

Public Utilities Commission of Ohio

Memo

09-995 RR-FED

19 0CT 27 PM 1

To:

Docketing Division

From:

George Martin, Grade Crossing Planner, Rail Division

Re:

American Recovery and Reinvestment Act of 2009 (ARRA) Project- Wheeling & Lake Erie Railway Corridor Project, City of Hartville & Surrounding Area, Portage & Stark

Counties

Date:

October 7, 2009

The Ohio Rail Development commission (ORDC) has encumbered funding provided by the American Recovery and Reinvestment Act of 2009 (ARRA) to upgrade the following crossings to flashing lights and roadway gates:

Portage County, Manning Rd, TR 2, Suffield Township, DOT# 472-632K

Stark County, Maple St, SR 619, Village of Hartville, DOT# 472-624T

Stark County, N. Prospect Ave., CR 56, Village of Hartville, DOT# 472-625A

The crossings were surveyed on March 17, 2009 and were found to warrant the upgrades. The surveys also determined that Maple St and N Prospect Ave should be interconnected with highway traffic signals and will require railroad preemption.

These projects are actual cost. ARRA reimbursable costs shall not exceed \$600,000. Any costs above the ARRA funding will be reimbursed from ORDC's Safety Fund to a cap of \$1,250,000. Should the costs exceed this amount due to the traffic preemption, ARRA funding requested under separate cover may be used.

Staff requests an Entry with the following language included due to 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 terms herein may result in cancellation, termination or suspension of the contract, in whole or in part.

Staff requests that the Entry direct the Wheeling & Lake Erie Railway (WE) to submit site plans and cost estimates to the Commission and ORDC within 90 days. ORDC is requesting that the Commission issue an 18 month order for completion due the traffic preemption and the significant coordination needed with the Village of Hartville. Upon approval of the plans and

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estimates by ORDC construction may commence. Staff agrees that the engineering and preemption requirements necessitated make these projects very complicated. As such, staff agrees with the request and recommends that the railroad be granted an 18-month time period within which to complete these projects.

C:Legal Department

Please serve the following parties of record

Ms Susan Kirkland

Ohio Rail Development Commission

1980 West Broad St

Columbus, Oh 43223

Mr Dan Reinsel

Wheeling & Lake Erie Railway

100 E First St

Brewster, Oh 44613

Suffield Township Trustees

2150 May Rd

Suffield, Oh 44260

Mayor Edsel R. Tucker

202 W Maple st

Hartville, Oh 44632

OHIO RAIL DEVELOPMENT COMMISSION INTER-OFFICE COMMUNICATION

TO:

Leah Thomas-Dalton, Chief, Rail Division, PUCO

FROM:

Susan Kirkland, Manager, Safety Section, ORDQ

SUBJECT:

American Recovery and Reinvestment Act of 2009 (ARRA) Project

Grade Crossing Warning Device Projects

Portage and Stark Counties, WLE Corridor City of Hartville & Surrounding

Area

DATE:

October 26, 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:

Portage County, Manning Road, TR2 Stark County, Maple Street, SR619 DOT# 472 632K DOT# 472 624T

Stark County, N. Prospect Avenue, CR56

DOT# 472 625A

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

The projects shall be completed in compliance with Agreement No. 00001-A dated September 17, 1990, entered into by the State of Ohio and the Wheeling and Lake Erie Railway Company (WLE) 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; and the attached letter agreement dated May 8, 2009.

The ARRA reimbursable costs shall not exceed \$600,000, which includes \$25,000 for Preliminary Engineering and \$575,000 for construction and related activities. Any costs above and beyond the \$600,000 of ARRA funding shall be reimbursed from the ORDC's Safety funding at 100% of costs incurred to a cap of \$1,250,000, or, should the cost overruns be due to the required preemption, ARRA funding requested under a separate project for preemption of grade crossing and highway traffic signals may be used.

The ORDC conducted formal diagnostic reviews at locations on March 17, 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 WLE with the PUCO Order. In addition, it was determined that two of the crossings, Maple Street and N. Prospect Avenue, are or should be interconnected with highway traffic signals and will require railroad preemption due to the proximity of an intersection with

traffic signals to the grade crossing. Due to this complicating factor and the need for significant coordination with the local highway authority, the City of Hartville, we request an 18 month order as opposed to the standard one year order.

As part of the PUCO Order for the warning device improvements at the three locations 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.

