trains occupy crossing at the same time? ☒ Yes ☐ No

Can one train block the motorists' view of another train at crossing? ☐ Yes (Explain below) ☐ No

Are there other track(s) crossing this same roadway within 100 ft of this crossing? ☐ Yes ☒ No

If yes, Crossing DOT # (if different) _____

If yes, distance _____ (take measurement between track centerlines at closest point along roadway)

Roadway Data		
Local Highway Authority: City of Delphos		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	153 (08)	1953 (08)
Highway paved	☒ Yes ☐ No	☐ Yes ☐ No
Roadway Surface: ☒ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: 27 ft.		
Number of highway lanes	2	2
Urban or Rural	Urban	Urban
Vehicle Speed: 25 MPH		
School Bus Operation: ☐ No ☒ Yes 15 Amount		
Hazardous Materials Trucks: ☐ No ☒ Yes ? Amount Detail for 66		
Shoulders: ☐ No ☒ Yes		
Is the shoulder surfaced? ☐ No ☒ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☐ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		

Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	Quadrant SE Curb and Gutter: ☒ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☐ None
---	--

Pedestrians: ☐ No ☒ Yes

Is sidewalk present? ☐ No ☒ Yes

Is there a nearby intersection that could cause queuing over the crossing? ☒ No ☐ Yes

If yes,
Distance _____

Is this intersection signalized? ☒ No ☐ Yes

Are the signals currently interconnected with the existing crossing warning devices? ☒ No ☐ Yes

Is it the consensus of the Diagnostic Review Team that this is a potential closure project: ☒ No ☐ Yes

Explain reasons:

Type of Development

- ☐ Open Space ☐ Institutional
☒ Industrial ☒ Commercial
☒ Residential

Location of nearby schools:

3 blocks

Utility Information

Is commercial power available? ☐ No ☒ Yes

Utility Provider (Company Name) AEP

Phone Number _____

Nearest Available Power Source @ crossing

What other utilities are present? water line

Is there potential utility conflict(s) ☒ Yes ☐ No ☐ Unknown

Diagnostic Team Recommendations

	Quadrants Needed
☒ Install/upgrade active devices	
☒ Automatic Flashing Lights (AFLS)	
☐ AFLS / Cants	
☒ AFLS / Gates	
☐ AFLS / Gates / Cants	
☐ Upgrade circuitry	
☐ Sidelights	
☐ Guardrail Needed	
☒ Install/Replace curb	
☐ Other (define)	

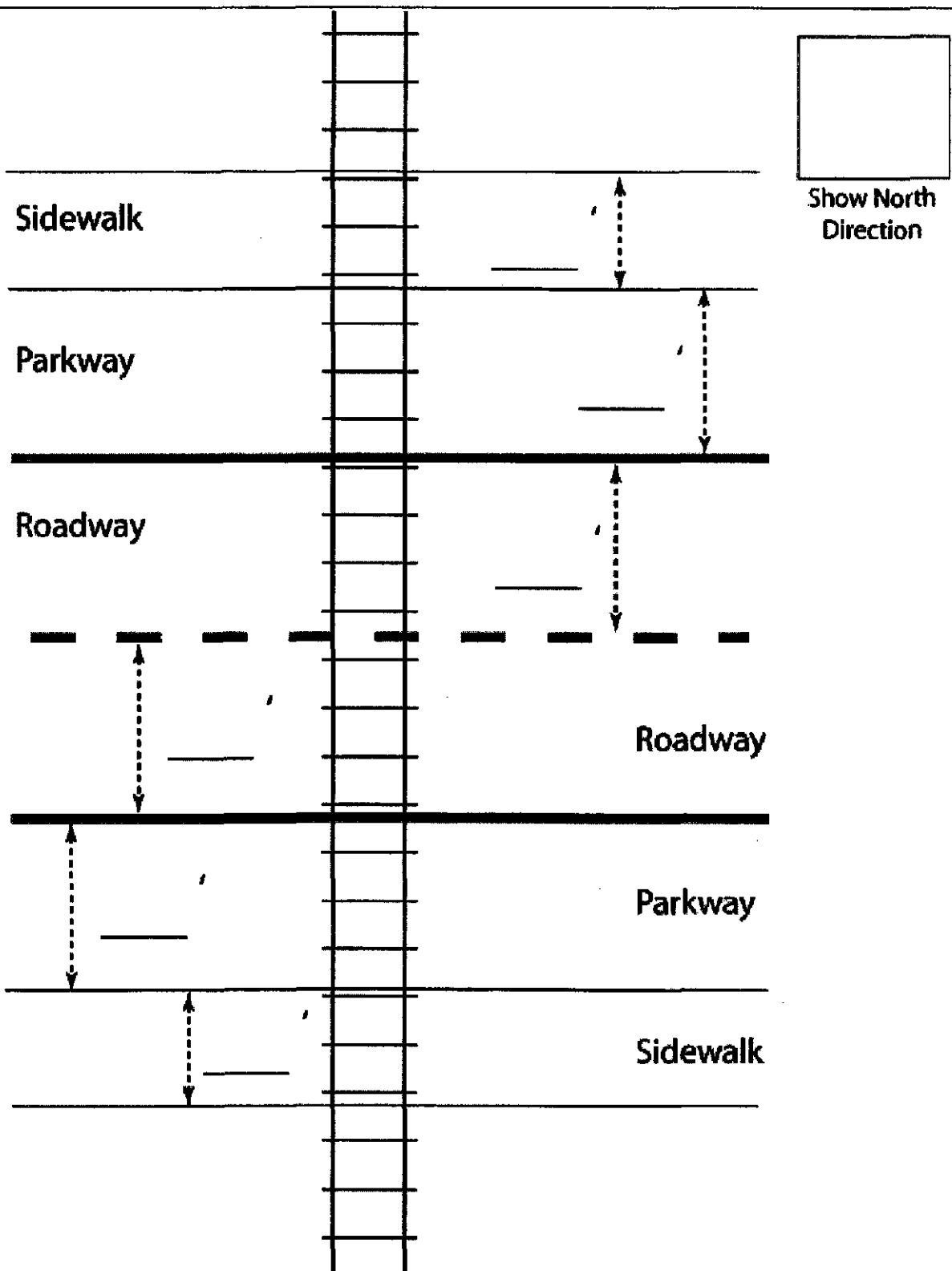
Comments:

☐ Install/upgrade traffic signal preemption

☐ No improvements needed

☐ Other (define)

Field Dimensions



Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Measurements by: TPD

Field Sketch

See attached topo

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Sketch by: TOP

TABLE 1**Clearing Sight Distances**

Maximum Authorized Train Speed	Distance (dT) Along Railroad from Crossing (ft)
1 - 10	240
15	360
20	480
25	600
30	720
35	840
40	960
45	1080
50	1200
55	1320
60	1440
65	1560
70	1680
75	1800
80	1920
85	2040
90	2160

Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers and level single track 90 degree crossings; and may need to be adjusted for multiple tracks, skewed crossings or approaches on grades.

Clearing Sight Distance is to be measured in each vehicle travel direction at non-gated crossings as viewed from a point 25 feet from centerline of nearest track in the center of whichever travel lane is nearest the direction along track being measured.

Table 2**Stopping Sight Distances**

Highway Vehicle Speed	Distance (dH) Along Roadway from Crossing (ft)
0	n/a
5	50
10	70
15	105
20	135
25	180
30	225
35	280
40	340
45	410
50	490
55	570
60	660
65	760
70	865

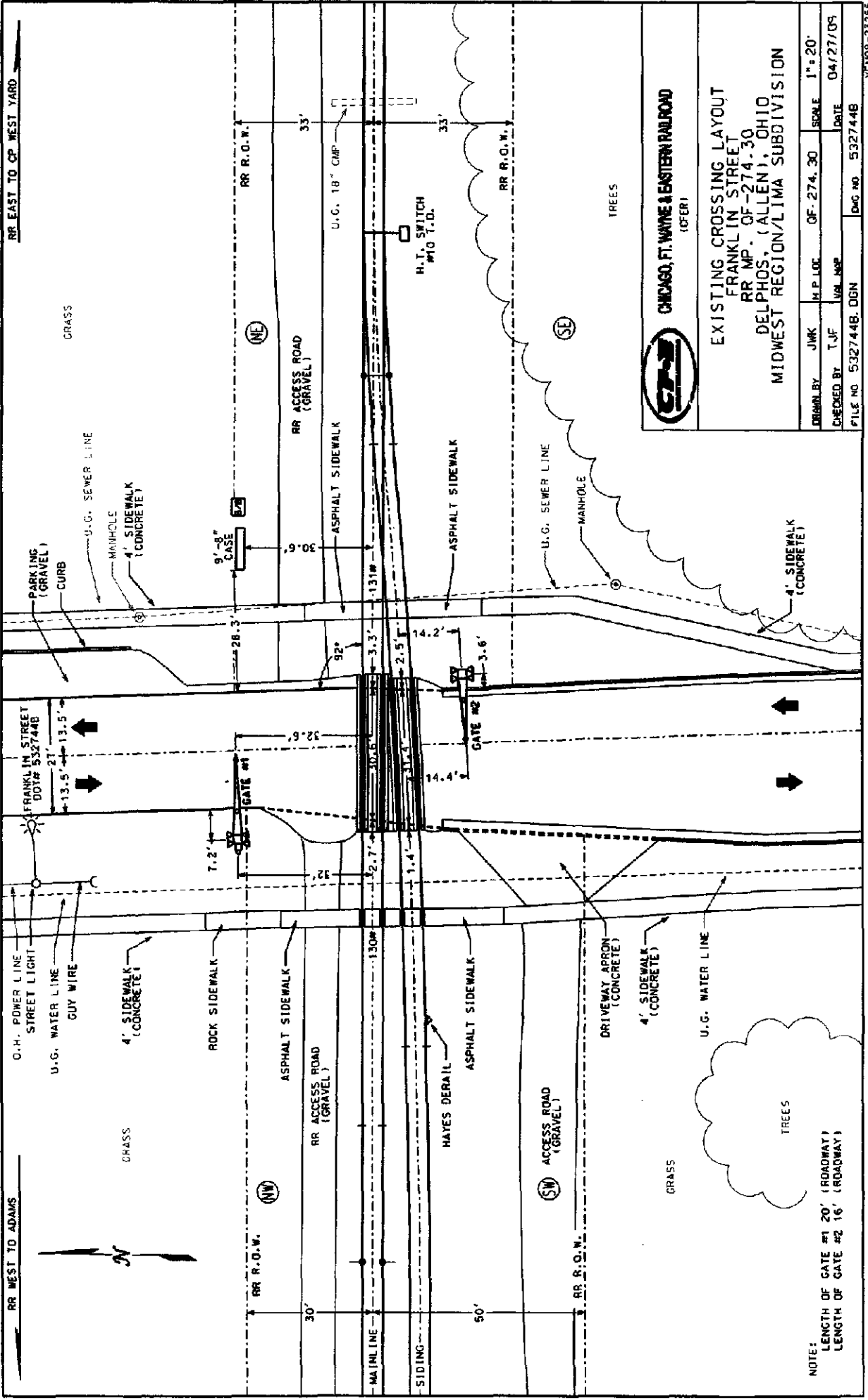
Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers on dry level pavements.

