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RECEIVED-DOCKETING DIV

2010 JUN 22 PM 3: 39

PUCO

Memo

| To: | Docketing Division |
|-------|---|
| From: | George Martin, Grade Crossing Planner, Rail Division |
| Re: | In the matter of the authorization of the Norfolk Southern Railway, Wheeling & Lake Erie Railway, CSX Transportation, and Indiana & Ohio Railway to install active grade crossing warning devices in six counties |
| Date: | June 22, 2010 |
| | his Bail Development Commission (ORDC) has secured funding for the installation of me |

The Ohio Rail Development Commission (ORDC) has secured funding for the installation of mast mounted flashing lights and roadway gates at the following grade crossing locations:

Wheeling & Lake Erie Railway (WE)

Wayne County, near Smithville, Pleasant Home Rd/CR 48, DOT# 473-528U

Norfolk Southern Railway (NS)

Ross County, City of Chillicothe, E. Second St., DOT# 481384M

CSX Transportation (CSX)

Logan County, near Horton, CR 20, 513-789G

Indiana & Ohio Railway (IORY)

Fayette County, City of Washington Court House, Oakland Ave., DOT# 151-917K

Augalaize County, near Uniopolis, Buckland-Holden Rd/CR 190, DOT# 258-626V

Champaign County, near Urbana, Dallas Rd/CR 184, DOT# 527-960J

These crossings were surveyed by staff due their high hazard and were found to warrant upgrades to flashing lights and roadway gates.

These projects will be actual cost and are federally funded. Staff requests an Entry with plans and estimates to be submitted to the Commission within 90 days and completion within one year. Upon approval of the plans and estimates by ORDC construction may commence. A suggested case coding would be:

PUCO Case No. 10- 🕁ອາເ -RR-FED

This is to certify that the images appearing are an accurate and complete reproduction of a case file document delivered in the regular course of business. Technician ______ Date Processed _______ 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 Rick Ray Norfolk Southern Railway 1200 Peachtree St NE, Box 123 Atlanta, Ga 30309

Mr Biff Konrad

2856 Cypress Way

Cincinnati, Oh 45212

Mr Benjamin Biesterveld

CSX Transportation

500 Water St, J-301

Jacksonville, Fl 32202

Mr Dan Reinsel Wheeling & Lake Erie Railway 100 E First St Brewster, Oh 44613 Mr Jeff Sparr, Deputy Engineer Wayne County Engineer's Office 3151 W. Old Lincoln Way Wooster, Oh 44691

Mr. Thomas Day

City of Chillicothe

35 S Paint St

Chillicothe, Oh 45601

Mr Scott Coleman

Logan County Engineer's Office

1991 CR 13

PO Box 427

Bellefontaine, Oh 43311-0427

Mr Jim Heath

Deputy Service Director

220 Park Ave

Washington CH, Oh 43160

Mr Douglas Reinhart

Auglaize County Engineer

1014 S Blackhoof St

PO Box 59

Wapakoneta, Oh 45895-0059

Mr Fereidoun Shokouhi

Champaign County Engineer

428 Beech St

Urbana, Oh 43078-0452

OHIO RAIL DEVELOPMENT COMMISSION INTEROFFICE COMMUNICATION

TO: George Martin, Railroad Division, PUCO

FROM: Joseph N. Reinhardt, Grade Crossing Specialist

SUBJECT: Grade Crossing Warning Project

DATE: June 16, 2010

You may authorize the following warning project to proceed with the non-field work involved with the below mentioned non-lump sum project. 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.

Project List

Wheeling & Lake Erie Railway:

Wayne County, Pleasant Home Road, DOT 473528U

Thank you for your assistance with these matters.

JR:jnr

c: S. Kirkland - Files (J. Reinhardt)

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OHIO RAIL DEVELOPMENT COMMISSION INTER-OFFICE COMMUNICATION

TO: George Martin, Planner, Railroad Division, PUCO

FROM: Susan Kirkland, Supervisor, Rail-Highway Safety Section

BY: Tim Perkins, Grade Crossing Specialist

SUBJECT: Grade Crossing Warning Project

DATE: June 16, 2010

You may authorize the Norfolk Southern to proceed with the nonfield work for this project. This construction authorization is made with the stipulation and understanding that any field work needs prior approval before 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. The construction portion and preliminary engineering will be financed with federal funds.

Please initiate a one (1) year order with the plan and estimate due in ninety (90) days for the following.

ROS - Second Street - NS_AAR No. 481 384 M (Actual cost)

Thank you for your assistance with this matter.

TP:tp

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OHIO RAIL DEVELOPMENT COMMISSION INTER-OFFICE COMMUNICATION

TO: George Martin, Planner, Railroad Division, PUCO

FROM: Susan Kirkland, Supervisor, Rail-Highway Safety Section

BY: Tim Perkins, Grade Crossing Specialist

SUBJECT: Grade Crossing Warning Project

DATE: June 16, 2010

You may authorize the CSX Transportation to proceed with the nonfield work for this project. This construction authorization is made with the stipulation and understanding that any field work needs prior approval before 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. The construction portion and preliminary engineering will be financed with federal funds.

Please initiate a one (1) year order with the plan and estimate due in ninety (90) days for the following.

LOG - C.R. 20 - CSX_AAR No. 513 789 G (Actual cost)

Thank you for your assistance with this matter.

TP:tp

RAIL DIVISION 22 ् - rm

OHIO RAIL DEVELOPMENT COMMISSION INTEROFFICE COMMUNICATION

TO: George Martin, Railroad Division, PUCO FROM: Joseph N. Reinhardt, Grade Crossing Specialist SUBJECT: Grade Crossing Warning Project

DATE: June 16, 2010

You may authorize the following warning project to proceed with the non-field work involved with the below mentioned non-lump sum project. 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.

Project List

Indiana & Ohio Railway:

Fayette County, Oakland Avenue, DOT 151917K

Thank you for your assistance with these matters.

JR:jnr

c: S. Kirkland - Files (J. Reinhardt)

RAIL 0. 7300

OHIO RAIL DEVELOPMENT COMMISSION INTER-OFFICE COMMUNICATION

TO: George Martin, Planner, Railroad Division, PUCO

FROM: Susan Kirkland, Supervisor, Rail-Highway Safety Section

BY: Tim Perkins, Grade Crossing Specialist Jim Kurkum

SUBJECT: Grade Crossing Warning Projects

DATE: June 16, 2010

You may authorize the Indiana and Ohio to proceed with the nonfield work for these projects. This construction authorization is made with the stipulation and understanding that any field work needs prior approval before 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. The construction portion and preliminary engineering will be financed with federal funds.

Please initiate a one (1) year order with the plan and estimate due in ninety (90) days for the following. AUG-C.R. 190, Buckland-Holden-I&O AAR No. 258 626 V (Actual cost) CHP-C.R.184, Dallas Rd.-I&O AAR No. 527 960 J (Actual cost) Thank you for your assistance with this matter.

TP:tp

RAL DIVISION ____ $\frac{2}{2}$ ço 1111 ာက သ 03

| The Public Utilitie Commission of Ohio |
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|---|

Public Utilities Commission of Ohio Rail Division 180 East Broad Street Columbus, OH 43215

| D | iagnostic Revie | ew Team | Survey | · 1 |
|--|-----------------------|--|--------------------|--|
| | C | | <u> </u> | 27 16 |
| Location Data | | | | |
| Street or Road Name: PLEASA | UT HOME | | | ann 201 bhailtean colganachtair a a slàthann airtean ann an tha ann an tha |
| Route/Road Number (i.e. Twp., Co., SR or US) CR 48 (include SLM | if State or US route) | | AAR-DOT No.: 4- | 135280 |
| County: WATNE Township: | | City: (In or Near) | SMITHVILL | |
| Railroad Name: WE | Railroad Division: | | | Branch/Line Name: TSELLEVVE |
| Nearest RR Timetable Station: DOUGLAS | | | RR Milepos | t: |
| On-Site Review Team | STATE OF THE STATE | | | 113.65 |
| | | | | an anna an ann an Anna |
| 2. Joe Rewlardt 3. Jeff Sparr W | OFOC GL | -752-9 -644- 287-5 -767 | 029,1 | |
| Existing Traffic Control Devices | | an a | | n mana wakana a ayan yaawa a ayandi wana ana ayaa ya ayaa ayaa ayaa |
| Type of Warning Devices | | ed? | | Quantity/Comments |
| Advance Warning Signs | √ Yes | _ No | 2 | |
| 'Stop' Signs | Yes | ™ No | | |
| 'Stop Ahead' Signs | <u> </u> | No No | | |
| Pavement Markings | <u>Yes</u> | _ N₀ | 2- | |
| Crossbucks | Yes | <u> </u> | | BUCKEYS |
| Number of Tracks Signs | Yes | No | | |
| Inventory Tags | Yes V | <u> </u> | 2 | |
| Interconnected Highway Traffic Signal | Yes | VN0 | | |
| Mast-Mounted Flashing Lights | <u> </u> | | | |
| Cantilever Flashing Lights | Yes | MN0 | Number: | Length: |
| Side Lights | | No. | | |
| Automatic Gates | | MNo | Number: | Length: |
| Bells | Yes | V No | | |
| Sidewalk Gate Arms | <u>Yes</u> | | | |
| 'No Turn' Signs | <u> </u> | <u>Y</u> No | | |
| Illumination | <u> </u> | <u>No</u> | | |
| Is crossing flagged by train crew? | Yes | <u>N</u> ₀ | | |
| Other | Yes | <u> </u> | · | |

| and a transmission and the second state with the second second second second second second second second second | alternationalmentaleuranistationalististationalististationalististististististististististististista eristeise | n se terespondente provinse presentation de la contraction de la contraction de la contractión de la contractió |
|---|--|--|
| Safety Data (Obtain crash repo | orts, if possible, prior to review) | |
| | Initial Information (from database) | Revised |
| Number & dates of crashes in previous 5 years | 1 5/24/09 1 | /] |
| Hazard Ranking 63 | Date Run: 4 15 10 | 59 5/6/10 |
| Railroad Data | ar yn llan y glyfaran a' milffarir o'r ran rafarar rafar yn diaf yn y yn y | na filmen Mandalan in 1999 in 1 In 1999 in 1999 |
| Railroad Characteristics | Initial Information (from database) | Revised |
| Total trains per day | 8 | |
| < I per day | | |
| Day thru trains | 4 | |
| Night thru trains | 4 | |
| Daytime switching movements | | |
| Nighttime switching movements | | |
| Total number of tracks | | |
| Number of main tracks | 1 | |
| Number of other tracks | | |
| Maximum train speed | 40 | |
| Typical train speed | | |
| Amtrak | | |
| If non-gated crossing, is clearing sight distan | ce adequate in all quadrants? (See Table 1) | Yes 🗌 No |
| If multiple tracks, can two trains occupy cro | ssing at the same time? Yes X.No | |
| | another train at crossing? [] Yes (Explain be | low) 📉 No |
| | roadway within 100 ft of this crossing? | res 🖌 No |
| If yes, Crossing DOT #(if different) If yes, distance (take mea | surement between track centerlines at close | st point along roadway) |
| Roadway Data | and and a second sec In the second | na na manana na mana Na manana na |
| Local Highway Authority: (Who maintains this roadway?) WAY | NE POUNTY | n an |
| Roadway Characteristics | Initial Information (from database) | Revised |
| Average daily traffic | 833 (2005) | 986-200 8 |
| Highway paved | Yes 🖸 No | Yes □ No |
| Roadway Surface: 🕅 Blacktop 🔲 Gravel | | |
| Roadway width:ft. | | |
| Number of highway lanes | 2 | 2. |
| Urban or Rural? | RUPAL | RURAL |
| Vehicle Speed: 55 MPH | NOPHE | |
| School Bus Operation: 🗌 No 🛛 🗶 Yes | 10 Amount | |
| Hazardous Materials Trucks: 🔲 No 🛛 🚺 | Yes Amount | |
| Shoulders: X No Yes | | |
| | | |
| | es | ······································ |
| | | H SIDES |