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. Dan Reinsel, Signal and Communication Supervisor, WLE Railway Company
 - Mr. Rob Graham, Contract City Engineer, ME Companies
 - Ms. Debbie Weaver, Senior Traffic Engineer, ME Companies
 - Mr. Joe Glinski, Federal Highway Administration
 - Mr. Scott Booker, P.E., Director of Public Projects, CTC
 - Ms. Heather L. McColeman, PE, ODOT Tiger Team
 - M. Forte, Project Manager, ORDC (project files)
 - T. Burns, Stimulus Coordinator, ORDC
- a: 3/ with original all

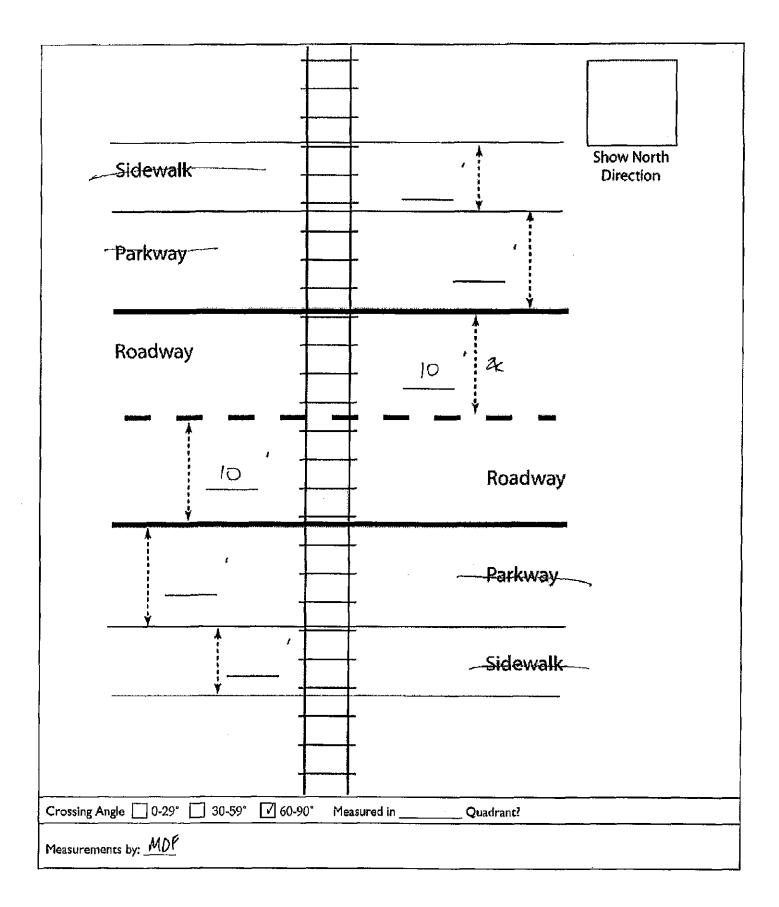


Diagnostic Review Team Survey

				Date: 2.11.00	
Location Data		ray and			
Street or Road Name:				and the second state of the second state of the second	North Andreas Company of the Company
MANNIN	ig Ro				
Route/Road Number (i.e. Twp), Co., SR or US) 2	(include SLM if State or US ro	ute)		AAR-DOT No.: 472	.632K
County: POR	Township: SUFFIELD		City: (In or (Vear)	IARTVILLE	
Railroad Name: WE	Railroad Division:	sus) C Le		NE Branch/L Name:	ine (508) CLEVELAND LINE
Nearest RR		, 000	-00 CA1430 CE	DP Milaners	
Timetable Station: HARTVIL	and a section of management of the foreign and a section of the se		neseren erregeren er en er bester	44.1	り
On-Site Review Team					1147 147
(Include: Name - Organization - Pho	one Number)				
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2. YOU 11-1500	<u>5</u>	() TIEL)	KCA, KAI		30 (OA)
3. DAVIE POLFER	<u> </u>	SUFFIRE	D JUN	330-6	89-4994
4. Robert Leust	the	1000	+	614-4	66-1150
5. DAN REINS	<u> </u>	NLE		330-76	7-7202
	<u>.</u>	1 1	1 F.		
6. Bryan Ford		tage Co	unty Fazina	0000	296-6911
7				·····	
8	· · · · · · · · · · · · · · · · ·				, <u>, , , , , , , , , , , , , , , , , , </u>
9,					
Existing Traffic Control	Devices				
Type of Warning Device	ces	Installe	d?	Quanti	ty/Comments
Advance Warning Signs		Yes	☐ No	L	NO E.B.
'Stop' Signs		Yes	☑ [′] No		
'Stop Ahead' Signs] Yes	□ No	NA	
Pavement Markings		Yes	☑ No		
Crossbucks		Yes	☐ No	Buckeye	- 2
Number of Tracks Signs		Yes	☑ No		
Inventory Tags] Yes	☑ No		
Interconnected Highway Traffic S	ignal	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 No		
Sidewalk Gate Arms		Yes	√ No		
'No Turn' Signs		Yes	☑ No	- 	
Illumination	17		II.No		
Is crossing flagged by train crew?			V No	+	······································
Other		Yes	☑ No		
		1 F8 10 E T T T T T T T T T T T T T T T T T T			Carastanaar Alaphasan ayo e to q
Safety Data (Obtain cras	sh renorts if nossi	S C WATER		A TOTAL SERVICE CONTRACTOR	