Stopping Sight Distance is to be measured on each roadway approach to crossing from stop bar.



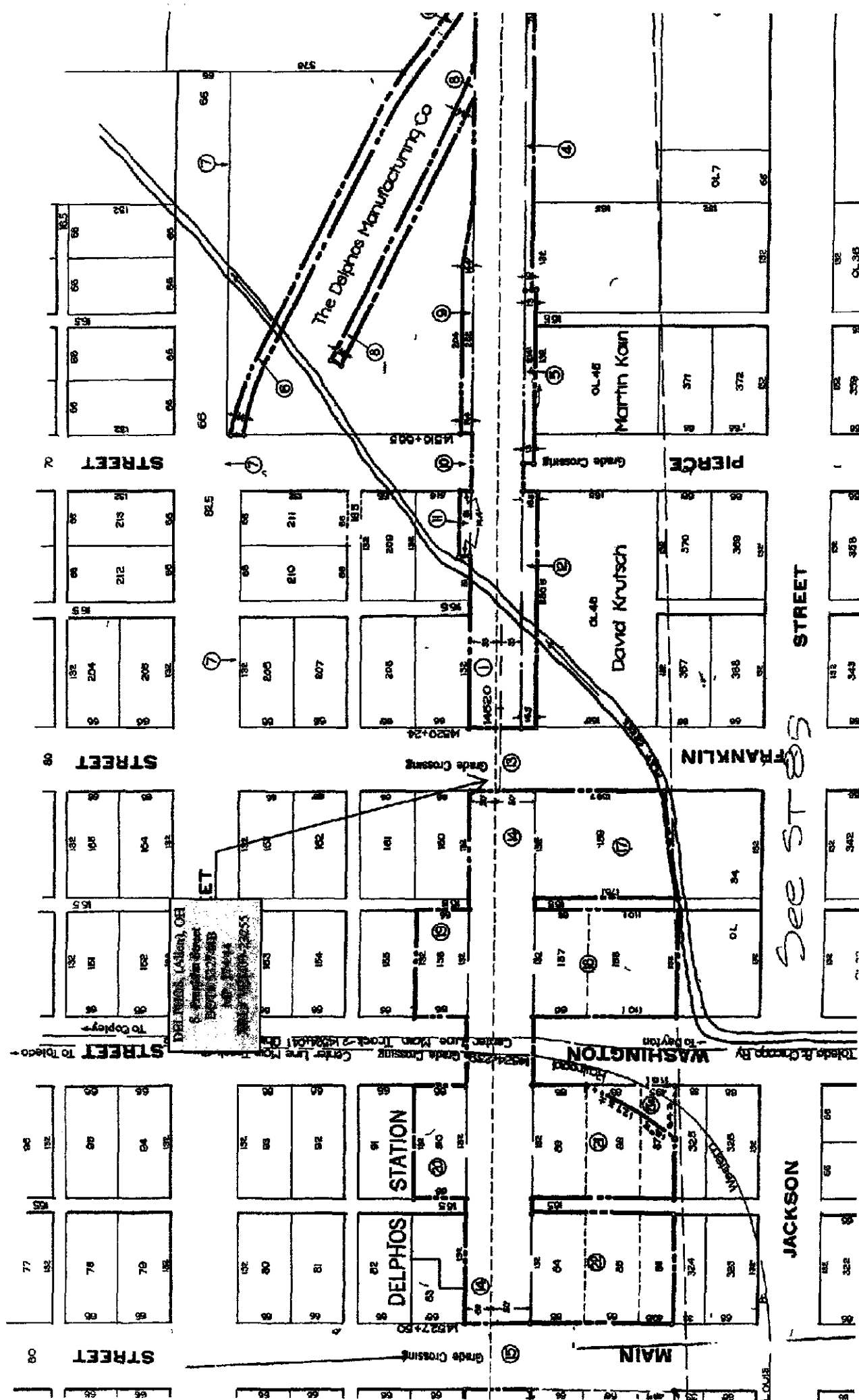
CHICAGO, FT. WAYNE & EASTERN RAILROAD
(CFER)

EXISTING CROSSING LAYOUT
FRANKLIN STREET
RR MP. OF-274.30
DELPHOS, (ALLEN), OHIO
MIDWEST REGION/LIMA SUBDIVISION

DRAWN BY	JMK	M.P. LOC.	OF-274.30	SCALE	1" = 20'
CHECKED BY	TJF	VAL. NO.		DATE	04/27/09
FILE NO.	532744B	DGN		DWG NO.	532744B

VERMOS-23255

NOTE:
LENGTH OF GATE #1 (ROADWAY)
LENGTH OF GATE #2 (ROADWAY)





Diagnostic Review Team Survey

Date: 4-21-09

Location Data

Street or Road Name:

Main St / 91244

Route/Road Number
(i.e. Twp., Co., SR or US)

(include SLM if State or US route) 91244

AAR-DOT No.:

532-745 H

County:

Allen

Township:

City:

(In or Near)

Delpnos

Railroad
Name:

CFWBE

Railroad
Division:

Pittsburgh

Branch/Line
Name:

Ft. Wayne line

Nearest RR
Timetable Station:

Delpnos

RR Milepost:

274-58

On-Site Review Team

(Include: Name - Organization - Phone Number)

1. Todd Dargus ORDC 614-374-9298
2. Mike Gullmeica Delpnos 695-4010
3. TERRY FRANK XORAIL 904-477-2103
4. LESLIE SCHONDER R/A ENG. 904-538-6056
5. Gary Bergeret Delpnos 419/695-4010
6. GEORGE MARTIN PUCD 614-752-9187
7. MEH 1-MER R/VWAE 419-692-6010
8. Don Clark R/A ROK 359-391-5531
- 9.

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs	☒ Yes	☐ No	1
'Stop' Signs	☐ Yes	☒ No	
'Stop Ahead' Signs	☐ Yes	☒ No	
Pavement Markings	☒ Yes	☐ No	1
Crossbucks	☒ Yes	☐ No	
Number of Tracks Signs	☒ Yes	☐ No	
Inventory Tags	☒ Yes	☐ No	
Interconnected Highway Traffic Signal	☐ Yes	☒ No	
Mast-Mounted Flashing Lights	☐ Yes	☒ No	
Cantilever Flashing Lights	☒ Yes	☐ No	Number: Length:
Side Lights	☐ Yes	☒ No	
Automatic Gates	☒ Yes	☐ No	Number: Length:
Bells	☒ Yes	☐ No	1
Sidewalk Gate Arms	☐ Yes	☒ No	
'No Turn' Signs	☐ Yes	☒ No	
Illumination	☒ Yes	☐ No	
Is crossing flagged by train crew?	☐ Yes	☒ No	
Other	☐ Yes	☒ No	

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years	0	0
Hazard Ranking	2365	Date Run: 4/15/09
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	2	
Night thru trains		
Daytime switching movements	3	
Nighttime switching movements		
Total number of tracks	2	
Number of main tracks	1	
Number of other tracks	1	
Maximum train speed	40 MPH	
Typical train speed	40 MPH	
Amtrak	0	
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) ☒ Yes ☐ No		
If multiple tracks, can two trains occupy crossing at the same time? ☒ Yes ☐ No		
Can one train block the motorists' view of another train at crossing? ☒ Yes (Explain below) ☐ No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? ☐ Yes ☒ No		
If yes, Crossing DOT # (if different) _____		
If yes, distance _____ (take measurement between track centerlines at closest point along roadway)		
Roadway Data		
Local Highway Authority: City of Delphos		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	3451 (67)	3451 07
Highway paved	☒ Yes ☐ No	☒ Yes ☐ No
Roadway Surface: ☒ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: 52 ft includes parking		
Number of highway lanes	2	2
Urban or Rural	Urban	Urban
Vehicle Speed: 25 MPH		
School Bus Operation: ☐ No ☒ Yes 1 Amount		
Hazardous Materials Trucks: ☐ No ☒ Yes 3 Amount		
Shoulders: ☐ No ☒ Yes		
Is the shoulder surfaced? ☐ No ☒ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		
Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	

Pedestrians: ☐ No ☒ Yes

Is sidewalk present? ☐ No ☒ Yes

Is there a nearby intersection that could cause queuing over the crossing? ☒ No ☐ Yes

If yes,
Distance _____

Is this intersection signalized? ☒ No ☐ Yes

Are the signals currently interconnected with the existing crossing warning devices? ☒ No ☐ Yes

Is it the consensus of the Diagnostic Review Team that this is a potential closure project? ☒ No ☐ Yes

Explain reasons:

Type of Development

- ☐ Open Space ☐ Institutional
☒ Industrial ☒ Commercial
☒ Residential

Location of nearby schools:

4 blocks

Utility Information

Is commercial power available? ☐ No ☒ Yes

Utility Provider (Company Name) AEP

Phone Number _____

Nearest Available Power Source @ Crossing

What other utilities are present? water sewer and gas?