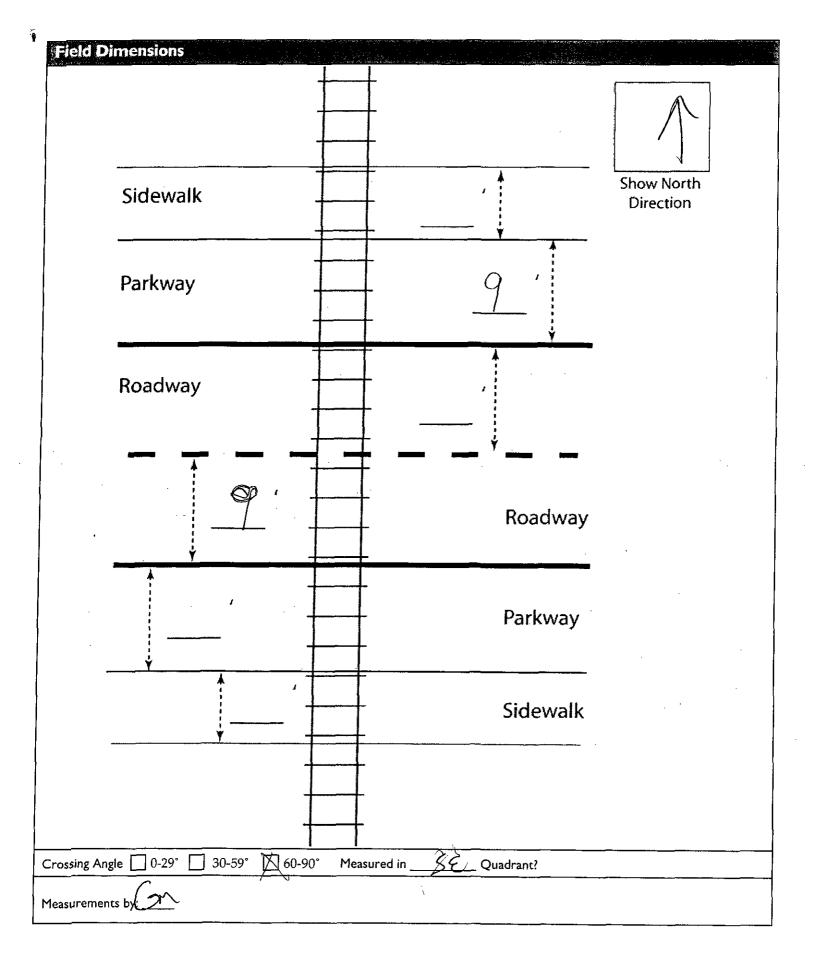
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| Quadrant | | Quadrant |
|---|--|---|
| Curb and Gutter: 🔲 Functional (Curb he | ght = 4" or more) | Curb and Gutter: 📋 Functional (Curb height = 4" or more) |
| Non-functional (Curb height = | Less than 4") | Non-functional (Curb height = Less than 4") |
| None None | | None |
| Pedestrians: No Yes | | |
| Is sidewalk present? No Yes | <u> </u> | |
| Is there a nearby intersection that could cau | se queuing over the c | crossing? No Yes |
| If yes, Distance | | |
| Is this intersection signalized? 対 No | Yes | |
| Are the signals currently interconnected v | /ith the existing cross | sing warning devices? No |
| | | |
| Is it the consensus of the Diagnostic Review | leam that this is a po | otential closure project: 🗹 No 🛛 🗌 Yes |
| Explain reasons: | | |
| | | |
| Type of Development | e dina pedromanian e de angene ar en de angene ar en de angene de angene de angene de angene de angene de ange En dina de angene de a | n i ferrar an ann an an an ann an ann an ann an |
| Open Space Institutional | Location of nearby | y schools: |
| Industrial Commercial | | |
| Residential FALM | WITHIN | 2 MILES |
| | | |
| Utility Information | المراجع لشاليات والاستعارية والمتحا لأشاك | |
| ls commercial power available? 🔀 No | 🗌 Yes | |
| Utility Provider (Company Name) | EDISON | Phone Number |
| Nearest Available Power Source WITHIN | | |
| | | |
| What other utilities are present? | | hknown |
| | | |
| Diagnostic Team Recommendat | 0.11S Ant the work of the second | n er fresk for Standard (* 1997) 1994 de medier Medie Manderse programme og en en er skriver andere er en e 1995 de senter Medie Manderse programme og er en er |
| | | Quadrants Needed |
| Install/upgrade active devices | | |
| Automatic Flashing Lights (AFLS) | | |
| 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) | | ROAD AND RUNNING POWER LINE TO |
| | | KOAD AND RUNNING POWER LINE TO |
| | | XING. |



| in. | Field Sketch |
|----------|---|
| | |
| İ | man |
| | HOUSE THOUSE T |
| | FARM FARM FELD X |
| | |
| | FARM FICED FARM FIELD 2595ADJT HOURS RED |
| | PLEASANT HOME RD CR 48 |
| \vdash | Crossing Angle \Box 0-29° \Box 30-59° \bigstar 60-90° Measured in <u>SE</u> Quadrant? |
| 5 | iketch by: |

е. , 4 I

TABLE I

Table 2

Stopping 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 | | | |

Clearing Sight Distances

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.

| | 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 | |
| \square | 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.

| AFETY Cras | h Severity Private Pro | <u></u> | VAMNE - 'r Photos Tak | 473528U DLEASANT HOME | jac 48 |
|--|----------------------------------|--------------------------------|-----------------------------------|---------------------------------------|-----------------|
| 5-0675-85 PDC | | Not Hit/s | | | |
| eporting Agency | # Units | Unit Error | · | me of Crash 9 2:45:00 PM | |
| ay of Week City Village Township | Name (of City, Village o | r Township) | County # | Latitude Longi 40 54 58.81 81 5 | tude 2 17.89 |
| rash Occurred On | | | | Local Information | |
| refix Crash Location | | | уре Loc | | |
| 0048 | | | lumbered Route | [| |
| t / Reference DR Prefix Re | | | | Ref Point | |
| | ference | | <u> </u> | Intersection 2 Str | eets |
| / L/ L/ L/ L/ | | <u>/</u> | | J [| |
| ype of Intersection | Occurrence On Roadway | Road Contour Straight Grade | Road Conditions ** Primary Dry | Secondary Road Conditions ONLY | |
| | | | Secondary Unknown | | |
| | | <u></u> | | | |
| Police Action ate and Time Crash Reported | Dispatch | Arrived | | Other | Total Minutes |
| | Dispatch 5/24/2009 2:51:00 PM | Arrived 5/24/2009 3:13 | Cleared 00 PM 5/24/2009 | 9 4:54:00 PM 120 | Total Minutes |
| fficer's Name* | . | J (<u></u> | Badge # * Che | cked By Date Report | |
| OSSOR, MATTHEW | | | 0944 JDI | HROMIAK 5/31/2009 | 12:00:00 AM |
| eport Taken By | Report Taken At | | | | |
| Police Agency | Scene | | | | |
| | Diagram | | | <u>A</u> | |
| anner of Collision or Impact | | | t | Î | |
| ngle | | | Ħ | 1.0 | |
| | Zone Related | | H | * | |
| lo No | | GR 48 | | (Unit) | |
| /eather | | 1 ² | (| | |
| lear | l | | | | |
| ype of Work Zone | Workers Present | | >- | | |
| | | | | A A A A A A A A A A A A A A A A A A A | |
| ocation of Crash in Work Zone | ····· | | | E . | |
| | | | | | |
| ght Conditions | | | | 1 A | |
| Primary Daylight | | | | \backslash | |
| Secondary Unknown | | L | | | |
| larrative | | ····· | | | |
| NIT #1 WAS WESTBOUND ON CR48. | UNIT #2 WAS NORTHBOUND | ON THE RAILROAD TR | ACKS. UNIT #1 FAILED TO | O YIELD TO UNIT #2 AND WAS S | TRUCK. |
| | | | | | |
| | | | | | |
| | | | | | |