	Initial Information (from database)	Revised	
Number & dates of crashes in previous 5 years	1 (7.17.07)			
Hazard Ranking	145	Date Run: 3:4:09		-
Railroad Data				
Railroad Characteristi	ce Initial Informa	ition (from database)	Revised	
Total trains per day		3	4	-
< I per day				
Day thru trains		<u> </u>	2	
Night thru trains			2.	
Daytime switching movement	s			
Nighttime switching movemen	nts	2		
Total number of tracks		1		
Number of main tracks			1	
Number of other tracks	-I-PAS	SING-		
Maximum train speed			25	
Typical train speed			10	
Amtrak	N N			
If non-gated crossing, is clearing s	sight distance adequate in all q	uadrants? (See Table 1)	Yes No	
If multiple tracks, can two trains	occupy crossing at the same t	ime? 🗌 Yes 📗 No		
			elow) 🔲 No	
Are there other track(s) crossing		0 ft of this crossing?	Yes 🗹 No	
Are there other track(s) crossing If yes, Crossing DOT #(if diffe If yes, distance Roadway Data	erent) (take measurement between		_	
Are there other track(s) crossing If yes, Crossing DOT #(if diffe If yes, distance Roadway Data Local Highway Authority: SUF	erent) (take measurement between	track centerlines at close	_	
Are there other track(s) crossing If yes, Crossing DOT #(if diffe If yes, distance Roadway Data	FIELD TWP Cs Initial Informa	track centerlines at close	est point along roadway)	
Are there other track(s) crossing If yes, Crossing DOT #(if diffe If yes, distance Roadway Data Local Highway Authority: SUF Roadway Characteristic Average daily traffic	FIELD TWP cs Initial Informa	track centerlines at close	est point along roadway)	
Are there other track(s) crossing If yes, Crossing DOT #(if diffe If yes, distance Roadway Data Local Highway Authority: SUF Roadway Characteristic	FIELD TWP cs Initial Informa 1585	track centerlines at close tion (from database) (2006)	Revised Yes No	
Are there other track(s) crossing If yes, Crossing DOT #(if differ if yes, distance	FIELD TWP cs Initial Informa 1585	track centerlines at close tion (from database) (2006)	Revised Yes No	
Are there other track(s) crossing If yes, Crossing DOT #(if diffe If yes, distance Roadway Data Local Highway Authority: SUF Roadway Characteristi Average daily traffic Highway paved	FIELD TWP cs Initial Informa 1585	track centerlines at close tion (from database) (2006)	Revised Yes No	
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Are there other track(s) crossing If yes, Crossing DOT #(if differ fig.) Roadway Data Local Highway Authority: SUF Roadway Characteristic Average daily traffic Highway paved Roadway Surface: Blacktop [Roadway width: Zoft. Number of highway lanes Urban of Rural Vehicle Speed: 35 MPH	FIELD TWP cs Initial Informa Yes Concrete Concre	track centerlines at close tion (from database) (2006) No Other + CHIP/56	Revised Yes No	
Are there other track(s) crossing If yes, Crossing DOT #(if differ if yes, distance Roadway Data Local Highway Authority: SUF Roadway Characteristic Roadway Characteristic Average daily traffic Highway paved Roadway Surface:	FIELD TWP cs Initial Informa Yes Concrete Concre	track centerlines at close tion (from database) (2006) No Other + CHIP/56	Revised Yes No	
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Are there other track(s) crossing If yes, Crossing DOT #(if differ from the first of the first o	Cake measurement between	track centerlines at close tion (from database) (2006) No Other + CHIP/SCA 2 nount No Yes No If no, deficient a	Revised Yes No AL pproach(es) Curb and Gutter:	
Are there other track(s) crossing If yes, Crossing DOT #(if differ figes, distance Roadway Data Local Highway Authority: SUF Roadway Characteristic Average daily traffic Highway paved Roadway Surface: Blacktop [Roadway width: ZO ft. Number of highway lanes Urban of Rura Vehicle Speed: MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Yes Is the shoulder surfaced? No Is there existing guardrail along roads Is stopping site distance adequate Quadrant Cur Functional (Curb height = 4)	Cake measurement between	track centerlines at close tion (from database) (2006) No Other + CHIP/56 Z nount No Yes No If no, deficient a Quadrant Functional (Cur	Revised Yes No AL Pproach(es) Curb and Gutter:	
Are there other track(s) crossing If yes, Crossing DOT #(if differ from the first of the first o	Cake measurement between	track centerlines at close tion (from database) (2006) No Other + CHIP/56 Z nount No Yes No If no, deficient a Quadrant Functional (Cur	Revised Yes No AL pproach(es) Curb and Gutter:	