Is there potential utility conflict(s) ☐ Yes ☒ No ☐ Unknown

Diagnostic Team Recommendations

	Quadrants Needed
☒ Install/upgrade active devices	
☒ Automatic Flashing Lights (AFLS)	
☒ AFLS / Cants	
☒ AFLS / Gates	
☐ AFLS / Gates / Cants	
☐ Upgrade circuitry	
☐ Sidelights	
☐ Guardrail Needed	
☒ Install/Replace curb	
☐ Other (define)	

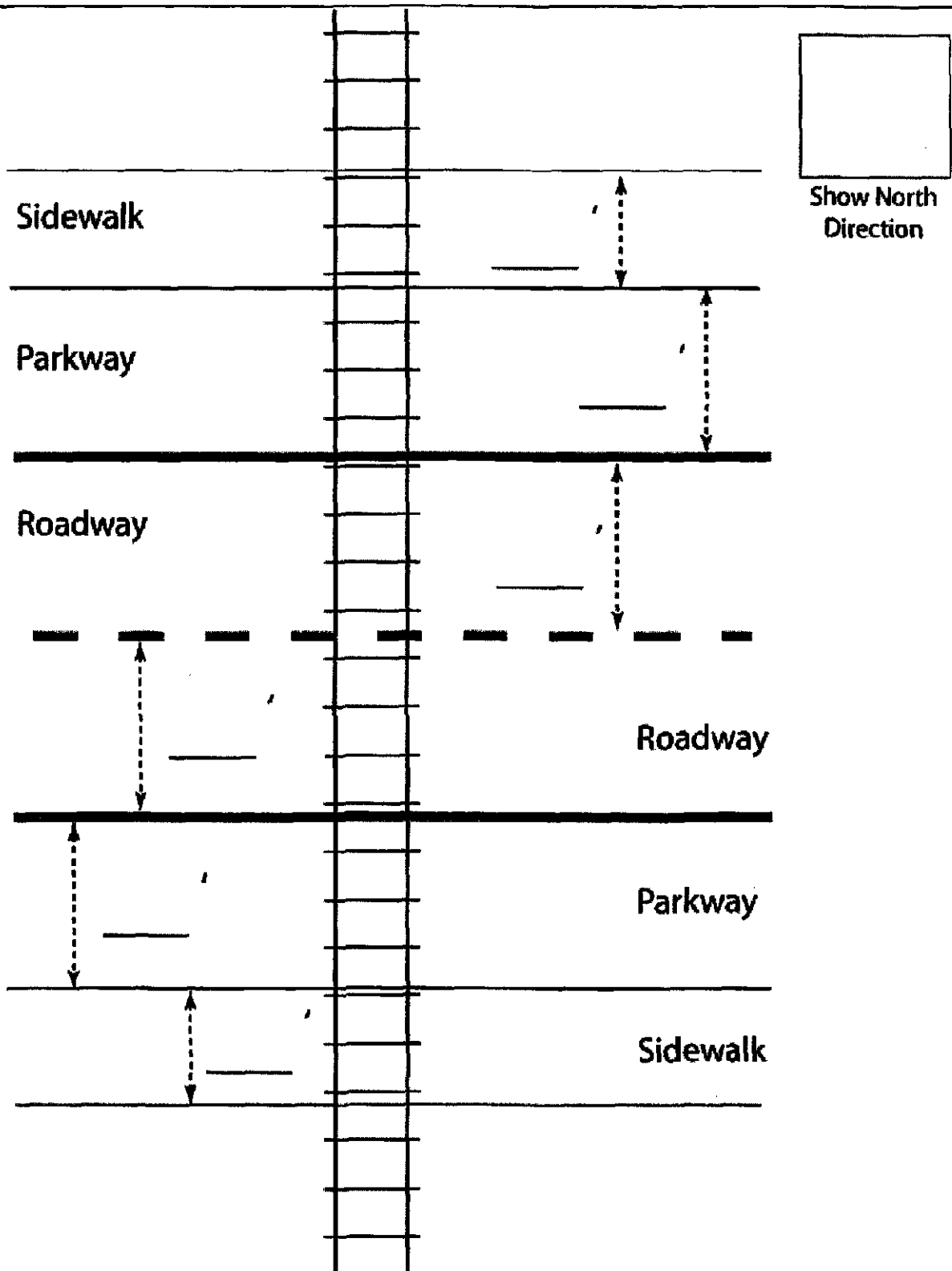
Comments:

☐ Install/upgrade traffic signal preemption

☐ No improvements needed

☐ Other (define)

Field Dimensions



Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Measurements by: TGP

Field Sketch

See attached topo

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Sketch by:

TJP

TABLE 1**Clearing Sight Distances**

Maximum Authorized Train Speed	Distance (dT) Along Railroad from Crossing (ft)
1 - 10	240
15	360
20	480
25	600
30	720
35	840
40	960
45	1080
50	1200
55	1320
60	1440
65	1560
70	1680
75	1800
80	1920
85	2040
90	2160

Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers and level single track 90 degree crossings; and may need to be adjusted for multiple tracks, skewed crossings or approaches on grades.

Clearing Sight Distance is to be measured in each vehicle travel direction at non-gated crossings as viewed from a point 25 feet from centerline of nearest track in the center of whichever travel lane is nearest the direction along track being measured.

Table 2**Stopping Sight Distances**

Highway Vehicle Speed	Distance (dH) Along Roadway from Crossing (ft)
0	n/a
5	50
10	70
15	105
20	135
25	180
30	225
35	280
40	340
45	410
50	490
55	570
60	660
65	760
70	865

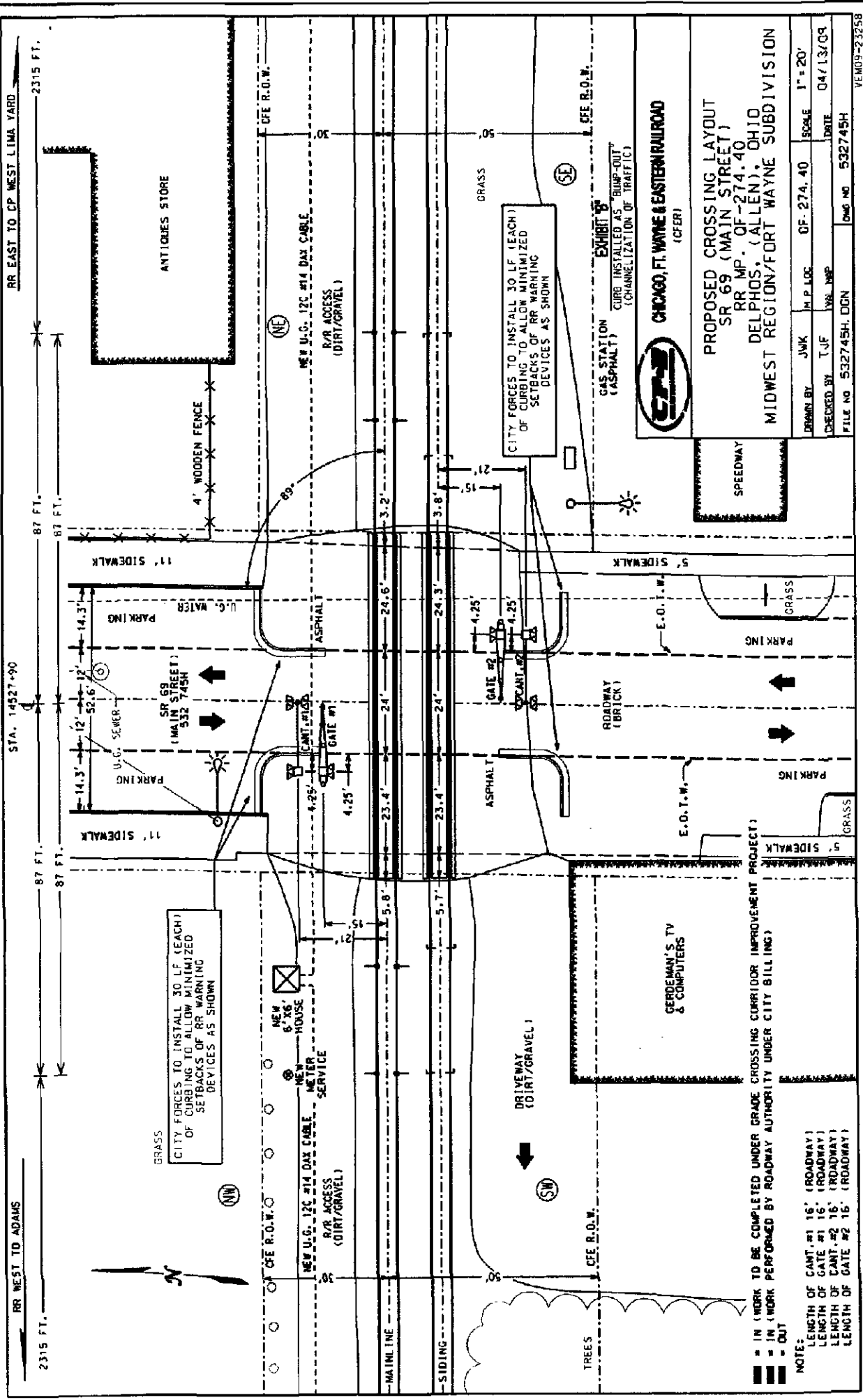
Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers on dry level pavements.

Stopping Sight Distance is to be measured on each roadway approach to crossing from stop bar.



PROPOSED CROSSING LAYOUT
 SR 69 (MAIN STREET)
 RR MP. QF-274.40
 DELPHOS, (ALLEN), OHIO
 MIDWEST REGION/FORT WAYNE SUBDIVISION

DRAWN BY	JWK	H.P. LOC	DF-274.40	SCALE	1" = 20'
CHECKED BY	TJF	YWL IMP		DATE	04/13/09
FILE NO	532745H.DGN			DWG NO	532745H