Traffic Crash Report

| | Unit Information | | | | |
|-------------|---|---|--|---|--|
| Unit # | Owner First | Owner Middle | Owner Last | LP State | LP # |
| 1 | BARBARA | J | ROMANS | он | ADJ8092 |
| | Owner Address | Owner City | Owner State | Owner Zip | Owner Phone # |
| | 8898 CYNTHIA CT | | ЮН | 45242 | 5137930678 |
| | | <u> </u> | | <u> </u> | <u> </u> |
| | Year | Make FORD | Model | Color | VIN |
| | | | 170 | <u> </u> | |
| | Insurance Company | In Emergency Response | Speed Detected | Speed | Posted Speed |
| | WESTFIELD | Unknown | Stated | 30 | 55 |
| | Non-Motorist Location | | Towing Service | Damage Scale | Direction |
| | TUnKnown | Struck | NORTH END GARAGE | Disabling Damage | East |
| | | L | | | |
| | Type of Unit | Point of Impact | Most Damaged Area | Vehicle Defect | ······ |
| | Full Size | Left Front | Center Front | 1 | |
| | Pre-Crash Actions | Striking Vehicle O/U | Contributing Circumstances | First Harmful Event | Most Harmful Event |
| | Movements Essentially Straight | Unknown | Failure to Yield | 71 | 1 |
| | Ahead | | · · | | |
| | Traffic Control | Sequence of Events 1 | Sequence of Events 2 | Sequence of Events 3 | Sequence of Events 4 |
| | Railroad Crossbucks | Railway Vehicle | Unknown | Unknown | Unknown |
| | L | <u> </u> | | | <u>لا</u> |
| | Company (From Shipping Papers) | Company Phone | | | _PUCO |
| | L | <u> </u> | | | |
| | Address | City | State | Zip | |
| | | | | |] |
| | Trailor I D CA | Troilor I D Voor | | | |
| | Trailer LP St. | Trailer LP Year | Trailer LP # | Placard # | _# DIA |
| | L | L | | | |
| | Cargo Body Type | CDL Class | Weight (GVWR) | Haz Material Placard | Haz Material Release |
| | Not Applicable | | | Illinknown | INIAt Applicable |
| | | | | Unknown | Not Applicable |
| | People Information | | | | |
| Unit # | People Information | Middle | Last | | |
| Unit # 1 | People Information | | _ | | |
| - | People Information First Deborah | Middle | Last Romans | Type Driver | |
| - | People Information First Deborah Address | Middle A City | Last Romans State | Type Driver Zip | |
| | People Information First Deborah | Middle | Last Romans | Type Driver | |
| - | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth | Middle A City CINCINNATI Age | Last Romans State OH Sex | Type Driver 2ip 45242 Home Phone # | |
| | People Information First Deborah Address 8898 CYNTHIA CT | Middle A City CINCINNATI | Last Romans State OH | Type Driver Zip 45242 | |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 | Middle A City CINCINNATI Age 49 | Last Romans State OH Sex F | Type Driver 2ip 45242 Home Phone # 5137930678 | Work Phone # |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth | Middle A City CINCINNATI Age | Last Romans State OH Sex | Type Driver 2ip 45242 Home Phone # | |
| | Precipie Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH | Middle A City CINCINNATI Age 49 DL # RS481058 | Last Romans State OH Sex F Offense Charged | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None | Work Phone # |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position | Middle A City CINCINNATI Age 49 DL # [RS481058 Ejection | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag | Work Phone # |
| | Precipie Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH | Middle A City CINCINNATI Age 49 DL # RS481058 | Last Romans State OH Sex F Offense Charged 4511.62 | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None | Work Phone # |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position | Middle A City CINCINNATI Age 49 DL # [RS481058 Ejection Not Ejected | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed | Work Phone # Transported By Citation # Y718640 |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) | Middle A City CINCINNATI Age 49 DL # [RS481058 Ejection | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag | Work Phone # |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury | Work Phone # Transported By Citation # Y718640 Air Bag Switch |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal Alcohol Test Status | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped Alcohol/Drug Suspected | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt Alcohol Test Type | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries | Work Phone # Transported By Citation # Y718640 Air Bag Switch |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury | Work Phone # Transported By Citation # Y718640 Air Bag Switch |
| | People Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal Alcohol Test Status | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped Alcohol/Drug Suspected | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt Alcohol Test Type | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury | Work Phone # Transported By Citation # Y718640 Air Bag Switch |
| | Preprint Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal Alcohol Test Status None | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped Alcohol/Drug Suspected None | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt Alcohol Test Type None | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury Alcohol Test Result | Work Phone # Transported By Citation # Y718640 Air Bag Switch |
| | Propile Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal Alcohol Test Status None Drug Test Status | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped Alcohol/Drug Suspected None Drug Test Type None | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt Alcohol Test Type None Drug Test Result 1 | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury Alcohol Test Result Drug Test Result 2 None | Work Phone # Transported By Citation # Y718640 Air Bag Switch |
| 1 | Precipie Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal Alcohol Test Status None Drug Test Status None | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped Alcohol/Drug Suspected None Drug Test Type None | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt Alcohol Test Type None Drug Test Result 1 None | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury Alcohol Test Result Drug Test Result 2 None | Work Phone # Transported By Citation # Y718640 Air Bag Switch Not Present |
| 1 Unit# | Precipie Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal Alcohol Test Status None Drug Test Status None Precipie Information First | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped Alcohol/Drug Suspected None Drug Test Type None Middle | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt Alcohol Test Type None Drug Test Result 1 None Last | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury Alcohol Test Result Drug Test Result 2 None | Work Phone # Transported By Citation # Y718640 Air Bag Switch Not Present |
| 1 | Precipie Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal Alcohol Test Status None Drug Test Status None | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped Alcohol/Drug Suspected None Drug Test Type None | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt Alcohol Test Type None Drug Test Result 1 None | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury Alcohol Test Result Drug Test Result 2 None | Work Phone # Transported By Citation # Y718640 Air Bag Switch Not Present |
| 1 Unit # | Precipie Information First Deborah Address 8898 CYNTHIA CT Date of Birth 08/29/1959 DL State OH Seating Position Front Left (MC Driver) Condition Apparently Normal Alcohol Test Status None Drug Test Status None Precipie Information First | Middle A City CINCINNATI Age 49 DL # RS481058 Ejection Not Ejected Trapped Not Trapped Alcohol/Drug Suspected None Drug Test Type None Middle | Last Romans State OH Sex F Offense Charged 4511.62 Offense Description DRIVER'S DUTIES RELA Safety Equipment Shoulder Lap/Belt Alcohol Test Type None Drug Test Result 1 None Last | Type Driver Zip 45242 Home Phone # 5137930678 Injured Taken By None Air Bag Not Deployed Injuries No Injury Alcohol Test Result Drug Test Result 2 None | Work Phone # Transported By Citation # Y718640 Air Bag Switch Not Present |



Traffic Crash Report

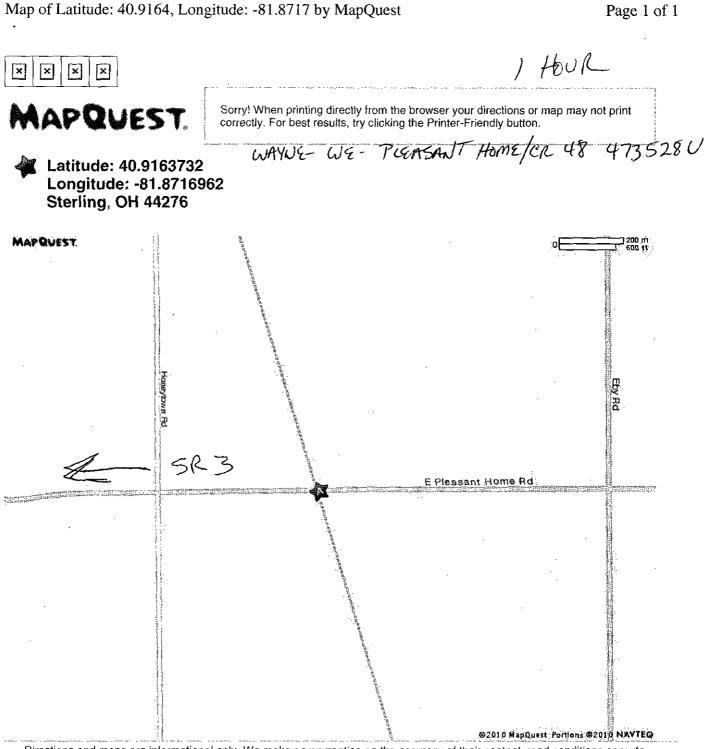
- -----

| 01/31/1931 | 78 | F | 5139310193 | |
|-------------------------|--|--|-------------------------------|----------------|
| DL State | DL# | Offense Charged | Injured Taken By | Transported By |
| L | <u></u> | _ <u></u> | None | <u> </u> |
| Seating Position | Ejection | Offense Description | Air Bag | Citation # |
| Front Right | Not Ejected | | Not Deployed | |
| Condition | Trapped | Safety Equipment | Injuries | Air Bag Switch |
| Unknown | Not Trapped | Shoulder Lap/Belt | No Injury | Not Present |
| Alcohol Test Status | Alcohoi/Drug Suspected | Alcohol Test Type | Alcohol Test Result | |
| Unknown | Unknown | None | |] |
| Drug Test Status | Drug Test Type | Drug Test Result 1 | Drug Test Result 2 | - |
| Unknown | None | Drug Test Result 1 Unknown at Time of Reporting | Unknown at Time of | 7 |
| | The second difference of the second | and the second | Reporting | |
| People Information | | | ng 17 yul lan ng Sanahary Aya | |
| | | | | |
| First | Middle | Last | Type | - |
| Barbara | J | Romans | Occupant |] |
| Address | City | State | Z ìp 45242 | - |
| 8898 CYNTHIA CT | CINCINNATI | ОН | 45242 |] |
| Date of Birth | Age | Sex | Home Phone # | Work Phone # |
| 07/10/1928 | 80 | F | 5138910775 | |
| DL State | DL # | Offense Charged | Injured Taken By | Transported By |
| | | | None | |
| Seating Position | Ejection | Offense Description | Air Bag | Citation # |
| Second Left (MC Driver) | Not Ejected | } | Not Applicable | |
| Condition | Trapped | Safety Equipment | Injuries | Air Bag Switch |
| Unknown | Not Trapped | Shoulder Lap/Belt | No Injury | Not Present |
| Alcohol Test Status | Alcohol/Drug Suspected | Alcohol Test Type | Alcohol Test Result | |
| Unknown | Unknown | None | } | 7 |
| Drug Test Status | Drug Test Type | Drug Test Result 1 | Drug Test Result 2 | - |
| Unknown | None | Unknown at Time of Reporting | Unknown at Time of |] |
| | • | • | Reporting | |

•

| Owner Firet | Oumon Middle | Overnov Loot | | 10# |
|--------------------------------|--|---|----------------------|---------------------|
| Owner First | Owner Middle | Owner Last | LP State NS | <u>_LP#</u> |
| | <u> </u> | | | L |
| Owner Address | Owner City | Owner State | Owner Zip | Owner Phone # |
| 100 E 1ST ST | BREWSTER | ОН | 44613 | 3307673401 |
| Year | Make | Model | Color | VIN |
| 1986 | | | | |
| Insurance Company | In Emergency Response | Speed Detected | Speed | Posted Speed |
| SELF-INSURED | Unknown | Stated | 40 | 40 |
| Non-Motorist Location | Action | Towing Service | Damage Scale | Direction |
| IUnKnown | Striking | | Non Functional | ISouthEast |
| | | | Damage | |
| Type of Unit | Point of Impact | Most Damaged Area | Vehicle Defect | |
| Train | Right Front | Right Front | | |
| Pre-Crash Actions | Striking Vehicle O/U | Contributing Circumstances | First Harmful Event | Most Harmful Even |
| Movements Essentially Straight | Striking Vehicle O/U No Underride or Override | None | | |
| Ahead | | | | |
| Traffic Control | Sequence of Events 1 | Sequence of Events 2 | Sequence of Events 3 | Sequence of Event |
| No Controls | Motor Vehicle in | Unknown | Unknown | Unknown |
| | Transport | <u> </u> | <u> </u> | L |
| Company (From Shipping Papers) | Company Phone | US DOT | | PUCO |
| } | | | | |
| Address | City | | Zip | |
| | | | | ן |
| Trailer LP St. | Trailer LP Year | Trailer LP # | Placard # | _/ # DIA. |
| | | | | |
| Cargo Body Type | CDL Class | Weight (GVWR) | Haz Material Placard | Haz Material Releas |
| Not-Applicable | | | Unknown | Not Applicable |
| | i Anno 12 ann anns Aine Sh | l Bruck an agentic contract contract agency and statis | | |
| People Information: | | | | |
| First | Middie | Last | Туре | |
| Train | | Train | Driver | ٦ |
| | <u>.</u> | L | | ٦ |
| Address | | State | | 1 |
| | L | L | |] |
| Date of Birth | Age | Sex | Home Phone # | Work Phone # |
| | L | L <u> </u> | | |
| DL State | DL # | Offense Charged | Injured Taken By | Transported By |
| L | L | L | | L |
| Seating Position | Ejection | Offense Description | Air Bag | Citation # |
| Unknown | Unknown | L | Unknown | |
| Condition | Trapped | Safety Equipment | Injuries | Air Bag Switch |
| Apparently Normal | Unknown | Use Unknown | Unknown | Unknown |
| Alcohol Test Status | Alcohol/Drug Suspected | Alcohol Test Type | Alcohol Test Result | |
| None | None | None | | 1 |
| | | | | 1 |
| Drug Test Status | Drug Test Type | Drug Test Result 1 | Drug Test Result 2 | J |

• • • •



Directions and maps are informational only. We make no warranties on the accuracy of their content, road conditions or route usability or expeditiousness. You assume all risk of use. MapQuest and its suppliers shall not be liable to you for any loss or delay resulting from your use of MapQuest.