Pedestrians: No Yes					
Is sidewalk present? V No Yes					
Is there a nearby intersection that could cause of the stance.	queuing over the	crossing? 🗹 No	☐ Yes		
Is this intersection signalized? No	_		3	□ v	
Are the signals currently interconnected with				Yes	
Is it the consensus of the Diagnostic Review Te Explain reasons:	am that this is a p	otentiai ciosure p	oroject: 🔼 No	Yes	
Type of Development					
Open Space Institutional	Location of nearl	y schools:			
☐ Industrial ☐ Commercial	FIELD	311			
✓ Residential				·	
Utility Information					
Is commercial power available? No	∑ Yes				
Utility Provider (Company Name) 157 Ex	Jergy	P	hone Number		
Nearest Available Power Source	•				
What other utilities are present?		<u> </u>			
Is there potential utility conflict(s) Yes		Inknown			
Diagnostic Team Recommendatio	ns				- variation and market
			Ouadrai	nts 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)	— 	<u> </u>		 	
Comments:					
Install/upgrade traffic signal preemption					
☐ No improvements needed					
Other (define)		() I		on they.	
Field Dimensions					



Field Sketch			
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•			
Crossing Angle 0-29° 30-59° 60-9	0° Measured in	Quadrant?	
Sketch by:			

TABLE !

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 5foot 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 <u>non-gated crossings</u> 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
01 ·	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.