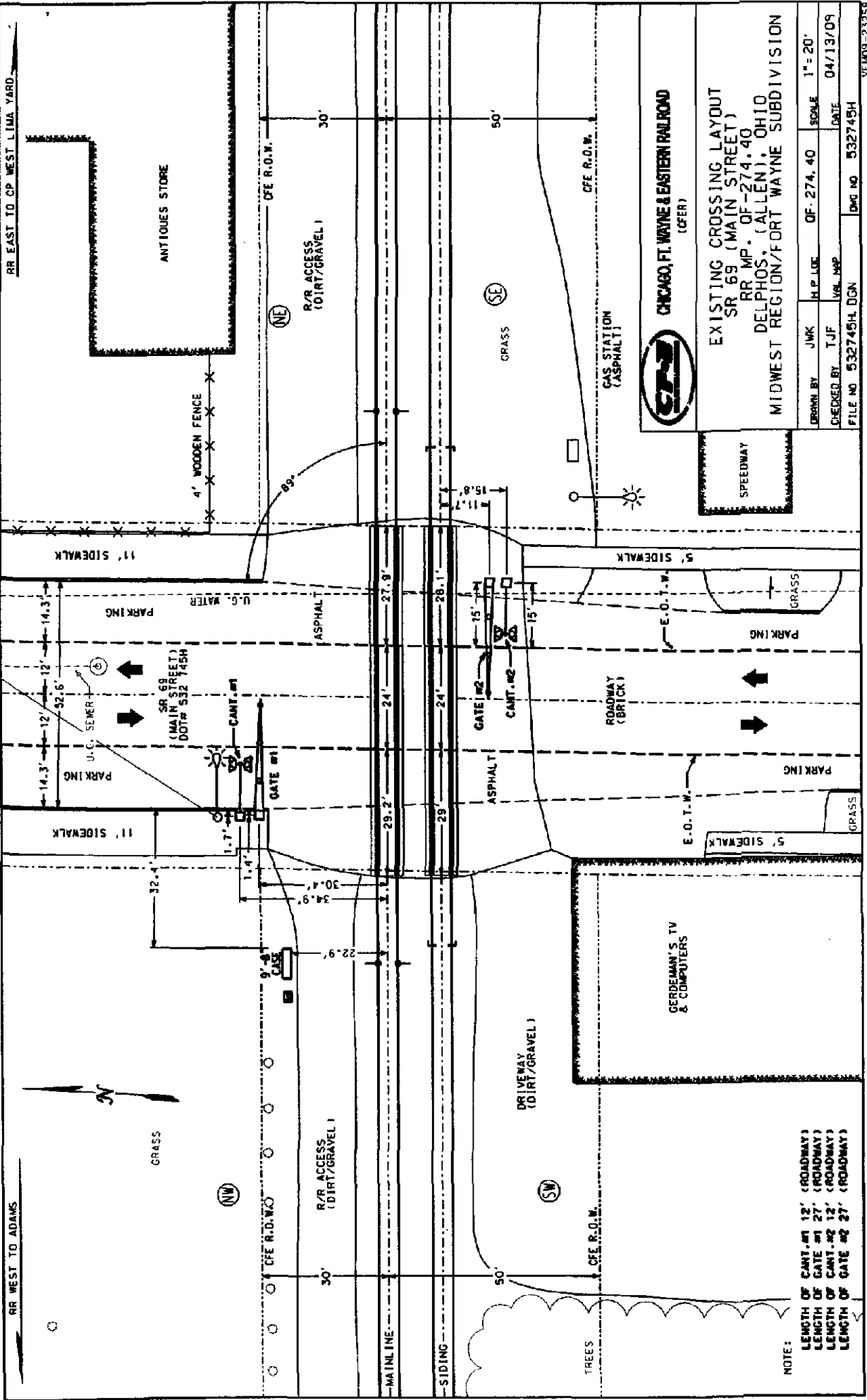
VEN09-23258

NOTE:
 = IN (WORK TO BE COMPLETED UNDER GRADE CROSSING CORRIDOR IMPROVEMENT PROJECT)
 = IN (WORK PERFORMED BY ROADWAY AUTHORITY UNDER CITY BILLING)
 = OUT

NOTE:
 LENGTH OF CANT. #1 16' (ROADWAY)
 LENGTH OF GATE #1 16' (ROADWAY)
 LENGTH OF CANT. #2 16' (ROADWAY)
 LENGTH OF GATE #2 16' (ROADWAY)

RR WEST TO ADAMS

RR EAST TO CP WEST LIMA YARD



NOTE:
LENGTH OF CANT. #1 12' (ROADWAY)
LENGTH OF GATE #1 27' (ROADWAY)
LENGTH OF CANT. #2 12' (ROADWAY)
LENGTH OF GATE #2 27' (ROADWAY)



Diagnostic Review Team Survey

Date: 4-21-09

Location Data

Street or Road Name:

Brodeick St

Route/Road Number

(i.e. Twp., Co., SR or US)

(include SLM if State or US route)

AAR-DOT No.:

532-749 15

County:

Van Wert

Township:

City:

(In or Near)

Delphos

Railroad

Name:

CFW&E

Railroad

Division:

Pittsburgh

Branch/Line

Name:

Ft. Wayne Line

Nearest RR

Timetable Station:

Delphos

RR Milepost:

274.93

On-Site Review Team

(Include: Name - Organization - Phone Number)

- | | | | |
|----|-----------------|-----------|--------------|
| 1. | LESLIE SCHONDER | R/A ENG | 904-538-6056 |
| 2. | GARY BERGUIS | Delphos | 419/695-4010 |
| 3. | Mike Gallmeier | Delphos | 695-4010 |
| 4. | GEORGE MARTIN | PVCO | 614-752-9107 |
| 5. | MEL HILMER | BUNGE | 419-692-6010 |
| 6. | Don Clark | R/A, RORC | 959-391-5530 |
| 7. | TERRY FRANK | XORAIL | 904-477-2103 |
| 8. | Tool Darius | OROC | 614 374 9298 |
| 9. | | | |

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments	
Advance Warning Signs	☐ Yes	☐ No	1	
'Stop' Signs	☐ Yes	☒ No		
'Stop Ahead' Signs	☐ Yes	☒ No		
Pavement Markings	☐ Yes	☒ No		
Crossbucks	☒ Yes	☐ No		
Number of Tracks Signs	☒ Yes	☐ No		
Inventory Tags	☒ Yes	☐ No		
Interconnected Highway Traffic Signal	☐ Yes	☒ No		
Mast-Mounted Flashing Lights	☒ Yes	☐ No		
Cantilever Flashing Lights	☐ Yes	☒ No	Number:	Length:
Side Lights	☐ Yes	☒ No		
Automatic Gates	☐ Yes	☒ No	Number:	Length:
Bells	☒ Yes	☐ No		
Sidewalk Gate Arms	☒ Yes	☐ No	1	
'No Turn' Signs	☐ Yes	☒ No		
Illumination	☐ Yes	☒ No		
Is crossing flagged by train crew?	☒ Yes	☐ No		
Other	☐ Yes	☒ No		

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years		
Hazard Ranking	3228	Date Run: 4/15/09
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	2	
Night thru trains		
Daytime switching movements	3	
Nighttime switching movements		
Total number of tracks	2	
Number of main tracks	1	
Number of other tracks		
Maximum train speed	40 MPH	
Typical train speed	40 MPH	
Amtrak	0	
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) ☐ Yes ☐ No		
If multiple tracks, can two trains occupy crossing at the same time? ☒ Yes ☐ No		
Can one train block the motorists' view of another train at crossing? ☒ Yes (Explain below) ☐ No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? ☐ Yes ☒ No		
If yes, Crossing DOT #(if different) _____		
If yes, distance _____ (take measurement between track centerlines at closest point along roadway)		
Roadway Data		
Local Highway Authority: City of Delphos		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	824 (06)	824 (06)
Highway paved	☒ Yes ☐ No	☐ Yes ☐ No
Roadway Surface: ☒ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: 26.4 ft		
Number of highway lanes	2	2
Urban or Rural	Urban	Urban
Vehicle Speed: 25 MPH		
School Bus Operation: ☐ No ☒ Yes _____ Amount		
Hazardous Materials Trucks: ☐ No ☒ Yes _____ Amount		
Shoulders: ☐ No ☒ Yes		
Is the shoulder surfaced? ☐ No ☒ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		
Quadrant _____ Curb and Gutter:	Quadrant _____ Curb and Gutter:	
☐ Functional (Curb height = 4" or more)	☐ Functional (Curb height = 4" or more)	
☐ Non-functional (Curb height = Less than 4")	☐ Non-functional (Curb height = Less than 4")	
☒ None	☒ None	

Pedestrians: ☐ No ☒ Yes

Is sidewalk present? ☐ No ☒ Yes

Is there a nearby intersection that could cause queuing over the crossing? ☒ No ☐ Yes

If yes,
Distance _____

Is this intersection signalized? ☒ No ☐ Yes

Are the signals currently interconnected with the existing crossing warning devices? ☒ No ☐ Yes

Is it the consensus of the Diagnostic Review Team that this is a potential closure project? ☒ No ☐ Yes

Explain reasons:

Type of Development

- ☐ Open Space ☐ Institutional
- ☒ Industrial ☒ Commercial
- ☒ Residential

Location of nearby schools:

5-6 Blocks

Utility Information

Is commercial power available? ☐ No ☒ Yes

Utility Provider (Company Name) AEP

Phone Number _____

Nearest Available Power Source @ Crossers

What other utilities are present? Sewer - water - gas

Is there potential utility conflict(s) ☐ Yes ☒ No ☐ Unknown

Diagnostic Team Recommendations

	Quadrants Needed
☒ Install/upgrade active devices	
☒ Automatic Flashing Lights (AFLS)	
☐ AFLS / Cants	
☒ AFLS / Gates	
☐ AFLS / Gates / Cants	
☐ Upgrade circuitry	
☐ Sidelights	
☐ Guardrail Needed	
☒ Install/Replace curb	
☐ Other (define)	

Comments:

Install curb by city to be drilled to CSX

☐ Install/upgrade traffic signal preemption

☐ No improvements needed

☐ Other (define)

Field Dimensions

Sidewalk

Parkway

Roadway

Roadway

Parkway

Sidewalk

Show North
Direction

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Measurements by: IGD

Field Sketch

See attached topo

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Sketch by: TCD

TABLE 1

Clearing Sight Distances

Maximum Authorized Train Speed	Distance (dT) Along Railroad from Crossing (ft)
1 - 10	240
15	360
20	480
25	600
30	720
35	840
40	960
45	1080
50	1200
55	1320
60	1440
65	1560
70	1680
75	1800
80	1920
85	2040
90	2160

Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers and level single track 90 degree crossings; and may need to be adjusted for multiple tracks, skewed crossings or approaches on grades.

Clearing Sight Distance is to be measured in each vehicle travel direction at non-gated crossings as viewed from a point 25 feet from centerline of nearest track in the center of whichever travel lane is nearest the direction along track being measured.

Table 2

Stopping Sight Distances

Highway Vehicle Speed	Distance (dH) Along Roadway from Crossing (ft)
0	n/a
5	50
10	70
15	105
20	135
25	180
30	225
35	280
40	340
45	410
50	490
55	570
60	660
65	760
70	865