SR 39 TO SR 95 TO WOOSTER - US 30 PICK UP SR 3 11 Am 4/27

| TIES COM | | Public Util | lities Commission of Ohio |
|--|---------------------------------------|--|---|
| The Public Utilities | | | Rail Division |
| Commission of Ohio | | | 180 East Broad Street |
| | | | Columbus, OH 43215 |
| | | C | |
| | Diagnostic Review Te | am Survey | · · · · · · · · · · · · · · · · · · · |
| | · · · | Date: 4/29/ | 10 11 AM |
| Location Data | | | |
| | 8 | | and an |
| Street or Road Name: E. SECO | ND ST | | |
| Route/Road Number (i.e. (include S | LM if State or US route) | AAR-DOT 4213 | 84 M |
| Twp., Co., SR or US) (include S County: Township: | City: | | 0111 |
| ROSS | or N | | |
| Railroad | Railroad Division: LAKE | Branch/L | |
| Name: N 5 | Division: LAKE | PR Miloposty | MAIN CINE |
| Timetable Station: CHILLICO THE | | 656 | D. 08 |
| On-Site Review Team | | | |
| | | | |
| (Include: Name - Organization - Phone Number | <i></i> | | |
| 1. GEORGE MARTIN | PUCO 614-752 | -9107 | |
| 2. MICHARL ADAMS | N.S.RY. 740- | 770-1355 | |
| 2. MICHARC HOAMS | | | |
| 3. Michael Brahl | er NS.KT BIS | 1-3-1-0572 | |
| 4. TIM PERKINS | ORDC 6 | 14.644.0284 | - |
| 5. Lindson A. Bouillion | City of Chillington 7 | 10-773-8981 | |
| | | | |
| 6. Tan Day | | | |
| 7 | | | |
| | · · · · · · · · · · · · · · · · · · · | | |
| 8 | | | |
| 9 | | · · · | ····· |
| 10 | | | |
| and a state of the | | | a na navala di kana a palandi kana a sa ang kana kana a |
| Existing Traffic Control Device | S. | a anti-anti-anti-anti-anti-anti-anti-anti- | |
| Type of Warning Devices | Installed? | Quantit | y/Comments |
| Advance Warning Signs | Yes No | 1 WES | T BOUND |
| 'Stop' Signs | Yes V No | | |
| 'Stop Ahead' Signs | Yes No | | |
| Pavement Markings | Yes YNO | | |
| Crossbucks | Yes No | | |
| Number of Tracks Signs | | | |
| Inventory Tags | Yes No | 2 | |

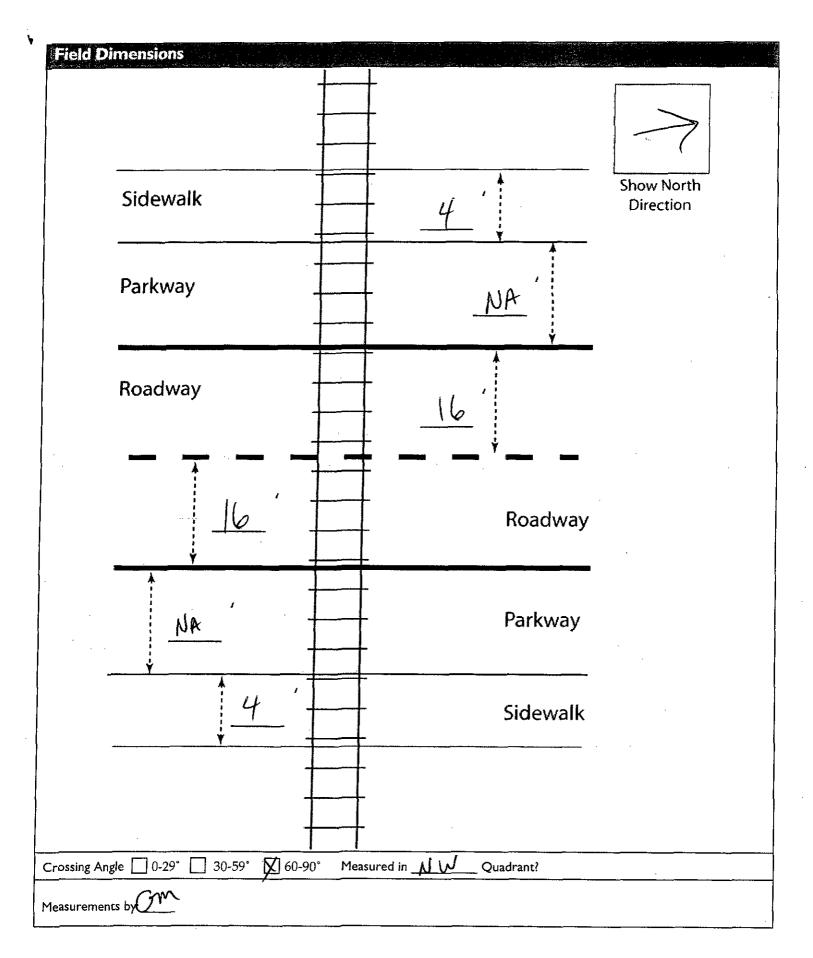
| Inventory Tags | Yes No | 2 |
|---------------------------------------|-------------|----------------------|
| Interconnected Highway Traffic Signal | Yes VNo | |
| Mast-Mounted Flashing Lights | Yes 🗌 No | 2- |
| Cantilever Flashing Lights | Yes Vo | Number: Length: |
| Side Lights | Miles Intro | 1 FACING PUT BUSINES |
| Automatic Gates | Yes No | Number: Length: |
| Bells | Yes Vilo | |
| Sidewalk Gate Arms | Yes No | |
| 'No Turn' Signs | Yes No | |
| Illumination | Yes Vo | 1 EAST SIDE |
| Is crossing flagged by train crew? | Yes No | |
| Other | Yes No | |

| Salety Data (Obtain crash repo | orts, if possible, prior to review) | |
|---|--|---|
| an an ann an an ann an ann an ann ann a | Initial Information (from database) | Revised |
| Number & dates of crashes in previous 5 years | 1 2/21/10 11 | |
| Hazard Ranking 70 | Date Run: <u>4/15/10</u> | 13 5/6/10 |
| Railroad Data | | State Control of the second se Second second s Second second sec second second sec |
| Railroad Characteristics | Initial Information (from database) | Revised |
| Total trains per day | 24 | CAN BE MORE- |
| < I per day | | WHEN HEARTLAND |
| Day thru trains | 12 | CORRIDOR STARTS TRAI |
| Night thru trains | 12 | WILL INCREASE |
| Daytime switching movements | | |
| Nighttime switching movements | | · · · · · · · · · · · · · · · · · · · |
| Total number of tracks | 1 | |
| Number of main tracks | l | |
| Number of other tracks | | |
| Maximum train speed | 35 | |
| Typical train speed | · | |
| Amtrak | · · · · · · · · · · · · · · · · · · · | |
| If non-gated crossing, is clearing sight distan f multiple tracks, can two trains occupy cro | · · · · · · · · · · · · · · · · · · · | I Yes XNO NORTH - |
| | another train at crossing? 	Yes (Explain be | low) 🗗 No |
| Roadway Data | surement between track centerlines at close: | st point along roadway) |
| Local Highway Authority: (Who maintains this roadway?) C(Y | OF CHILLICOTHE | |
| Roadway Characteristics | Initial Information (from database) | Revised |
| Average daily traffic | 22 - 1 - 1 - 1 - 1 - 1 | |
| o/ | 2200 - NO YEAR GIVEN | , 2000 (2010) |
| | <u> 7400 - NO YEAR GIVEN</u> ▼Yes □ No | 2000 (2010) [Yes]] No |
| Highway paved | Yes No | |
| Highway paved Roadway Surface: 💭 Blacktop 🛄 Gravel | Yes No | |
| Highway paved Roadway Surface: Blacktop [] Gravel Roadway width: <u>3</u> 24t. | Yes No | |
| Highway paved Roadway Surface: Blacktop Gravel Roadway width: 324. Number of highway lanes | Ves No Concrete Other | Yes No |
| Highway paved Roadway Surface: Blacktop Gravel Roadway width: <u>32</u> ft. Number of highway lanes Jrban or Rural? | Yes No | |
| Highway paved Roadway Surface: Blacktop Gravel Roadway width: <u>32</u> ft. Number of highway lanes Urban or Rural? Yehicle Speed: <u>25</u> MPH | VYes No Concrete Other | Yes No |
| Highway paved Roadway Surface: Blacktop Gravel Roadway width: 32 ft. Number of highway lanes Urban or Rural? Yehicle Speed: 25 MPH chool Bus Operation: No X Yes | VYes No Concrete Other URBAN | URBAN |
| Highway paved Roadway Surface: Blacktop Gravel Roadway width: 32 ft. Number of highway lanes Urban or Rural? Yehicle Speed: 25 MPH chool Bus Operation: No X Yes lazardous Materials Trucks: No | VYes No Concrete Other URBAN | Pres No |
| Highway paved Roadway Surface: Blacktop Gravel Roadway width: 324t. Number of highway lanes Jrban or Rural? Yehicle Speed: 25 MPH chool Bus Operation: No Yes Hazardous Materials Trucks: No 2 houlders: X No Yes | Yes No Concrete Other 2 URBAN 4 Amount Yes Amount Yes Amount Amount Amount | URBAN |
| Highway paved Roadway Surface: Blacktop Gravel Roadway width: 32%: Number of highway lanes Jrban or Rural? Yehicle Speed: 25 MPH chool Bus Operation: No Azardous Materials Trucks: No Yes the shoulder surfaced? | VYes No Concrete Other URBAN Amount YesAmount BATIERIES es | URBAN |
| Highway paved Roadway Surface: Blacktop Gravel Roadway width: 32ft. Number of highway lanes Jrban or Rural? Yehicle Speed: 25 MPH chool Bus Operation: No Yes lazardous Materials Trucks: No 2 noulders: No Yes | Yes No Concrete Other 2 URBAN 4 Amount Yes Amount Yes Amount Yes Amount Yes Amount Yes Yes Yes | URBAN Law Purchatace |

ын 1 (с • ;

| Quadrant | Quadrant | | |
|--|---|--|--|
| Curb and Gutter: 🔲 Functional (Curb height = 4" or more) | Curb and Gutter: 🔲 Functional (Curb height = 4" or more) | | |
| Non-functional (Curb height = Less than 4") | Non-functional (Curb height = Less than 4") | | |
| ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ | | | |
| | | | |
| Pedestrians: No XYes | | | |
| Is sidewalk present? 🗌 No 🛛 🏹 Yes | · · · · · · · · · · · · · · · · · · · | | |
| Is there a nearby intersection that could cause queuing over the c | rossing? 🗙 No 🔲 Yes | | |
| If yes, Distance | | | |
| Is this intersection signalized? 🔀 No 🗌 Yes | | | |
| Are the signals currently interconnected with the existing crossi | ing warning devices? No TYes | | |
| | | | |
| Is it the consensus of the Diagnostic Review Team that this is a po | otential closure project: 🕅 No 🛛 🗌 Yes | | |
| Explain reasons: | | | |
| | | | |
| Type of Development | a na ana ana ana ana ana ana ana ana an | | |
| Open Space Institutional Location of nearby | | | |
| | | | |
| Industrial A Commercial WITH | IN 1/2 MILC | | |
| X Residential | | | |
| Utility Information | renzem in den en generalen en e | | |
| Is commercial power available? 🗌 No 🛛 🕅 Yes | nnille (nillfandeling) af an de | | |
| Utility Provider (Company Name) | Phone Number | | |
| | | | |
| Nearest Available Power Source PT CLOSING | · · · · · · · · · · · · · · · · · · · | | |
| What other utilities are present? WATER, SEINER | · | | |
| Is there potential utility conflict(s) 🗌 Yes 📋 No 🔀 Un | known | | |
| Diagnostic Team Recommendations | | | |
| unter i stan viennen er er en strukteren er er i strukteren en er i strukteren i den i strukteren er ander Abgen | Quadrants Needed | | |
| Install/upgrade active devices | | | |
| Automatic Flashing Lights (AFLS) | | | |
| AFLS /Cants | · · · · · · · · · · · · · · · · · · · | | |
| X AFLS / Gates | | | |
| AFLS / Gates / Cants | | | |
| Upgrade circuitry | | | |
| 2 Sidelights | | | |
| Guardrail Needed | | | |
| Install/Replace curb | | | |
| Other (define) | | | |
| Comments: | | | |
| | ······································ | | |
| Install/upgrade traffic signal preemption | | | |
| No improvements needed | | | |
| Other (define) | | | |
| | | | |
| | | | |