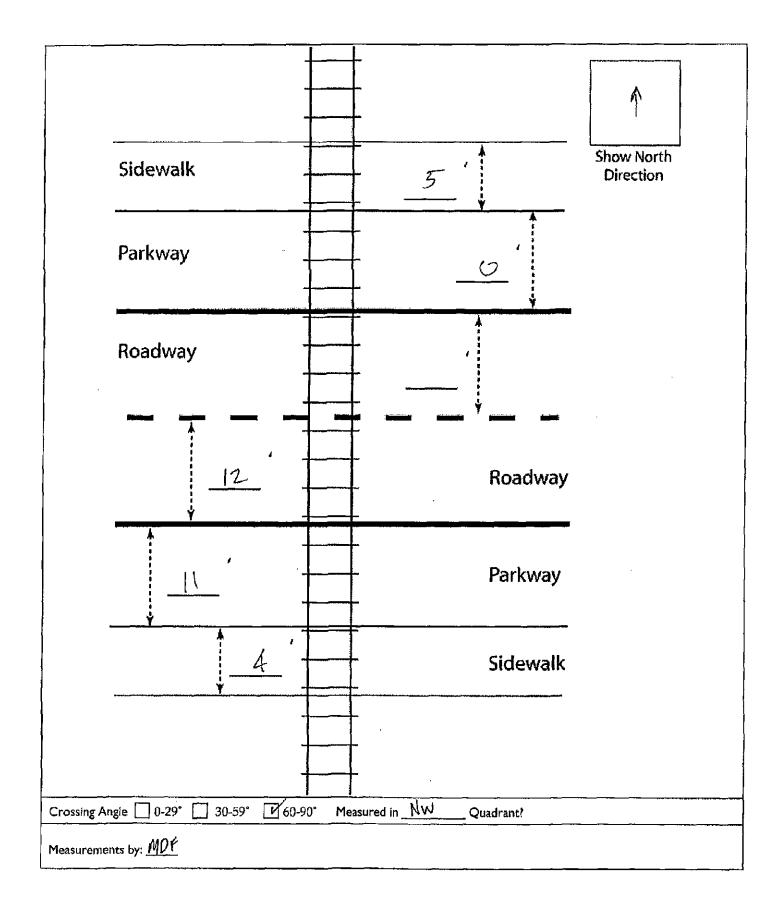


Diagnostic Review Team Survey

		Date: 3.17.09
Location Data		
Street or Road Names, MAPLE ST.		•
Pouts/Road Number	If State or US route) 4.70	AAR-DOT No.: 472 6247
County: STA Township:	City: (In)or Near)	HARTVILLE
Railroad NATE	Railroad	Branch/Line
Name OD	Division: SUB. CLEVELAND	RR Milepost: 1-2-
Timetable Station: HARTVILLE		RR Milepost: 47.35
On-Site Review Team		
(Include: Name - Organization - Phone Number)		
1. MIKE FORTE	ORDC	614.644.0283
2. Ed Tocker, Mayor Vi	llege of Hartville	330-877-9222
3 Rob Greben Viller	Faciones (M.F. Companie	1) 330-491-9000
3. Rob Graham, Village 4. Robert Resustle	PUED	614-466-1150
5. Dan Reinsel	(A) / F	330-767-7202
5. THE REIDSEI		330-767-7202
6		
7.		
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 [V/No	
Pavement Markings	☑ Yes ☐ No	FADED
Crossbucks	Yes □ No	2
Number of Tracks Signs	Yes No	NA
Inventory Tags	Yes No	
Interconnected Highway Traffic Signal	☐ Yes ☑ No	
Mast-Mounted Flashing Lights	☑Yes ☐ No	
Cantilever Flashing Lights	☑ Yes ☐ No	Number: 2 Length: 8'
Side Lights	☐ Yes No	
Automatic Gates	☐ Yes ☑ No	Number: Length:
Bells	VYes ☐ 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	TRAFFIC LIGHTS, *

	Initial Information (from database)		Revised		
Number & dates of crashes in previous 5 years	0				
Hazard Ranking		929	Date Run: 3-4-09		
Railroad Data					
Railroad Characteris	tics	Initial Informati	on (from database)	Revised	
Total trains per day		4	4	华	
< per day					
Day thru trains			2		
Night thru trains			2		
Daytime switching moveme					
Nighttime switching movem	ents				···
Total number of tracks			· 	<u> </u>	
Number of main tracks	·		·		<u> </u>
Number of other tracks					
Maximum train speed				25	· · · · · · · · · · · · · · · · · · ·
Typical train speed Amtrak				10	
		\\			
If non-gated crossing, is clearing	sight distan	ce adequate in all qua	drants? (See Table 1)	Yes No	
If multiple tracks, can two train	s occupy cro	ssing at the same tim	e? Yes No		
Can one train block the motori	ists' view of	another train at cross	ing? 🔲 Yes (Explain be	low) 🔲 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)					
If yes, distance	(take mea	isurement between ti	rack centerlines at close	st point along roadway)	
If yes, distance Roadway Data		isurement between ti		st point along roadway)	
Roadway Data				st point along roadway)	
Roadway Data Local Highway Authority: V	ILLAGE	of Hartville			
Roadway Data Local Highway Authority: V Roadway Characteris	ILLAGE	OF HARTVILLE Initial Information	on (from database)	st point along roadway) Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic	ILLAGE	of HARTVILLE Initial Information	on (from database)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved	ILLAGE tics	of HARTVILLE Initial Information	on (from database)		
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop	ILLAGE tics	of HARTVILLE Initial Information ZO	on (from database)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 25 ft.	ILLAGE tics	OF HARTVILLE Initial Information 1, 20 Yes No	on (from database)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 28 ft. Number of highway lanes	ILLAGE tics	OF HARTVILLE Initial Information 1, 20 Yes No	on (from database)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: St. Number of highway lanes Urban or Rural	ILLAGE tics	OF HARTVILLE Initial Information 1, 20 Yes No	on (from database)	Revised	
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Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: St. Number of highway lanes Urban or Rural	ILLAGE tics	OF HARTVILLE Initial Information , 20 Yes Ne	on (from database)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 23 ft. Number of highway lanes Proad or Rural Vehicle Speed: 25 MPH School Bus Operation: No	ILLAGE tics Gravel	OF HARTVILLE Initial Information , 20 Yes Ne	on (from database) OU ('06) Output Output	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 25 ft. Number of highway lanes Proad or Rural Vehicle Speed: 25 MPH School Bus Operation: No	ILLAGE tics Gravel Ye No	of HARTVILLE Initial Information Zo Yes	on (from database) OU ('06) Output Output	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 23 ft. Number of highway lanes Urban or Rural Vehicle Speed: 75 MPH School Bus Operation: No Hazardous Materials Trucks:	ILLAGE tics Gravel Ye No	of HARTVILLE Initial Information Zo Yes	on (from database) OU ('06) Output Output	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width:	Company Compan	of HARTVILLE Initial Information Zo Yes	on (from database) OU (106) output output unt	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: Z3 ft. Number of highway lanes Urban or Rural Vehicle Speed: 75 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Ye Is the shoulder surfaced? N	Gravel Gravel No s c roadway in 6	of HARTVILLE Initial Information ZO Yes	on (from database) OU (106) output output unt	Revised Yes No	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway Width: 28 ft. Number of highway lanes Urban or Rural Vehicle Speed: 75 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Ye Is the shoulder surfaced? No Is there existing guardrail along Is stopping site distance adequate	Gravel Gravel No s c roadway in 6	of HARTVILLE Initial Information	on (from database) OU ('06) Outer unt No Yes	Revised Yes No	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 28 ft. Number of highway lanes Urban or Rural Vehicle Speed: 75 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Ye Is the shoulder surfaced? No Is there existing guardrail along Is stopping site distance adequate	Gravel Gravel Ye No s c roadway in o	of HARTVILLE Initial Information ZO Yes	on (from database) OU (106) Definer Unit No Yes No If no, deficient a Quadrant SW	Revised Yes No pproach(es)	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 25 ft. Number of highway lanes Proad or Rural Vehicle Speed: 75 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Ye Is the shoulder surfaced? Ne Is there existing guardrail along Is stopping site distance adequat Quadrant NE Co	Gravel Gravel Ye No s c roadway in care? (See Tablurb and Gutt	of HARTVILLE Initial Information , zo	on (from database) OU (106) Definer Z unt No Yes No If no, deficient a Quadrant SW Functional (Cur	Revised Yes No Ppproach(es) Curb and Gutter:	