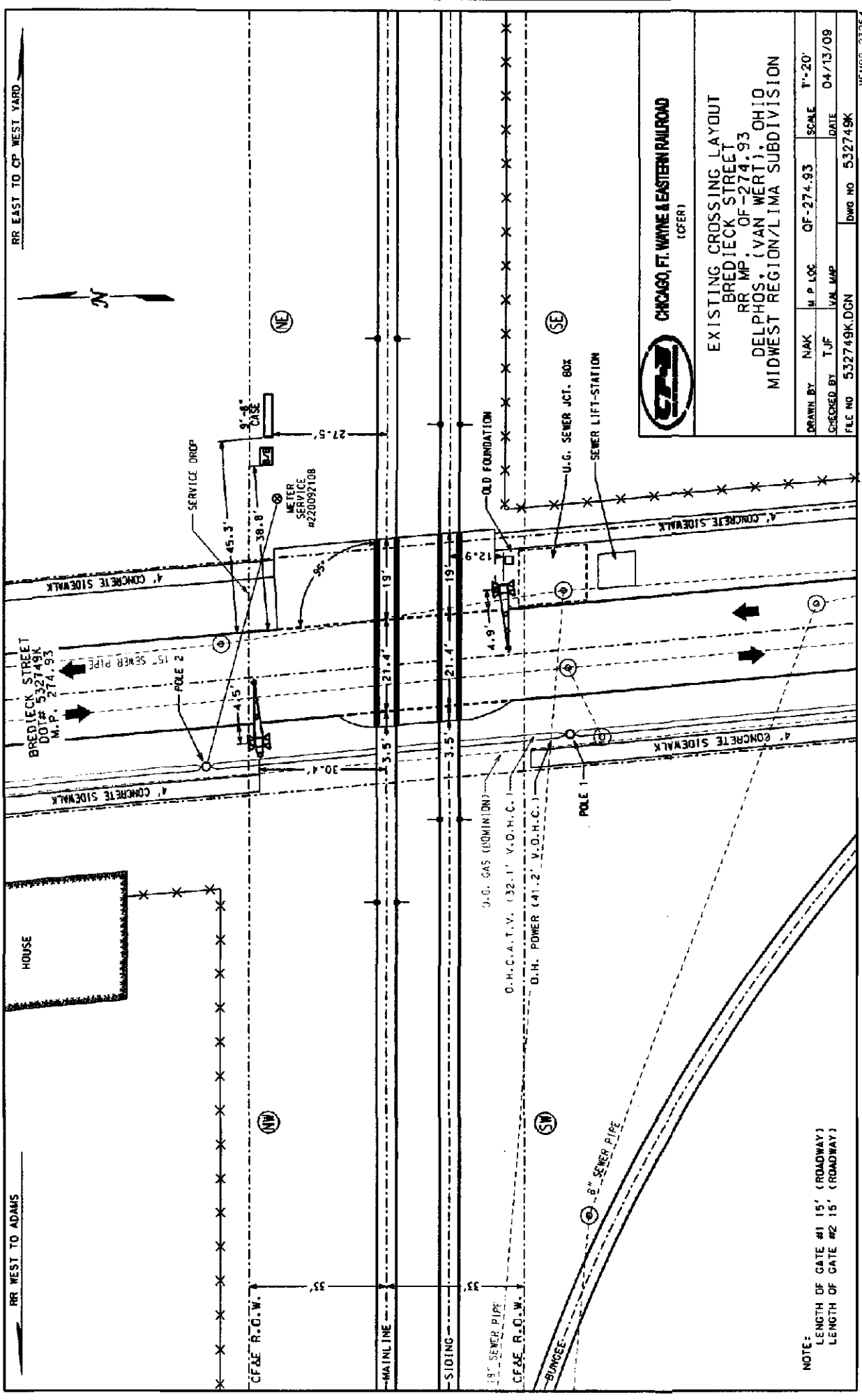
Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers on dry level pavements.

Stopping Sight Distance is to be measured on each roadway approach to crossing from stop bar.



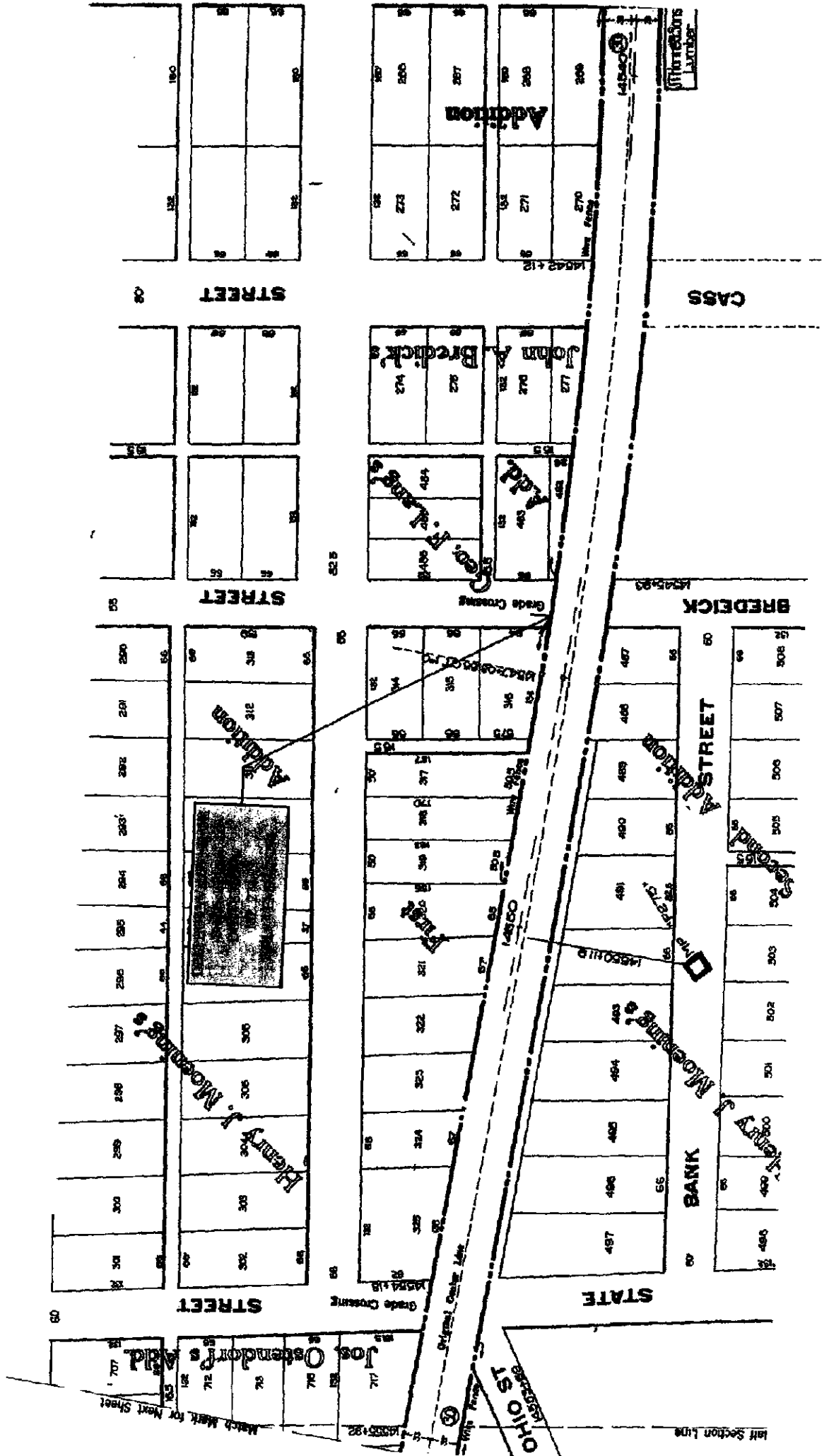
CHICAGO, FT. WAYNE & EASTERN RAILROAD
(CFER)

EXISTING CROSSING LAYOUT
BREDIECK STREET
RR MP. OF -274.93
DELPHOS, (VAN WERT), OHIO
MIDWEST REGION/LIMA SUBDIVISION

DRAWN BY	NAK	M. P. LOC	QF-274.93	SCALE	1"=20'
CHECKED BY	TJF	LVA. MAP		DATE	04/13/09
FILE NO	532749K.DGN	DWG NO	532749K		

NOTE:
LENGTH OF GATE #1 15' (ROADWAY)
LENGTH OF GATE #2 15' (ROADWAY)

YEM09-23254





Diagnostic Review Team Survey

Date: 4-21-09

Location Data

Street or Road Name: Ohio St SR 697			
Route/Road Number (i.e. Twp., Co., SR or US) 697		(Include SLM if State or US route) 6.73	AAR-DOT No. 532 750 E
County: Van Wert	Township:	City: (In or Near) Delphos	
Railroad Name: CFW & E	Railroad Division: Pittsburgh	Branch/Line Name: Ft. Wayne line	
Nearest RR Timetable Station: Delphos		RR Milepost: 275.08	

On-Site Review Team

(Include: Name - Organization - Phone Number)

1. GEORGE MARTIN PULO 614-752-9107
2. Mike Gallmeier Delphos 695-4010
3. TERRY FRANK XORAIL 904-477-2103
4. LESLIE SCHONDER RIA ENG 904-538-6056
5. Don Clark RIA Route 959-391-5530
6. Greg Bergquist Delphos 419/695-4011
7. Todd Dardus ORDC 614-374-9298
8. _____
9. _____

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs	☒ Yes	☐ No	2
'Stop' Signs	☐ Yes	☒ No	
'Stop Ahead' Signs	☐ Yes	☒ No	
Pavement Markings	☒ Yes	☐ No	2
Crossbucks	☒ Yes	☐ No	
Number of Tracks Signs	☒ Yes	☐ No	
Inventory Tags	☒ Yes	☐ No	
Interconnected Highway Traffic Signal	☐ Yes	☒ No	
Mast-Mounted Flashing Lights	☒ Yes	☐ No	
Cantilever Flashing Lights	☐ Yes	☒ No	Number: Length:
Side Lights	☒ Yes	☐ No	
Automatic Gates	☐ Yes	☐ No	Number: Length:
Bells	☒ Yes	☐ No	1
Sidewalk Gate Arms	☐ Yes	☒ No	
'No Turn' Signs	☐ Yes	☒ No	
Illumination	☒ Yes	☐ No	
Is crossing flagged by train crew?	☐ Yes	☒ No	
Other	☐ Yes	☐ No	

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years	0	
Hazard Ranking	1804	4/18/09
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	2	
Night thru trains		
Daytime switching movements	3	
Nighttime switching movements		
Total number of tracks	1	
Number of main tracks	1	
Number of other tracks	0	
Maximum train speed		
Typical train speed	40 mph	
Amtrak	0	
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) ☒ Yes ☐ No		
If multiple tracks, can two trains occupy crossing at the same time? ☒ Yes ☐ No		
Can one train block the motorists' view of another train at crossing? ☒ Yes (Explain below) ☐ No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? ☐ Yes ☒ No If yes, Crossing DOT # (if different) _____ If yes, distance _____ (take measurement between track centerlines at closest point along roadway)		
Roadway Data		
Local Highway Authority: <u>City of Delphos</u>		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	Delphos 3780 (07)	Delphos 3780 (07) Database 9400
Highway paved	☒ Yes ☐ No	☒ Yes ☐ No
Roadway Surface: ☒ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: <u>22 ft</u> <u>various - see design</u>		
Number of highway lanes	2	2
Urban or Rural	urban	urban
Vehicle Speed: <u>25 MPH</u>		
School Bus Operation: ☐ No ☒ Yes <u>3</u> Amount <u>(Few) Not on daily basis</u>		
Hazardous Materials Trucks: ☐ No ☒ Yes _____ Amount		
Shoulders: ☐ No ☒ Yes		
Is the shoulder surfaced? ☐ No ☒ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		
Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	

Pedestrians: ☐ No ☒ Yes

Is sidewalk present? ☐ No ☒ Yes

Is there a nearby intersection that could cause queuing over the crossing? ☒ No ☐ Yes

If yes,
Distance _____

Is this intersection signalized? ☐ No ☐ Yes

Are the signals currently interconnected with the existing crossing warning devices? ☒ No ☐ Yes

Is it the consensus of the Diagnostic Review Team that this is a potential closure project: ☒ No ☐ Yes

Explain reasons:

Type of Development

- ☐ Open Space ☐ Institutional
- ☒ Industrial ☒ Commercial
- ☒ Residential

Location of nearby schools:

within 3 miles

Utility Information

Is commercial power available? ☐ No ☒ Yes

Utility Provider (Company Name) AEP

Phone Number _____

Nearest Available Power Source @ crossing

What other utilities are present? Water & Sewer

Is there potential utility conflict(s) ☐ Yes ☒ No ☐ Unknown

Diagnostic Team Recommendations

	Quadrants Needed
☒ Install/upgrade active devices	
☒ Automatic Flashing Lights (AFLS)	
☒ AFLS / Cants	
☒ AFLS / Gates	
☐ AFLS / Gates / Cants	
☐ Upgrade circuitry	
☒ Sidelights	
☐ Guardrail Needed	
☒ Install/Replace curb	
☐ Other (define)	

Comments:

☐ Install/upgrade traffic signal preemption

☐ No improvements needed

☐ Other (define)

Field Dimensions

Sidewalk

Parkway

Roadway

Roadway

Parkway

Sidewalk

Show North
Direction

Crossing Angle ☒ 0-29° ☐ 30-59° ☐ 60-90° Measured in _____ Quadrant?