_



| Field Sketch | E'. WATTER | | 481386B X- LIGHTS & GATES | AN |
|----------------------------|------------------------|--------------------------------------|---------------------------------------|---------------|
| AVEN GE MOTOR | RS OLLE UB" | | | |
| Parison House | ouse House | STREET | Hauses | |
| PVI DRIV | AUTOMOTIVE RELAIR | Singulation | F E. S. Houses | ειονρ |
| • | ALR | TROL POINT EADY DAKED LOW MORE | - SHUNT WILL WARNING TIM | MOVE TO E. |
| Crossing Angle 0-29° 30-59 | ° 🔀 60-90° Measured in | NW Quadrant | · · · · · · · · · · · · · · · · · · · | |

• • •

TABLE I

Table 2

Clearing Sight Distances

| Clearing Signt 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.

| 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 |

Stopping Sight Distances

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.

| 15,10 | 011176 0 | | Wall | NC | CSR. | $M \leq Y$ | Uni nEil |
|--|--|---|---|--|---|---|--|
| | | | KOSS | , N), 2 | . XC | WIJ S(| 481-384 04-1 (R |
| | TRAFFIC CR | ash Report | CRASH Seve | PRIVATI RITY PROPER | 11111 0000 | Рно Натубир Так | TOS 0H-2 CH-3 0H-1P |
| PUBLIC | 1000 | 3169 | | atal 3 PDO Liviny 4 Unixonni - | / 2 Solv 3 Unsc | to v | |
| | | REPORTING AGENCY & | | | | S & AMMAL | |
| | 07101 | Chillie | | ADE ON TOWNSKI & | 01 | | 221201 |
| 113 | 2 544 | \sim | | licothe | | - 1 | |
| Patro Castle Lo | | | | TYPELOC I HAMED ST | TIGH POINT USED REET 3 HURBERED R | | a trov |
| ATTRECONDEL | A Press (Applied | | | / 2 Huissenso (Ater Pourt | REFERENCE POIN | 05 Tomore | BOLADARY 09 DRIVEWAY |
| 30 FF | | E. second | 5 F. | CH . | 02 LATERSACTION 2 03 COUNTY LOAE | STINEETTE OS MILLE POS 07 CORPORT | |
| 1. 0 | al and the second s | er, Fran, Moore) Carror of J | asper 6 | • | | | • • |
| Augress (Small), | CITY, STATE, 20 CODE) | | | the, 04 4 | 5601 | •• • • | |
| میں بین ہے۔ مذکرین کمر باز | 2.4. C. 2. 2. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. | | | 7930 | . 199 0 | 194091 40) 804-5 | WORK PRONK |
| OL STATE OL # | | | | - TAKEN BY 4 2 END 5 | | | Durged Taken To |
| | •••••• | | A207653 (8 | THEET, OTY, STATE, 24 CODE) | | | ARNE |
| O YEA | d, hashann, | <u>е Г.</u> Моёв. | COLDA | 3.5 5. 3422 ISUMANCE COMPANY | 10 | MING SERVICE | Quiteza Propez # |
| | | | | | | | (740) 466-78 |
| | 3 Chevy | CAprile 2 Orthoge Descention | Gran | 21st Contr | | | |
| otorist'Na | 408) Nos (1 | OTTENSE DESCRIPTION | | 21 St Canto | 1 · · · · · | 724 | |
| Motoris() | 408) Huxa (1 | OTTOBLE DEMONSTRATE | | | 81 | 7-7-4 | Works Process # |
| Notorias (Smort | 408) Hass (1 , Cm, State 20 Coos) | OTTOBLE DEMONSTRATE | At Giad | le Canising |] <i>8 </i> | l Prove # | Works Prices / |
| Asonias (Smern | 408) Kara (1 | OTTOBLE DEMONSTRATE | At Grad | (+ Cravity in g 1 Hone + Tause Br : 2 ENS 5 3 Pouce |) 8 / | l Prove # | |
| Associates (STREET | 40 8) Hase (Conv, State, 20 Coos) | OTTOME DEMONSTRAT | At Grad | KARED I Hore 4 Tausa By : 3 EMS 5 STREET, City, State, 25 Coop |) 8 / | l Prove # | Works Prices / |
| Associates (STREET | 40 8) Huss () Cmr, Stars 20 Coos) | OTTOBLE DEMONSTRATE | At Grad | (+ Cravity in g 1 Hone + Tause Br : 2 ENS 5 3 Pouce | | l Prove # | Works Prices / |
| Associates (STREET | 40 8) Huss () Cmr, Stars 20 Coos) | OTTOME DEMONSTRAT | At Grad | KARED I Hore 4 Tausa By : 3 EMS 5 STREET, City, State, 25 Coop | | 1 Proteg # | Works Pricing / |
| Associates (STREET | 40 8) Hase (Corr, State 20 Coos) | Отрые Ваксерной <i>Зубарой су</i> дат, Fost, Moole) (19 Бтате Моова Онграе Description | At Grad | KAJARD I Hong & Tanka Br 1 2 DAS 5 Tanka Br 1 3 Pouce STREET, CITY, STATE, 20 COOP) DECURANCE CONDUCT | Omea booders) Trueserin To | 1 Proteg # | Works Pricing / |
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PRE-CRASH ACTIONS SEQUENCE OF EVENTS Posten SPEED DRUG TEST STATUS DINTY NUMBERS DAMAGE AREA 0 25 1 ſ 1 - **f** - i ì ļ 6 . . í ٩. MOTORIET 01 MOVEMENTS ESSENTIALLY 1 Nood Non-Motorist Location Test Revisio TRAFFIC CONTROL STRAIGHT AHEAD **J TEST GIVEN, CONTAMOLATED** SAUPLERMUHALE 02 Bactores 03 CHANGING LANES ON OVERTAILING/PASS OS TURNING RIGHT 08: 4 TEST GIVEN, RESULTS KNOWN S TEST GIVEN, RESULTS (MORNOR A . J • 1 i . 6 Unicentration 01 MUNED CROSSWALK AT Of No Contracts ţ 06 TURNING LEFT LY THREE CTION 02 Stop Side **DRUG TEST TYPE** DITERSECTION No CROSEWALK 07 Maxima U-Tuto ă. YIELD BOX 08 ENTERING TRAFFIC L ٦ ì . SECTION CROSSEAL Now-brief ĢĀ TRAFAC S DRIVEWAY ACCESS CROSSWALK 09 LEAVING TRAFFIC LAKE . TRAFFIC FLASHER Ó6 10 PAULE í SAR DADRAY SCHOOL ZONS RAL ROAD CROS 06 11 SLOWNG/STOPPED IN TRAFFIC 12 DRIVERLESS 13 CITIER 06 HOT IN FRADRAY 97 EXECUT (BUT NOT SHOULDER) Non-Coultsion 07 1234 Nox2 ELCOD at Companya/Rote and OB RALFOAD FLADHERS 03 10:430 02 FIRE/EXPLOSION RALEAD GATES 89 URICE 14 thorston SHOULDER В 03 INCOMPANY 10 Contribution Range and Onda Non-Motorist 18 Sections JACKINGH POLICE OFFICER 64 11 WINCH TO FEET OF ROADWAY 15 ENTER OCROSSON IN SPECTRO Dava Test 182 Report 11 65 GARGO/EGUPS/ENT LOSS/SHIFT 12 PAVENENT MARICHUS LOCATION (NOT BHOULDER, MEMAN, SECURIC, LELAND) EQUIPMENT FAILURE 13 CROSSWALE LIKES 86 8 16 WALKING, RUNNING, JOGGSHO 07 REPARATION OF LINES 14 WALKODICE WALK SIGNAL 15 TRAFFIC CONTROL DEVICE DIOPERATIVE, PLAYING CYCLING 12 BEYOKD 10 PEET OF ROADWAY RAN DW ROAD ROOM 88 l (URTICH TRAFFICWAT) CUTSICE TRAFFICWAT 17 Working ١ 69 Mean No. Obscureo 18 PURPOR VEHICLE 43 10 CROSS MEDUA/CONTENADOR 16 OTHER 19 APPROACHENTLEAVING VESCLE 29 PLAVING/WORKING ON VESCLE 14 SHARED USE PATHS OR TRADS 11 DOMOGLE RUNAWAY MOST DAHAGED AREA 15 UDUCIONI 12 OTHER NEW-COLLEGON 13 CONDERN NEW-COLLEGON 1 Head DIRECTION 21 57400 MARGANANA TYPE OF UNIT 22 Oncea COLLINON W/PERSON, VEHICLE, On Object Not Fixed ConANE Ū. 23 Ukinkows ONATES 0 7 4 04 14 PEDERTRAN 3 ANDWETANDES 15 PROALCYCLE ċ PCP OT NOW 16 RALWAY YOUCLE CONTRIBUTING CIRCUMSTANCES 7 Onds 1 BORDA Motorist 02 CIDITER FRONT 17 ANNIAL - FARM 8 Unicitionin at Title Or Reporting 2 South ROOM FRONT ROOM SOL of Sus-Couplet 03 18 ANDIAL - DEER CONTACT 3 ELST 2 TYPE OF INTERSECTION 64 19 ANDL - OTHE 1. WEST 01 Ma 901 OS RIGHT REAR 20 MOTOR VENCLE & TRANSFORT 21 PARKED MOTOR VENCLE 22 WORK ZONE MANITENANCE EQUID 01 FULL SIZE 5 Singhoran 68 REAR CENTER Morearst Kannegal 177 LEFT REAR 65 01 None 02 FARLARE TO YIELD SPORT VITURE VENALE 7 SOUTHERS Ø OF LET SOL 23 OTHER MOVARLE GAJECT 24 DOMENNI MOVARLE GAJECT 01 NOT AN DITERSECTION Ø7 PICKUP 09 LEFT FRONT 13 RAN RED LIGHT, ON STOP SIGN 14 Exception Speed Light PARELVILL 10 TOP AND WU 9 1000 02 FOUR-WAY DITERBECTION 03 T-INTERBECTION Ġ\$ COLLEGE WITH FIXED OBJECT SINGLE UNIT TRUCK ġ, 15 UKDERCARRIADE 05 UHLAFE SPEED 25 IMPACT ATTENUATOR/CRASH CUSHOS LOAD/THANKS CONDITIO 2 ATLES STIRPS OI Y-MERGEREND OG DEPROPER TURN 26 ERING OVERIGAN STRUCTURE 05 TRAFFIC CORCLE/R STATE USEY TRUCK; 3+ ARLES 13 TOTAL (ALL AREAS) 27 BRIDGE PER CA ABUTUERI of Lemos Courts ff TRUCK/TRUE ER 14 OT6 05 Five-room, OR Mone 28 BROOL PARADE FOLLOWED TOP CLOSELV/ACDA 12 TRUCK TRACTOR (BOSTAL) 13 TRACTOR/SEID-TRALER 15 Unixion 07 On RAND 29 BRIDGE RAIL 30 GUARGING FACE INTROPER LANE CALLER! 09 CRF RAMP 09 CRCSBOWER 10 DRIVEWAY/ACCESS DROVE OFF ROAD TRACTON DOUBLE SHORT **APPARENTLY NORMA** POINT OF IMPACT JI GUARONUL END 15 TRACTOR DOUBLE LONG INPROPER PARADAG PHYSICIA MPARTER LIPROPER BACKS 32 MIDDAN BARRING FIFTH WHEEL OR IBHOTICHAL 11 RAILWAY GRADE CROSSING 33 HOURWAY TRAFFIC SIGN POST 11 DEPROPER START FROM PARKED POS CONVENTER DOLLY 17 0 12 SHARED-USE PATHS OR TRALS 4 TILKERS 34 OVERIGAD SIGN POST 12 STOPPED OR PARKED DIRECTLY TRACTOR/TROUGS 13 ibactor. FELL ASLEEP, FAUTED, FATIGUED, ETC 35 LIGHTILLIGHTIMES SUPPORT HOTORCICLE 5 UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL 01 None RECILESS, CAALLESS, HEQUIDER OR AGGRESSIVE MANDER 35 URLITY POLE 19 Normanno Reven OCCURRENCE 22 CENTRE FROM 37 OTHER POST, POLE OR SUPPORT 36 CULVERT SCHOOL BUS 20 Right Ront Right SOL Right REAR 7 ÓTIOSI SWERVING TO AVOID (DUE TO WHID, SLIPPERT SURFACE, VEHICLE, OBJECT, 83 21 Ocason Sta S Unoter 39 Cura 40 Datce 1 01 21 Public Bus 21 Other Bus ALCOHOL/DRUG SUSPECTED NON-MOTORIST DI ROADWAY, ETC) 24 REAR CONTER FALURE TO CONTROL 41 FARMER POLICE VEHICLE PIRE TRUCK 24 1 DH ROADWAY LEFT REAR FOICE 16 Vision Commution 42 1 2 ON SHOALDER 25 LEFT SOF LEFT PROVI TOP AND WO 09 09 19 17 DRIVER MATTER 43 MARBOR ANDIG AND FREIN 58 1_ 3 IN MEDIAN 44 THEE 18 FATIOLOUALLEEP TAB 27 4 On ROADSIDE 19 OPERATOR OFFICITVE SCHEPAGE 20 LOAD SHITTING FALLING SPILLING 45 Onder Faith Causer 1 Mars 5 CH GORE 28 Monok Hours 44 Ibmmragaane WORK ZONE HANTERINCE EQUIPMEN 2 YES - ALCOHOL SUSPECTED 29 TRAD 12 LOUDTHALER OUTSIDE TRAFFICHAY 21 OTHER MPROPER ACTION 22 UNKNOWN 47 LINGSOME FIRES CALVER 3 YES - HED NOT MANNED 10 FARM VEGCLE 41 Onen 49 Universit 7 Ukukatiwa 13 TOTAL (ALL AREAS) YES - DRUCK SUMPEONED FASH ENDINE 31 14 OTHER N:HOTORIST YES-ALCOHOL / ORUGE SUSPECTED 32 Secondaces # 15 Uxxected ROLD COMOUS 23 Kont 35 CONSTRUCTS 8 EDHO CONSTRUCTO FIRST MARNEUL EVENT 24 DARTING havenets Canstalo ALCOHOL TEST STATUS 2 TOLIST ACTION 35 ANCIAL WRD 28 LYON ANNOUN REPORT IN BRADDING 4. 27 FAILURE TO YIELD RIGHT OF WAY 29 Not Visitle (DAW CLOTICIE) 29 Distributive 16 Actual W/Burgen غ ا STRUCHT LEVEL c!37 BICYCLE OF THE SE WENCE OF EVENTS - Which 2 STRUCKT GRUDE 38 PEDESTRAN 1 Note 3 CONVELENCE 4 CORVE GRADE CHILD IN THE PORT HUNDRUN EVENT (1-4) 1 NON-CONTACT 30 FARBERT TO CLEY TRAVER Search 39 PECALCICUST TEST REPUSED TEST Group, Conta Non-coursion STRUCKS SIGNALS, OR OFFICER WRONG BOE OF THE ROAD iñ Seame MOST HARMFUL EVENT 41 OTION-NON MOTORIES 34 SAMPLe/Iburgana **ROAD CONDITIONS** ŚRUCE Onate 113 TEST OWER, RESILTS KNOWN BOTH STRUC ING AND STRUCK 33 Unacom 5 TEST GOVEN, RENA TE LUNCHONS IN EMERGENCY RESPO 8 Understand 0 6 00000 OF THE SEQUENCE OF EVENTS - WHICH ONE IS THE MONT MANERAL EVENT (1-4) VENCELE DEFICT ALCONOL TEST TYPE CODE ONLY IF '19' SALECTED ABOVE . . 01 Day 01 Wet 01 Show ------1 STRUCING VENICLE: OVERLIDE/ UNDERLIDE 1 844 SPEED DETECTED 2 2 10 64 ICE 65 SAND, MAD, DSTI, DE, GRAVEL 68 WATER (STANSING, MOVING) 1 Konte A Docama Water BLOOK 5 07108 01 TURN BIOKALS 02 HEADLANDS 03 TAO, LANDS 04 BRANZS 05 STEELING 05 TRE BLOROUT 07 WORN CA SUC R 3 Unun DAMAGE SCALE SLUP 1 STATED ALCOHOL TEST REPART OF DEGRAS 1 No Unitation On Overlage 2 ESTIMATED SPEED 4 6 BUT, HOLES, BURPS, UNEVEN Understate, Coursestution PAVENENT brittisice SPEED 10 OTHER 3 Lingstown, No Cost/Allmond The BLOBOUT WORK OR SUCK TIRES 11 Uxxxom 1 3000 · SECONDARY FICAD CONDITIONS ONLY UNDERROR, COMPARTNERT 0 MOMORPHICAL DAMAGE OS TRALO EQUINT 3 FUNCTIONAL DAMAGE 4 DISABUNG DAMAGE BEFERINE 5 CHERRIDE, MOTOR VENOCLE IN 08 MOTOR THOUGH TRANSPORT SEVER 10 DISABLED FROM P OVERRIDE, OTHER VEHICLE ; 0003169 CAASH 1 5 LINUCKO 1.105 7 Librational 11 Ones Derech