Pedestrians: No Yes	
Is sidewalk present? No Yes	
Is there a nearby intersection that could cause of	queuing over the crossing? No Yes
If yes, Distance 105	
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 Ter Explain reasons:	am that this is a potential closure project: 댓No ☐ Yes
Type of Development	
Open Space Institutional	Location of nearby schools:
☐ Industrial ☑ Commercial	LAKE YAMI.
☑ Residential	
Utility Information	
gave, services of the control of the control of days remove of control of the state	1Yes
Utility Provider (Company Name) OH. ED). Phone Number
	ROSSING
What other utilities are present? SEWERS, Is there potential utility conflict(s) V Yes	No Unknown
Diagnostic Team Recommendation	The state of the second of the second state of the state
	Quadrants Needed
Install/upgrade active devices	
Automatic Flashing Lights (AFLS) AFLS /Cants	
AFLS / Gates	
AFLS / Gates / Cants	I CANT - NE
Upgrade circuitry	CANT - NE
Sidelights	
Guardrail Needed	
✓ Install/Replace curb	VILLAGE - SW
Other (define)	VICEAGE - OVV
Comments:	
☐ Install/upgrade traffic signal preemption	
☐ No improvements needed W Other (define)	() () D D D
Field Dimensions	GUARDRAIL



Field Sketch			<u>^</u>
GRAVEL	ANG	NAPA	
TRAFFIC 105'		G19	
SMAR RD.			
	250		
, FT FT	F		
Crossing Angle 0-29° 30-59° Sketch by: MDF	60-90° Measured in	Quadrant?	

TABLE !

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 <u>non-gated crossings</u> 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	260
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 5foot 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.