Measurements by: IGO

Field Sketch

See attached topo

Crossing Angle ☐ 0-29° ☐ 30-59° ☐ 60-90° Measured in _____ Quadrant?

Sketch by: _____

TABLE I

Clearing Sight Distances

Maximum Authorized Train Speed	Distance (dT) Along Railroad from Crossing (ft)
1 - 10	240
15	360
20	480
25	600
30	720
35	840
40	960
45	1080
50	1200
55	1320
60	1440
65	1560
70	1680
75	1800
80	1920
85	2040
90	2160

Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers and level single track 90 degree crossings; and may need to be adjusted for multiple tracks, skewed crossings or approaches on grades.

Clearing Sight Distance is to be measured in each vehicle travel direction at non-gated crossings as viewed from a point 25 feet from centerline of nearest track in the center of whichever travel lane is nearest the direction along track being measured.

Table 2

Stopping Sight Distances

Highway Vehicle Speed	Distance (dH) Along Roadway from Crossing (ft)
0	n/a
5	50
10	70
15	105
20	135
25	180
30	225
35	280
40	340
45	410
50	490
55	570
60	660
65	760
70	865

Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

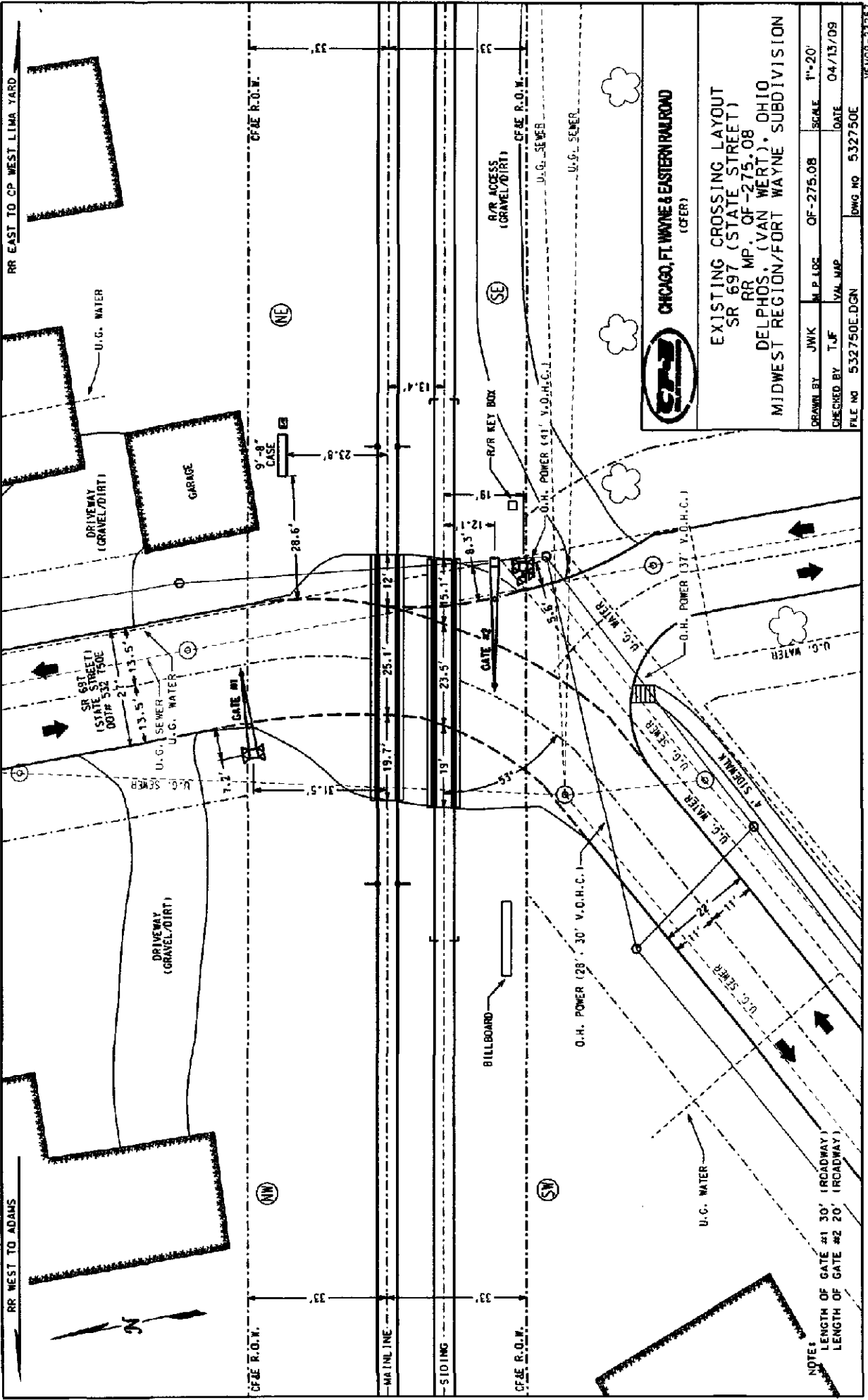
All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers on dry level pavements.

Stopping Sight Distance is to be measured on each roadway approach to crossing from stop bar.

RR WEST TO ADAMS

RR EAST TO CP WEST LIMA YARD



CHICAGO, FT. WAYNE & EASTERN RAILROAD
(CFER)

EXISTING CROSSING LAYOUT
SR 697 (STATE STREET)
RR MP. OF -275.08
DELPHOS, (VAN WERT), OHIO
MIDWEST REGION/FORT WAYNE SUBDIVISION

DRAWN BY	JWK	M.P. LOC	OF-275.08	SCALE	1"=20'
CHECKED BY	TJF	VAL MAP		DATE	04/13/09
FILE NO	532750E.DGN	DWG NO	532750E	VEM09-23257	

NOTE:
LENGTH OF GATE #1 30' (ROADWAY)
LENGTH OF GATE #2 20' (ROADWAY)

OHIO ST
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14555-88

14556-88

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14867-88

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14869-88

14870-88

14871-88

14872-88

14873-88

14874-88

14875-88



Diagnostic Review Team Survey

Surface upgrade

Date: 4-21-09

Location Data

Street or Road Name:

Clay Street

Route/Road Number

(i.e. Twp., Co., SR or US)

(include SLM if State or US route)

AAR-DOT No.:

532-748D

County:

Van Wert

Township:

City:

(In or Near)

Delphos

Railroad Name:

CFW&E

Railroad Division:

Pittsburgh

Branch/Line Name:

Ft. Wayne

Nearest RR

Timetable Station:

Delphos

RR Milepost:

274.78

On-Site Review Team

(Include: Name - Organization - Phone Number)

1. GEORGE MARTIN PUCO 614 752 9107
2. Gary Berquist Delphos 419/695-4010
3. Mike Gallmeier Delphos 695-4010
4. MEL HOLDER BUNGE 419-692-6010
5. Don Clark KA, ROSEN 859-391-5530
6. LESLIE SCHONDER RIA ENCS 904-538-6056
7. TERRY FRANK XO RAIL 904-471-2103
8. TODD DORFUS ORDC 614-374-9298
- 9.

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments	
Advance Warning Signs	☐ Yes	☒ No		
'Stop' Signs	☐ Yes	☒ No		
'Stop Ahead' Signs	☐ Yes	☒ No		
Pavement Markings	☐ Yes	☒ No		
Crossbucks	☒ Yes	☐ No		
Number of Tracks Signs	☒ Yes	☐ No		
Inventory Tags	☒ Yes	☐ No		
Interconnected Highway Traffic Signal	☐ Yes	☒ No		
Mast-Mounted Flashing Lights	☒ Yes	☐ No		
Cantilever Flashing Lights	☐ Yes	☒ No	Number:	Length:
Side Lights	☐ Yes	☒ No		
Automatic Gates	☒ Yes	☐ No	Number:	Length:
Bells	☒ Yes	☐ No	1	
Sidewalk Gate Arms	☐ Yes	☒ No		
'No Turn' Signs	☐ Yes	☒ No		
Illumination	☒ Yes	☐ No		
Is crossing flagged by train crew?	☐ Yes	☒ No		
Other	☐ Yes	☒ No		

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years		
Hazard Ranking	3816	Date Run: 4/15/09

Railroad Data

Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	2	
Night thru trains		
Daytime switching movements	3	
Nighttime switching movements		
Total number of tracks	2	
Number of main tracks	1	
Number of other tracks	1	
Maximum train speed	40 mph	
Typical train speed	40 mph	
Amtrak	0	

If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table I) ☒ Yes ☐ No

If multiple tracks, can two trains occupy crossing at the same time? ☒ Yes ☐ No

Can one train block the motorists' view of another train at crossing? ☒ Yes (Explain below) ☐ No

Are there other track(s) crossing this same roadway within 100 ft of this crossing? ☐ Yes ☒ No

If yes, Crossing DOT # (if different) _____

If yes, distance _____ (take measurement between track centerlines at closest point along roadway)

Roadway Data

Local Highway Authority: City of Delphos

Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	800 (07)	800 07
Highway paved	☒ Yes ☐ No	☐ Yes ☐ No
Roadway Surface: ☐ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: 24 ft.		
Number of highway lanes	2	2
Urban or Rural	urban	urban
Vehicle Speed: 25 MPH		
School Bus Operation: ☐ No ☒ Yes 1 Amount		
Hazardous Materials Trucks: ☐ No ☒ Yes 2 Amount		
Shoulders: ☐ No ☒ Yes		
Is the shoulder surfaced? ☐ No ☒ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		
Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	

Pedestrians: ☐ No ☒ Yes

Is sidewalk present? ☐ No ☒ Yes

Is there a nearby intersection that could cause queuing over the crossing? ☒ No ☐ Yes