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| The train h | as not danaged. the drives of unit #1 was checked by Chillicathe |
| Squad. The | tive " fused squed transport And stated by would gote ARME by |
| Parily tranque | A The driver did not bave any visable insuring. The driver of unit the |
| WAS issued | citation # 81224 For tailure to stop At grade crossing with Flashing |
| and lights. | UNITEL And the ENSINEER OF the train while given exchange of internation |
| And OH3 | Statements. Insumption for the train is on the Atlacked OH7. |
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| dg Other 10 Uccedani | |
| LIGHT CONDITIONS | |
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| 5 DUUXNot Lighted 6 Duux Lighted Lighted 7 Grant | |
| 7 GLARE 8 OTHER 8 UNIXIONS | |
| Truck/Bus | NE CRASH DIVOLVED and an ware of the Following: |
| Indexibus | A TRUCK (NOTOR VENCLE) WITH A GAVER BORE THAN 10,000 POLADES OR N A FATALITY; OR A TRUCK (NOTOR VENCLE) WITH A NULLEOOUS MATERIALS PLOCAD; OR A ANDREAT REQUIRED TRANSPORTATION FOR MEMERIATE MEDICIAL TREATMENT; OR |
| Unit # | A RUS DESIGNED FOR AT LEAST & PERSONS, INCLUDING DIRVER. D AT LEAST OKE YEXCILE WAS TOWED RUE TO BRAIR, RG BALLAR OR REGURER B INTENY DIRA ASSISTANCE BEFORE PROCEEDING WARER IT'S OWN POWER. |
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| F | AX Cover Sheet | Chillicothe Police Department 28 N Paint St. Ste C Chillicothe, Ohio 45601 (740) 773-1191 Fax: (740) 773-1248 |
|-------------|----------------------------------|---|
| Date: | 1-15-10 | |
| Number of p | ages (including cover): <u>5</u> | |
| SENT TO: | Name: George Martin | |
| | Company: | · |
| | Phone Number: ((414) 752-9107 | |
| | FAX Number: ((14) 995-5535 | |
| SENT BY: | Name: Mica Kinzer | |
| | Phone Number: (740) 773-1191 | |
| DESCRIPTIC | DN: | , |
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MAPQUEST. Sorry! When printing directly from the browser your directions or map may not print correctly. For best results, try clicking the Printer-Friendly button. ROSS NS E. SECOND ST 481384M Latitude: 39.3364896 Longitude: -82.9695798 Chillicothe, OH 45601 45-1 Har MAPQUEST 1200 m Winona Dr oucosn 104 W 2nd S કા Chillicoth E AND Main G w and St wish S W 6th St 772

Directions and maps are informational only. We make no warranties on the accuracy of their content, road conditions or route usability or expeditiousness. You assume all risk of use. MapQuest and its suppliers shall not be liable to you for any loss or delay resulting from your use of MapQuest.

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FROM WCH- 5R 35 TO N. BRIDGE ST (23 BUSINESS) TO E. 2nd ST. 4/29 11 pm

| THES COM | | Public Utilities Commission of Ohio |
|--|---|--|
| The Public Utilities | | Rail Division |
| Commission of Ohio | | 180 East Broad Street |
| Commission of onio | | Columbus, OH 43215 |
| | | |
| | Diagnostic Review Team Su | |
| | | Date: 5 4 10 830 AM |
| Location Data | | |
| Street, or Road Name: | - | |
| CR | 20 | <u>.</u> |
| Route/Road Number (i.e. Twp., Co., SR or US) CR 20 (include) | SLM if State or US route) | AAR-DOT 512-709 G |
| Twp., Co., SR or US) CK 20 (include : County: | | No: 515/876 |
| LOGAN | or Near) HE | RTON |
| Railroad Name: CSX | Railroad Division: GREAT LAKES | Branch/Line |
| Name: CJA Nearest RR | Division: OUAI LANES | RR Milepost: R = DF D |
| Timetable Station: | | RR Milepost: QT 85.8 |
| On-Site Review Team | | |
| | | |
| (Include: Name - Organization - Phone Numb | er) | |
| 1. GEORGE MARTIN_ | PUPO 614-752-9101 | |
| , TIM PERKINS | PUCO 614-752-9107 ORDC 614-644- | 0284 |
| 2 - Children | LCEO 937-592- | 2MOI |
| 3. SCOTT Coleman | LEED DOT STA | < / 7/ |
| 4. | · · · · · · · · · · · · · · · · · · · | |
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| Ø | · · · · · · · · · · · · · · · · · · · | |
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| 10 | | |
| The second s | an a | and an |
| Existing Traffic Control Device | a superior and the second s | |
| 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 | 2 |
| Inventory Tags | Yes No No Yes No | + |
| Interconnected Highway Traffic Signal Mast-Mounted Flashing Lights | Yes No | |
| | Yes VNo | Niemekam in sta |
| Cantilever Flashing Lights Side Lights | Yes No | Number: Length: |
| Automatic Gates | Yes No | Number: Length: |
| Bells | | Number: Length: |
| Sidewalk Gate Arms | | |
| 'No Turn' Signs | | |
| Illumination | | |
| Is crossing flagged by train crew? | Yes No | |
| · | | |