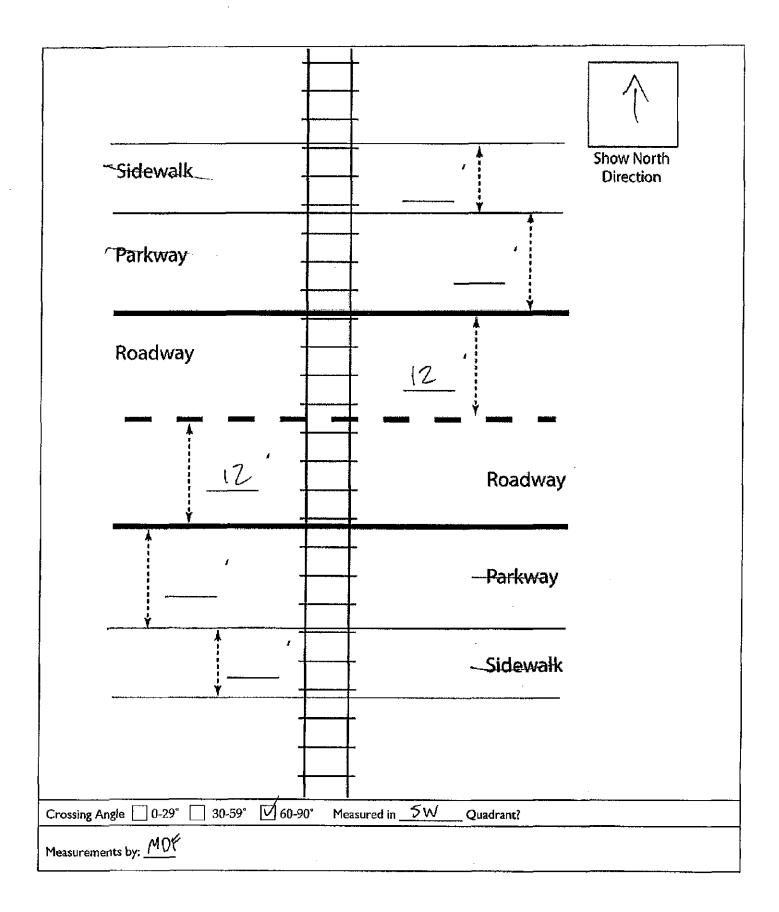


Diagnostic Review Team Survey

		OBSTRUCTOR OF THE	nine nivers	entraportum estas designatum de	Galige abiertoises	Date. 511	107
Location Data							
Street or Road Name: N. PRO	JSPECT	AVE	***************************************	ā pa mad kap no prijarāja morana p	2 (144) (144) (144) (144)		
Rouse/Road Number (I.e. Twp., Co., SR or US)	(include SLM if S	state or US rot	ite)			AAR-DOT No.:	472 625A
County: STARK	Township:			City:	Near)	HARTVII	
Railroad WE		Railroad Division:					Branch/Line Name:
Nearest RR Timetable Station: HARTVII	 LLF.	- ,				RR Milepost	47.31
Gn Site Review Team							
(Include: Name - Organization - Ph	ione Number)						
1. MIKE FORTE			0	RDC_		(614.644.0283
2	·						
3				-			
4							
5			<u> </u>				
6							
7							
8							
9							····
Existing Traffic Contro	l Devices			1 1			
Type of Warning Dev	lces	TO AND A SUPERIOR AND THE SECOND SECOND	Inst	alled?	Section 2.	(Quantity/Comments
Advance Warning Signs			Yes	∏ No		2	
'Stop' Signs	····	<u>_</u>	Yes	И No			
'Stop Ahead' Signs			Yes	No No			
Pavement Markings		T F	Yes	I7 No			
Crossbucks			Yes	□ No		2	
Number of Tracks Signs			Yes	ΠNo		12	
Inventory Tags			Yes	ΠNo			
Interconnected Highway Traffic	Signal		Yes	M No			
Mast-Mounted Flashing Lights		<u> </u>	Yes	□ No		Z	
Cantilever Flashing Lights			Yes	√ No		Number:	Length:
Side Lights		-	Yes	₹ No			
Automatic Gates			Yes	☑ No		Number:	Length:
Bells			Yes	No No		110111001	=4:(8:1)
Sidewalk Gate Arms	- 		Yes	NO [7]		· 	
'No Turn' Signs			Yes	V No			
Illumination .			Yes	□ No			
Is crossing flagged by train crew	,		Yes	□ No			
Other	·	<u></u>	Yes	□ No		TRAFFIC	LIGHT
			10/4/2009	Paris Control	A PRODUCTION OF THE PARTY	SECULAR SECULAR SECURIS	
Safety Data (Obtain cra	Sh Panarte	TOTAL PROPERTY AND			491 PATE N		