If yes,
Distance _____

Is this intersection signalized? ☒ No ☐ Yes

Are the signals currently interconnected with the existing crossing warning devices? ☒ No ☐ Yes

Is it the consensus of the Diagnostic Review Team that this is a potential closure project? ☒ No ☐ Yes

Explain reasons:

Type of Development

☐ Open Space	☐ Institutional	Location of nearby schools: 4-blocks
☒ Industrial	☒ Commercial	
☒ Residential		

Utility Information

Is commercial power available? ☐ No ☒ Yes

Utility Provider (Company Name) AEP Phone Number _____

Nearest Available Power Source @ Crossing

What other utilities are present? Water line

Is there potential utility conflict(s) ☐ Yes ☒ No ☐ Unknown

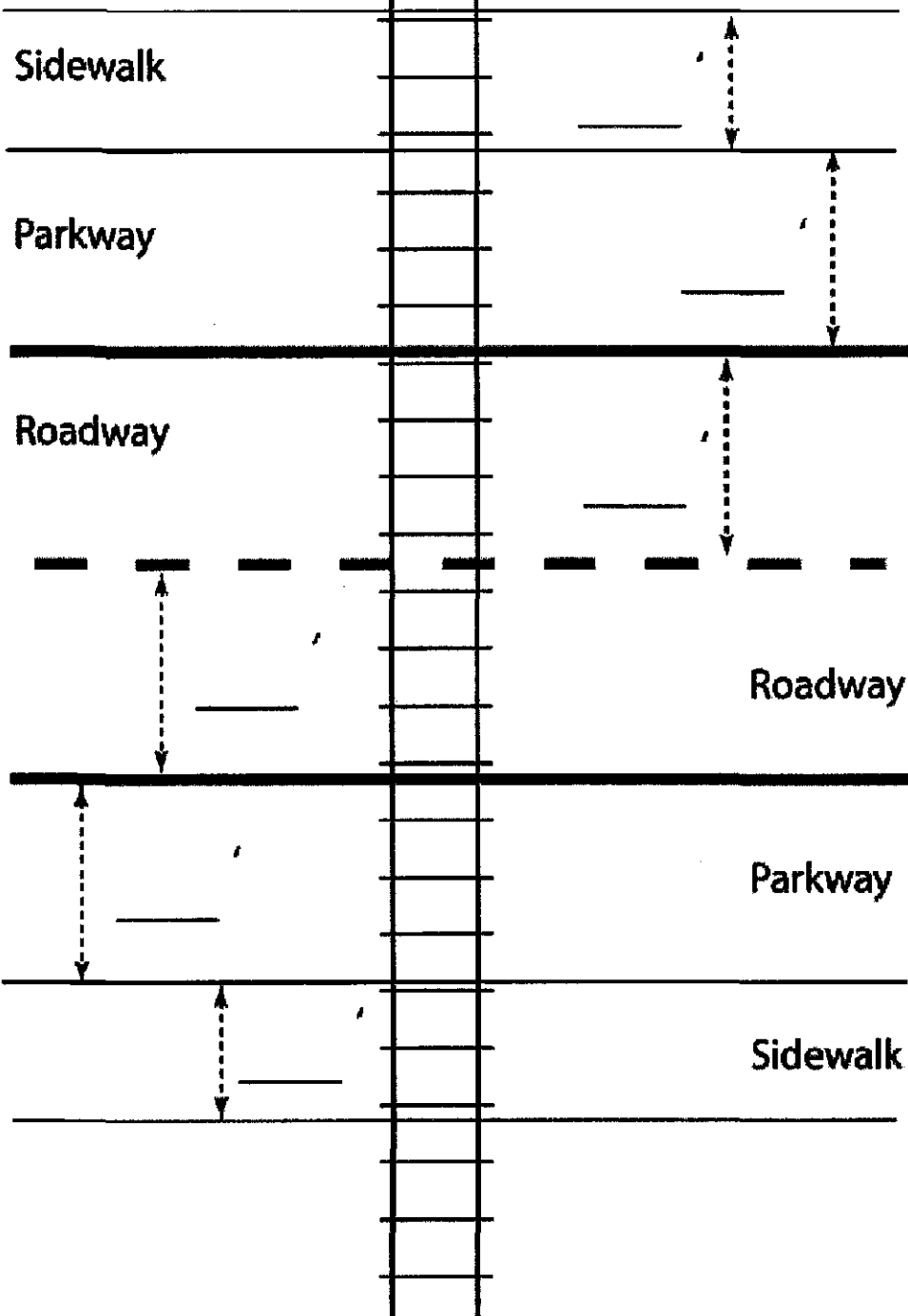
Diagnostic Team Recommendations

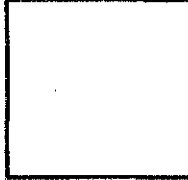
	Quadrants Needed
☒ Install/upgrade active devices	
☒ Automatic Flashing Lights (AFLS)	
☐ AFLS / Cants	
☒ AFLS / Gates	
☐ AFLS / Gates / Cants	
☐ Upgrade circuitry	
☐ Sidelights	
☐ Guardrail Needed	
☒ Install/Replace curb	
☐ Other (define)	

Comments:

☐ Install/upgrade traffic signal preemption	
☐ No improvements needed	
☐ Other (define)	

Field Dimensions




 Show North
 Direction

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Measurements by: TJD

Field Sketch

See attached topo

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Sketch by: IGD

TABLE 1

Clearing Sight Distances

Maximum Authorized Train Speed	Distance (dT) Along Railroad from Crossing (ft)
1 - 10	240
15	360
20	480
25	600
30	720
35	840
40	960
45	1080
50	1200
55	1320
60	1440
65	1560
70	1680
75	1800
80	1920
85	2040
90	2160

Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers and level single track 90 degree crossings; and may need to be adjusted for multiple tracks, skewed crossings or approaches on grades.

Clearing Sight Distance is to be measured in each vehicle travel direction at non-gated crossings as viewed from a point 25 feet from centerline of nearest track in the center of whichever travel lane is nearest the direction along track being measured.

Table 2

Stopping Sight Distances

Highway Vehicle Speed	Distance (dH) Along Roadway from Crossing (ft)
0	n/a
5	50
10	70
15	105
20	135
25	180
30	225
35	280
40	340
45	410
50	490
55	570
60	660
65	760
70	865

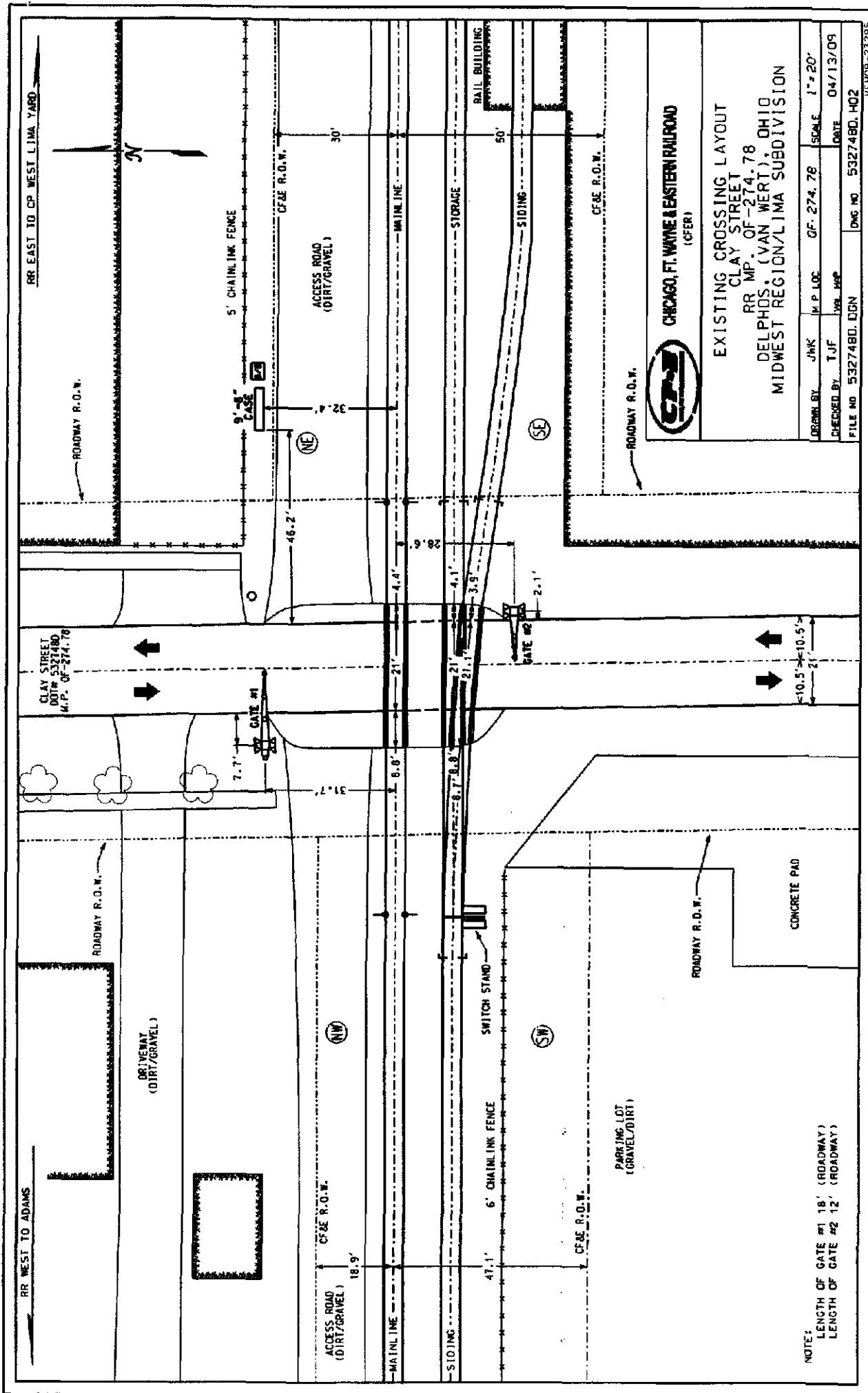
Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers on dry level pavements.

Stopping Sight Distance is to be measured on each roadway approach to crossing from stop bar.