Yes

No No

Other

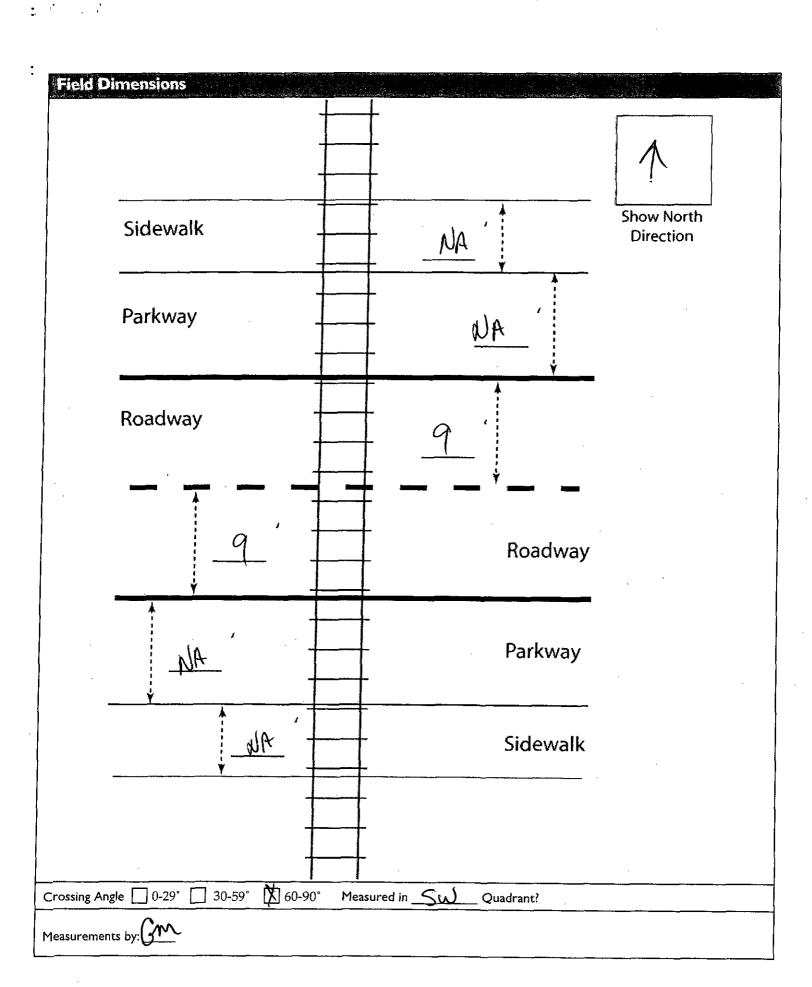
| Safety Data (Obtain crash repo | orts if possible prior to review) | |
|---|--|--|
| | Initial Information (from database) | Revised |
| Number & dates of crashes in previous 5 years | | 1 1 |
| Hazard Ranking 46 | Date Run: 4 15 10 | 46 51610 |
| Railroad Data | ne and a second sec The second sec | a second a second second second a second |
| Railroad Characteristics | Initial Information (from database) | Revised |
| Total trains per day | 22 | |
| < I per day | | |
| Day thru trains | 8 | |
| Night thru trains | 13 | |
| Daytime switching movements | 1 | |
| Nighttime switching movements | | |
| Total number of tracks | 1 | |
| Number of main tracks | 1 | |
| Number of other tracks | | |
| Maximum train speed | 50 | |
| Typical train speed | | |
| Amtrak | | |
| If multiple tracks, can two trains occupy cro | | |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) If yes, distance (take mea | ossing at the same time? Yes Mo another train at crossing? Yes (Explain be roadway within 100 ft of this crossing? | Yes 🕅 No |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) If yes, distance(take mea Roadway Data Local Highway Authority: | another train at crossing? | Yes 🕅 No |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) If yes, distance (take mea Roadway Data Local Highway Authority: | another train at crossing? TYes (Explain be roadway within 100 ft of this crossing? | Yes 🕅 No |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? roadway within 100 ft of this crossing? issurement between track centerlines at close | Yes X No st point along roadway) |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? Yes (Explain be roadway within 100 ft of this crossing? asurement between track centerlines at close OGAN COUNT Initial Information (from database) | Yes X No st point along roadway) Revised |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) If yes, distance(take mean Roadway Data Local Highway Authority: Who maintains this roadway?) Roadway Characteristics Average daily traffic Highway paved | another train at crossing? roadway within 100 ft of this crossing? issurement between track centerlines at close OGAU COUNTY Initial Information (from database) 293 (2006) Yes No | Yes No st point along roadway) Revised |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? roadway within 100 ft of this crossing? issurement between track centerlines at close OGAU COUNTY Initial Information (from database) 293 (2006) Yes No | Yes No st point along roadway) Revised 300 (2010) |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? roadway within 100 ft of this crossing? issurement between track centerlines at close OGAU COUNTY Initial Information (from database) 293 (2006) Yes No | Yes No st point along roadway) Revised |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? roadway within 100 ft of this crossing? asurement between track centerlines at close OGAU (OUNT) Initial Information (from database) 293 (2006) Yes No Concrete Other | Yes No st point along roadway) Revised 300 (2010) Yes No |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? roadway within 100 ft of this crossing? issurement between track centerlines at close OGAU COUNTY Initial Information (from database) 293 (2006) Yes No | Yes No st point along roadway) Revised 300 (2010) |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? roadway within 100 ft of this crossing? issurement between track centerlines at close OGAU (OUNT) Initial Information (from database) 293 (2006) Yes No Concrete Other Concrete Other | Yes No st point along roadway) Revised 300 (2010) VYes No |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? roadway within 100 ft of this crossing? issurement between track centerlines at close OGAU (OUNT) Initial Information (from database) 293 (2006) Yes No Concrete Other RURAL Amount | Yes No st point along roadway) Revised 300 (2010) Yes No No No |
| Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? roadway within 100 ft of this crossing? issurement between track centerlines at close OGAU (OUNTY Initial Information (from database) 293 (2006) Yes No Concrete Other Amount | Yes No st point along roadway) Revised 300 (2010) Yes No No No |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? Yes (Explain be roadway within 100 ft of this crossing? asurement between track centerlines at close OGAU (OUNTY Initial Information (from database) 293 (2006) Yes No Concrete Other RURA KURA YesAmount YesAmount Low Vo | Yes No st point along roadway) Revised 300 (2010) Yes No No No |
| If multiple tracks, can two trains occupy cro Can one train block the motorists' view of Are there other track(s) crossing this same If yes, Crossing DOT #(if different) | another train at crossing? Yes (Explain be roadway within 100 ft of this crossing? Y asurement between track centerlines at close OGAU (OUNTY Initial Information (from database) 293 (2006) Yes No Concrete Other Q RURAC Amount Yes Amount Low Vo | Yes No st point along roadway) Revised 300 (2010) Yes No No No |

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| Quadrant | Quadrant |
|--|--|
| Curb and Gutter: T Functional (Curb height = 4" or more) | Curb and Gutter: Functional (Curb height = 4" or more) |
| | |
| Non-functional (Curb height = Less than 4") | Non-functional (Curb height = Less than 4") |
| X None | X None |
| Pedestrians: X No 🗌 Yes | |
| Is sidewalk present? 🛛 No 🗌 Yes | |
| Is there a nearby intersection that could cause queuing over the c | rossing? 🕅 No 🗌 Yes |
| If yes, Distance | |
| ls this intersection signalized? 🔀 No 🛛 📋 Yes | |
| Are the signals currently interconnected with the existing crossi | ing warning devices? 🔽 No 🗌 Yes |
| | |
| Is it the consensus of the Diagnostic Review Team that this is a po Explain reasons: | otential closure project: 🔂 No 🗌 Yes |
| Type of Development | en anderste sentiste en gewaren er en den gewaren de ferste beste er en gewaren an er en ander er er er er er e Beste den de ferste en de ferste de ferste den de ferste de ferste er |
| Open Space 🗌 Institutional Location of nearby | y schools: |
| 🗌 Industrial 🛛 🕅 Commercial | |
| Residential GLAN ELEVATOR | |
| Jtility Information | n ander ander in der sternen der einer einer einer einer der der der ander einer einer einer einer einer einer Der Sterne sterne sterne der einer |
| s commercial power available? 🗌 No 🛛 🙀 Yes | n an 1996 (1996) an ann an Anna an Ann Anna an Anna an Anna Anna |
| | |
| | |
| | Phone Number |
| Jtility Provider (Company Name) <u>DP UL</u> Nearest Available Power Source <u>AT XIN 6</u> | Phone Number |
| Nearest Available Power Source <u>AT XIN 6</u> | Phone Number |
| Vearest Available Power Source <u>AT KIN6</u> | Phone Number |
| Vearest Available Power Source <u>K7 KIN 6</u> Vhat other utilities are present? s there potential utility conflict(s) [] Yes [] No [] Un | |
| Vearest Available Power Source <u>K7 KIN 6</u> Vhat other utilities are present? s there potential utility conflict(s) [] Yes [] No [] Un | iknown |
| Vearest Available Power Source <u>AT KIN6</u> Vhat other utilities are present? there potential utility conflict(s) [] Yes [] No [] Un Diagnostic Team Recommendations | |
| Vearest Available Power Source <u>K7 KIN 6</u> Vhat other utilities are present? there potential utility conflict(s) Yes No X Un Diagnostic Team Recommendations Install/upgrade active devices | iknown |
| learest Available Power Source <u>K7 KIN 6</u> Vhat other utilities are present? there potential utility conflict(s) [] Yes [] No [] Un Diagnostic Team Recommendations | iknown |
| Vearest Available Power Source <u>AT XIN 6</u> Vhat other utilities are present? there potential utility conflict(s) Yes No Y Un Diagnostic Team Recommendations Install/upgrade active devices Automatic Flashing Lights (AFLS) | iknown |
| learest Available Power Source <u>KT</u> KIN 6 Vhat other utilities are present? there potential utility conflict(s) [] Yes [] No [] Un Diagnostic Team Recommendations Install/upgrade active devices [] Automatic Flashing Lights (AFLS) [] AFLS /Cants | iknown |
| Iearest Available Power Source Image: Source for the second | iknown |
| Ivearest Available Power Source Ivearest Available Power Source Vhat other utilities are present? there potential utility conflict(s) Yes No Iagnostic Team Recommendations Install/upgrade active devices Automatic Flashing Lights (AFLS) AFLS / Cants AFLS / Gates / Cants Upgrade circuitry Sidelights | iknown |
| Ivearest Available Power Source No What other utilities are present? there potential utility conflict(s) Yes No Un Install/upgrade active devices Automatic Flashing Lights (AFLS) AFLS / Cants AFLS / Gates AFLS / Gates / Cants Upgrade circuitry Sidelights Guardrail Needed | iknown |
| Iearest Available Power Source No Vhat other utilities are present? there potential utility conflict(s) Yes No Install/upgrade active devices Automatic Flashing Lights (AFLS) AFLS / Cants AFLS / Gates AFLS / Gates / Cants Upgrade circuitry Sidelights Guardrail Needed Install/Replace curb | iknown |
| Nearest Available Power Source No Vhat other utilities are present? there potential utility conflict(s) Yes No Diagnostic Team Recommendations 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) | iknown |
| Iearest Available Power Source No Vhat other utilities are present? there potential utility conflict(s) Yes No Install/upgrade active devices Automatic Flashing Lights (AFLS) AFLS / Cants AFLS / Gates AFLS / Gates / Cants Upgrade circuitry Sidelights Guardrail Needed Install/Replace curb | iknown |
| Nearest Available Power Source No Vhat other utilities are present? there potential utility conflict(s) Yes No Un Diagnostic Team Recommendations 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) | iknown |
| Nearest Available Power Source No Vhat other utilities are present? there potential utility conflict(s) Yes No Un Diagnostic Team Recommendations 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: | iknown |
| Nearest Available Power Source No What other utilities are present? s there potential utility conflict(s) Yes No Un Diagnostic Team Recommendations Install/upgrade active devices ArLS / Cants AFLS / Gates AFLS / Gates / Cants Upgrade circuitry Sidelights Guardrail Needed Other (define) Comments: Install/upgrade traffic signal preemption | iknown |
| Nearest Available Power Source No What other utilities are present? there potential utility conflict(s) Yes No Un Diagnostic Team Recommendations 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: | iknown |