	Initial Information (from database)			Revised	-
Number & dates of crashes					
in previous 5 years Hazard Ranking		1,667	Date Run: 3-4-09		
Railroad Data		1,010 (Date Rull: 5.4707		
Railroad Characteris		Initial Information	on (from database)	Revised	
Total trains per day	ties	miciai mormado		NEVACO	
< I per day		<u> </u>	<u> </u>		
Day thru trains		7	<u>. </u>		
Night thru trains			2		
Daytime switching movements		, , , , , , , , , , , , , , , , , , ,			
Nighttime switching movem					
Total number of tracks		· ·			
Number of main tracks		l			
Number of other tracks					
Maximum train speed		73	F	25	
Typical train speed			· 	10	
Amtrak		N N			
If non-gated crossing, is clearing	sight distan	ce adequate in all qua	drants? (See Table 1)	☑ Yes □ No	
If multiple tracks, can two train	s occupy cro	ssing at the same time	e? Yes No		
Can one train block the motori	sts' view of a	inother train at crossi	ing? 🔲 Yes (Explain be	llow) 🔲 No	
Are there other track(s) crossii If yes, Crossing DOT #(if di	fferent)	<u> </u>		_	-
If yes, distance Roadway Data	(take mea	surement between tr	ack centerlines at close	st point along roadway)	
Roadway Data				st point along roadway)	
Roadway Data	ILLAGE	OF HARTVI		st point along roadway) Revised	_
Roadway Data Local Highway Authority: V	ILLAGE	OF HARTVI	LLE in (from database)		
Roadway Data Local Highway Authority: V Roadway Characteris	ILLAGE	OF HARTVI Initial Information	LLE in (from database) O (2006)		
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic	ILLAGE	OF HARTVI Initial Information 4,40	LLE in (from database) 00 (2006)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved	ILLAGE tics	OF HARTVI Initial Information 4,40	LLE in (from database) 00 (2006)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop	ILLAGE tics	OF HARTVI Initial Information 4,40	LLE in (from database) 00 (2006)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: \$24ft.	ILLAGE tics	OF HARTVI Initial Information 4,40 Yes No	LLE in (from database) 00 (2006)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: \$24ft. Number of highway lanes Urban or Rural	ILLAGE tics	OF HARTVI Initial Information 4,40 Yes No	LLE in (from database) 00 (2006)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: \$24 ft. Number of highway lanes Urban or Rural Vehicle Speed: 25 MPH	ILLAGE tics	OF HARTVI Initial Informatio 4,40 Yes No	LLE in (from database) 00 (2006)	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: \$24ft. Number of highway lanes Urban or Rural	Gravel	OF HARTVI Initial Informatio 4,40 Yes No	LLE on (from database) O (2006) er	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: \$24 ft. Number of highway lanes Vehicle Speed: 25 MPH School Bus Operation: No	Gravel Ye	OF HARTVI Initial Information 4,40 Yes No	LLE on (from database) O (2006) er	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 24 ft. Number of highway lanes Urban or Rural Vehicle Speed: 25 MPH School Bus Operation: No Hazardous Materials Trucks:	Gravel Yes	OF HARTVI Initial Information 4,40 Yes No	LLE on (from database) O (2006) er	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 224 ft. Number of highway lanes Urban or Rural Vehicle Speed: 25 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No	Gravel Yes	OF HART VI Initial Information 4,4C Yes No Concrete Oth 2 Amount Yes Amount Yes Amount	LLE in (from database) O (2006) er	Revised	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: \$24 ft. Number of highway lanes Vrban or Rural Vehicle Speed: 25 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Yels Is the shoulder surfaced? Y No	Gravel Yes	OF HART V! Initial Information 4.40 Yes No Concrete Oth 2 Amount Yes Amount Ges Prossing vicinity?	LLE In (from database) O (2006) er Int	Revised Yes No	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 24ft. Number of highway lanes Vrban or Rural Vehicle Speed: 25 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Ye Is the shoulder surfaced? Y No Is there existing guardrail along Is stopping site distance adequate	Gravel Yes	OF HART VI Initial Information 4,4C Yes No Concrete Oth 2 S Amount Yes Amount (es crossing vicinity? VI e 2) Yes	LLE on (from database) O (2006) er unt	Revised Yes No	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 24ft. Number of highway lanes Vrban or Rural Vehicle Speed: 25 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Ye Is the shoulder surfaced? Y No Is there existing guardrail along Is stopping site distance adequate	Gravel Gravel Yes No s o roadway in cee (See Table and Gutter)	OF HART VI Initial Information 4.40 Yes No Concrete Oth 2 Amount Yes Amount Yes Amount Yes Yes Amount 2 2 3 4 4 4 6 7 7 8 8 8 8 8 8 8 8 8 8 8	LLE In (from database) O (2006) er unt No	Revised Yes No pproach(es)	
Roadway Data Local Highway Authority: V Roadway Characteris Average daily traffic Highway paved Roadway Surface: Blacktop Roadway width: 24ft. Number of highway lanes Virban or Rural Vehicle Speed: 25 MPH School Bus Operation: No Hazardous Materials Trucks: Shoulders: No Ye Is the shoulder surfaced? Y No Is there existing guardrail along Is stopping site distance adequat Quadrant Co	Gravel Gravel No s o roadway in care? (See Tablurb and Gutt	OF HART VI Initial Information 4,40 Yes No Concrete Oth 2 S Amount Yes Amount Yes Amount es rossing vicinity? VI e 2) Yes er:	LLE In (from database) O (2006) er Int No Yes No If no, deficient a Quadrant Functional (Cur	Revised Yes No Poproach(es) Curb and Gutter:	

Pedestrians: No 📝 Yes					
Is sidewalk present? [2] No [
Is there a nearby intersection that could cause queuing over the crossing? \(\subseteq No \subseteq Yes \)					
If yes, Distance 168					
ls this intersection signalized? 🔲 No 🛮 🗹 Yes					
Are the signals currently interconnected with the existing of	rossing warning devices? TNo Yes				
Is it the consensus of the Diagnostic Review Team that this is Explain reasons:	a potential closure project: V No Yes				
Type of Development					
Open Space Institutional Location of n	earby schools:				
☐ Industrial ☐ ☐ Commercial ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Ye eh				
Residential PARC	14"				
Utility Information					
ls commercial power available? ☐ No ☑ Yes					
Utility Provider (Company Name) DH. ED.	Phone Number				
Nearest Available Power Source STORM AT XING. What other utilities are present? SEWEKS. GAS.					
What other utilities are present? SEWEKS. GAS, PHONE CABLE					
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	TERRY ARM				
Upgrade circuitry					
Sidelights	& SE				
Guardrail Needed					
Install/Replace curb					
Other (define)	INTERCOUNECT				
Comments:					
☐ Install/upgrade traffic signal preemption					
☐ No improvements needed					
Other (define)					
Field Dimensions					



Field Sketch	****
Crossing Angle 0-29° 30-59° 60-90° N	Measured in Quadrant?
Sketch by:	

TABLE I

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

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