Dayton Toledo R. Co. Prop. By
Washington
Center Line Non Track
To Copy -
STREET To Toledo
Center Line Non Track
To Copy -
STREET To Toledo

JACKSON

MAIN

STREET

STREET

SECTION 25 - 1 2 S. R. 4 E
SECTION 30 - 1 2 S. R. 5 E
WASHINGTON TOWNSHIP Canal
MARION TOWNSHIP Canal

CANAL

STREET

STREET

JEFFERSON

STREET

STREET

CLAY

STREET

STREET

FIRST

Bredick

Bredick's

Bredick

Heirs

Add

Addition

Addition

Addition

Manufacture
Lumber

Old



Diagnostic Review Team Survey

Date: 4-21-09

Location Data

Street or Road Name:

Jefferson Street

Route/Road Number
(i.e. Twp., Co., SR or US)

(include SLM if State or US route)

AAR-DOT No.:

532 747 W

County:

Van Wert

Township:

City:

(In or Near)

Delphos

Railroad
Name:

CFN + E

Railroad
Division:

Pittsburgh

Branch/Line
Name:

Ft. Wayne line

Nearest RR

Timetable Station:

Delphos

RR Milepost:

274.71

On-Site Review Team

(Include: Name - Organization - Phone Number)

1. MEL HOLDER BUNGE 419-692-0010
2. Mike Gallmeier Delphos 685-4010
3. Gary Bergquist Delphos 685-4010
4. GEORGE MARTIN PICO 614-752-9107
5. Don Clark R/A ROSS 859-871-5590
6. TERRY FRANK XORAIL 904-477-2103
7. LESLIE SCHONDER R/A ENL 904-538-6056
8. Ted Darfus ORDC 614-374-9298
- 9.

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs	☒ Yes	☐ No	1
'Stop' Signs	☐ Yes	☒ No	
'Stop Ahead' Signs	☐ Yes	☒ No	
Pavement Markings	☐ Yes	☒ No	
Crossbucks	☒ Yes	☐ No	
Number of Tracks Signs	☒ Yes	☐ No	
Inventory Tags	☒ Yes	☐ No	
Interconnected Highway Traffic Signal	☐ Yes	☒ No	
Mast-Mounted Flashing Lights	☒ Yes	☐ No	
Cantilever Flashing Lights	☐ Yes	☒ No	Number: Length:
Side Lights	☐ Yes	☒ No	
Automatic Gates	☒ Yes	☐ No	Number: Length:
Bells	☒ Yes	☐ No	1
Sidewalk Gate Arms	☐ Yes	☒ No	
'No Turn' Signs	☐ Yes	☒ No	
Illumination	☒ Yes	☐ No	
Is crossing flagged by train crew?	☐ Yes	☒ No	
Other	☐ Yes	☒ No	

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years	0	0
Hazard Ranking	2421	Date Run: 4/15/09
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	2	
Night thru trains		
Daytime switching movements	3	
Nighttime switching movements		
Total number of tracks	3	
Number of main tracks	1	
Number of other tracks	2	
Maximum train speed	40 MPH	
Typical train speed	40 MPH	
Amtrak	0	
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) ☒ Yes ☐ No		
If multiple tracks, can two trains occupy crossing at the same time? ☒ Yes ☐ No		
Can one train block the motorists' view of another train at crossing? ☒ Yes (Explain below) ☐ No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? ☐ Yes ☒ No		
If yes, Crossing DOT # (if different) _____		
If yes, distance _____ (take measurement between track centerlines at closest point along roadway)		
Roadway Data		
Local Highway Authority: City of Delphos		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	700 (07)	700 07
Highway paved	☒ Yes ☐ No	☒ Yes ☐ No
Roadway Surface: ☒ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: 28 ft		
Number of highway lanes	2	2
Urban or Rural	Urban	Urban
Vehicle Speed: 25 MPH		
School Bus Operation: ☒ No ☐ Yes 0 Amount		
Hazardous Materials Trucks: ☐ No ☒ Yes 1 Amount		
Shoulders: ☐ No ☒ Yes		
Is the shoulder surfaced? ☐ No ☒ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		
Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	Quadrant _____ Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	

Pedestrians: ☐ No ☒ Yes

Is sidewalk present? ☐ No ☒ Yes

Is there a nearby intersection that could cause queuing over the crossing? ☒ No ☐ Yes

If yes,
Distance _____

Is this intersection signalized? ☒ No ☐ Yes

Are the signals currently interconnected with the existing crossing warning devices? ☒ No ☐ Yes

Is it the consensus of the Diagnostic Review Team that this is a potential closure project? ☒ No ☐ Yes

Explain reasons:

Type of Development

- ☐ Open Space ☐ Institutional
- ☒ Industrial ☒ Commercial
- ☐ Residential

Location of nearby schools:

Utility Information

Is commercial power available? ☐ No ☒ Yes

Utility Provider (Company Name) AEP

Phone Number _____

Nearest Available Power Source _____

What other utilities are present? water

Is there potential utility conflict(s) ☐ Yes ☐ No ☐ Unknown

Diagnostic Team Recommendations

	Quadrants Needed
☒ Install/upgrade active devices	
☒ Automatic Flashing Lights (AFLS)	
☐ AFLS / Cants	
☒ AFLS / Gates	
☐ AFLS / Gates / Cants	
☐ Upgrade circuitry	
☐ Sidelights	
☐ Guardrail Needed	
☐ Install/Replace curb	
☐ Other (define)	

Comments:

- ☐ Install/upgrade traffic signal preemption
- ☐ No improvements needed
- ☐ Other (define)

Field Dimensions

Sidewalk

Parkway

Roadway

Roadway

Parkway

Sidewalk



Show North
Direction

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Measurements by: TJD

Field Sketch

See attached topo

Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in _____ Quadrant?

Sketch by: TD

TABLE I

Clearing Sight Distances

Maximum Authorized Train Speed	Distance (dT) Along Railroad from Crossing (ft)
1 - 10	240
15	360
20	480
25	600
30	720
35	840
40	960
45	1080
50	1200
55	1320
60	1440
65	1560
70	1680
75	1800
80	1920
85	2040
90	2160

Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers and level single track 90 degree crossings; and may need to be adjusted for multiple tracks, skewed crossings or approaches on grades.

Clearing Sight Distance is to be measured in each vehicle travel direction at non-gated crossings as viewed from a point 25 feet from centerline of nearest track in the center of whichever travel lane is nearest the direction along track being measured.

Table 2

Stopping Sight Distances

Highway Vehicle Speed	Distance (dH) Along Roadway from Crossing (ft)
0	n/a
5	50
10	70
15	105
20	135
25	180
30	225
35	280
40	340
45	410
50	490
55	570
60	660
65	760
70	865

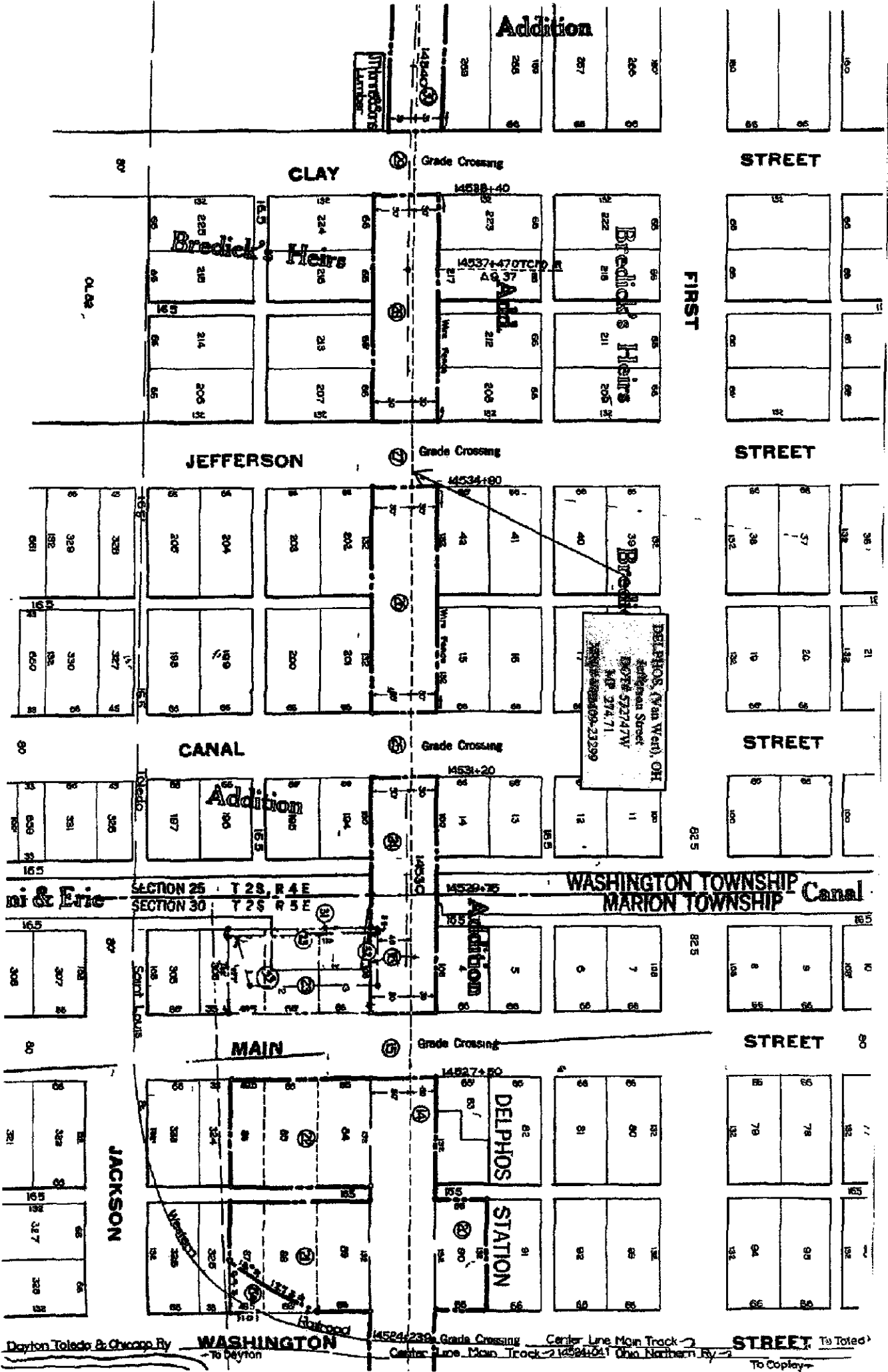
Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133)

Notes:

All calculated distances are rounded up to the next higher 5-foot increment.

Distances indicated are for 65-ft double bottom semi-tractor trailers on dry level pavements.

Stopping Sight Distance is to be measured on each roadway approach to crossing from stop bar.



Addition

STREET

FIRST

STREET

STREET

STREET

STREET

Bredick's Heirs

Bredick's Heirs

Bredick's

DELPHOS, (Van Wert), OH
Washington Street
Box 52747W
Map 274.71
X-52747-09-21599

Addition

Addition

DELPHOS STATION

WASHINGTON

Dayton Toledo & Chicago Ry

Center Line Main Track - 2
Center Line Main Track - 2

To Toledo
To Copley