• *) ; ; •



| CA 20 FRAM FIEND HOUSE |
|---|
| House House |
| Crossing Angle 0-29° 30-59° 60-90° Measured in Sketch by: |

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TABLE I

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Table 2

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 | |
| 5,5 | 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.

| | | *** • • • | B ! / |
|------|-------|------------------|--------------|
| SLOI | oping | 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.

| Local Report # Crash Severity Private Property Hit/Skip Photos Taken NCIC # 80-0830-46 PDO N Unsolved N OHP80 Reporting Agency # Units Unit Error Date and Time of Crash IOHIO STATE HICKHWAY P Iohio State Iohio State Iohio State |
|---|
| OHIO STATE HIGHWAY P 2 2 10/10/2009 2:23:00 PM Day of Week City Village Township Name (of City, Village or Township) County # Latitude Longitude SAT Township Bokescreek 46 40 27 11.22 83 33 17.18 Crash Occurred On Prefix Crash Location Type Loc 0020 Numbered Route |
| At / Reference Reference Ref Point Dist Reference DR Prefix Reference 100 W 0142 Intersection 2 Streets |
| Type of Intersection Occurrence Road Contour Road Conditions ** Secondary Road Conditions ONLY Railway Grade Crossing On Roadway Straight Grade Primary Dry Secondary Unknown Secondary Unknown |
| Police Action Date and Time Crash Reported Dispatch Arrived Cleared Other Total Minutes 10/10/2009 2:23:00 PM 10/10/2009 2:23:00 PM 10/10/2009 2:55:00 PM 10/10/2009 3:45:00 PM 60 142 Officer's Name* Badge #* Checked By Date Report Filed * STANLEY, RYAN 0608 MHASSON 11/4/2009 12:00:00 AM Report Taken By Report Taken At Other 0 Police Agency Other Other 0 |
| Manner of Collision or Impact Diagram Angle |



Traffic Crash Report

| | Owner First | Owner Middle | Owner Last | LP State | LP # |
|--------|---|--|---|----------------------|----------------------|
| 1 | | | CSX TRANSPORTATION | NS | |
| | Owner Address | Owner City | Owner State | Owner Zip | Owner Phone # |
| | 405 MADISON AVE 2100 | TOLEDO | ОН | 43604 | 4192465757 |
| | Year | Make | Model | Color | |
| | 1994 | UNK | UNK | | |
| | Insurance Company | In Emergency Response | Speed Detected | Speed | Posted Speed |
| | SELF INSURED | Unknown | Stated | 47 | |
| | Non-Motorist Location | Action | Towing Service | Damage Scale | Direction |
| | UnKnown | Striking | | None | NorthEast |
| | Tuno of Unit | Point of Impact | Most Damaged Area | Vehicle Defect | <u> </u> |
| | Type of Unit | Left Side | Left Side | | Г |
| i | Due Due la Antiene | | | Et | Marthless (cd Franci |
| | Pre-Crash Actions Movements Essentially Straight | Striking Vehicle O/U No Underride or Override | Contributing Circumstances | First Harmful Event | Most Harmful Event |
| | Ahead | | | | |
| | Traffic Control | Sequence of Events 1 | Sequence of Events 2 | Sequence of Events 3 | Sequence of Events 4 |
| | No Controls | Motor Vehicle in | Unknown | Unknown | Unknown |
| | | Transport | | | L |
| | Company (From Shipping Papers) | Company Phone | USDOT | | PUCO |
| | L | <u> </u> | <u>]</u> | <u>]</u> | L] |
| | Address | City | State | Zip | 1 |
| | L | <u> </u> | <u> </u> | <u>}</u> |) |
| | Trailer LP St. | Trailer LP Year | Trailer LP # | Placard # | # DIA |
| | | <u> </u> | <u> </u> | <u> </u> | |
| | Cargo Body Type | CDL Class | Weight (GVWR) | Haz Material Placard | Haz Material Release |
| | Not Applicable | <u> </u> | | Unknown | Not Applicable |
| | | nan de la serie br>F | Alexandrille and a second s | | |
| | | ν Α Υ Ψ | | | |
| Unit # | First | Middle | Last | | ı |
| 1 | | l | | <u> </u> | ļ |
| | Address | City | State | Zip | 1 |
| | | L | | <u> </u> | |
| | Date of Birth | | Sex | Home Phone # | Work Phone # |
| | #Error | L | | <u> </u> | |
| | DL State | DL # | Offense Charged | Injured Taken By | Transported By |
| | | <u> </u> | <u> </u> | <u> </u> | |
| | Seating Position | Ejection | Offense Description | Air Bag | Citation # |
| l | | <u> </u> | <u> </u> | | |
| | Condition | Trapped | Safety Equipment | Injuries | Air Bag Switch |
| | · | | | | |
| · | Alcohol Test Status | Alcohol/Drug Suspected | Alcohol Test Type | Alcohol Test Result | |
| | | | | | |
| | Drug Test Status | Drug Test Type | Drug Test Result 1 | Drug Test Result 2 | • |
| | | | | | |
| | | ······································ | | | 1 |

| | Ups mercation | Niedenligten (2019 gegentligen (2019) 1 | Konstanting and Anna Anna Anna Anna Anna Anna Anna | ikana (hanan Ulatan Salarad) | hoyalihaantika sintaaniila ha |
|--------|---|--|--|--|-------------------------------|
| | Owner First | Owner Middle | Owner Last | LP State | LP # |
| 2 | | | UNKNOWN | NS | |
| | Owner Address | Owner City | Owner State | Owner Zip | • Owner Phone # |
| | UNKNOWN |] | | | |
| | Year | Make | Model | Color | VIN |
| | | UNK | TUNK | | |
| | Insurance Company | In Emergency Response | Speed Detected | Speed | Posted Speed |
| | UNKNOWN | Unknown | | | 55 |
| | Non-Motorist Location | Action | Towing Service | Damage Scale | Direction |
| | UnKnown | Struck | | Damage Scale Non Functional Damage | SouthWest |
| | Type of Unit | Point of Impact | Most Damaged Area | Vehicle Defect | • |
| | Minivan | Left Rear | Left Rear | | |
| | Pre-Crash Actions | Striking Vehicle O/U | Contributing Circumstances | First Harmful Event | Most Harmful Event |
| | Movements Essentially Straight Ahead | Unknown | Failure to Yield | 1 | 1 |
| | Traffic Control | Sequence of Events 1 | Sequence of Events 2 | Sequence of Events 3 | Sequence of Events 4 |
| | Railroad Crossbucks | Railway Vehicle | Unknown | Unknown | Unknown |
| | Company (From Shipping Papers) | Company Phone | US DOT | | PUCO |
| | | | | | |
| | Address | City | State | Zip | |
| | | | | |] |
| | Trailer LP St. | Trailer LP Year | Trailer LP # | Placard # | # DIA. |
| | | | | | |
| | Cargo Body Type | CDL Class | Weight (GVWR) | Haz Material Placard | Haz Material Release |
| | Not Applicable | | | Unknown | Not Applicable |
| | Paople Information | | | | |
| Unit # | First | Middle | Last | Туре | |
| 2 | | | | |] |
| | Address | City | State | Zip | |
| | | | | | |
| | Date of Birth | Age | Sex | Home Phone # | Work Phone # |
| | #Error | | | | |
| | DL State | DL # | Offense Charged | Injured Taken By | Transported By |
| | | | | | |
| | Seating Position | Ejection | Offense Description | Air Bag | Citation # |
| | | | | | |
| | Condition | Trapped | Safety Equipment | Injuries | Air Bag Switch |
| | | [| | | |
| | Alcohol Test Status | Alcohol/Drug Suspected | Alcohol Test Type | Alcohol Test Result | } |
| | Drug Tost Status | Drug Tost Type | Drug Tost Popult 1 | Drup Toot Result 2 | 1 |
| | Drug Test Status | Drug Test Type | Drug Test Result 1 | Drug Test Result 2 | ו |
| | L | <u> </u> | _ <u></u> | _ <u>_</u> | J |

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delay resulting from your use of MapQuest.

514 33 TO E. LIBERTY-PICK UP SR 292 NORTH

| THES COMA | | | Public Utilities Commission of Ohio |
|--------------------------------------|--|--|---|
| The Public Utilit | ies | | Rail Division 180 East Broad Street |
| Commission of O | hio | | Columbus, OH 43215 |
| ALL X ON | | | |
| | Diagnostic Revie | w Team Survey | f , |
| | | Date: 4 | 12910 9 AM |
| | | | |
| Location Data | <u>en a staten an /u> | a dhi ka shi basa a sha shek | and and a second se |
| Street or Road Name: | LAND AVE | | |
| Route/Road Number (i.e. | (include SLM if State or US route) | AAR-DO | TIGINY |
| | · | No.: | 151711K |
| County: FAYSTIE | ownship: | or Near) (AASHING | TON COURT HOUSE |
| Railroad Name: INOH | Railroad | ····· | Branch/Line |
| Nissana PB | Division: LOUISVI | | |
| Timetable Station: WASA CF | + | | BR 76.85 |
| On-Site Review Team | | | |
| | | | andenin met ale en met stand of general felleration in the providence of the standard standard in the second se In the standard standard and standard felleration in the standard standard standard standard standard standard s |
| (Include: Name – Organization – Phon | | - 0 WT | |
| 1. GEORGE MARTIN | PUCO614-75 | 52-9107 | |
| 2. Mike truchum I | OUT SIGNAL Deat 513 | -739-3041 | |
| 3. BIFF KONRAD | | 3-505-3155 | |
| | | | · |
| 4. Timothy Mitchel | City WCH 74 | 0-636-2380 | |
| 5 | | | |
| 4 | | _ | |
| 0 | | ······································ | |
| 7 | | | |
| 8 | | | |
| 9. | | | |
| | | | |
| 10 | | · · · · · · · · · · · · · · · · · · · | |
| Existing Traffic Control D | levices | an a | yngen e gwernearau yn e'r er olle a blaeth weger ar en all a general ar er all ar a Referentiaeth ar |
| Type of Warning Device | and a stranger water and the second | ed? | Quantity/Comments |
| Advance Warning Signs | V Yes | $\Box N = D $ | BOUND |
| 'Stop' Signs | Yes | V No | |
| Sten Aband' Simo | | | |

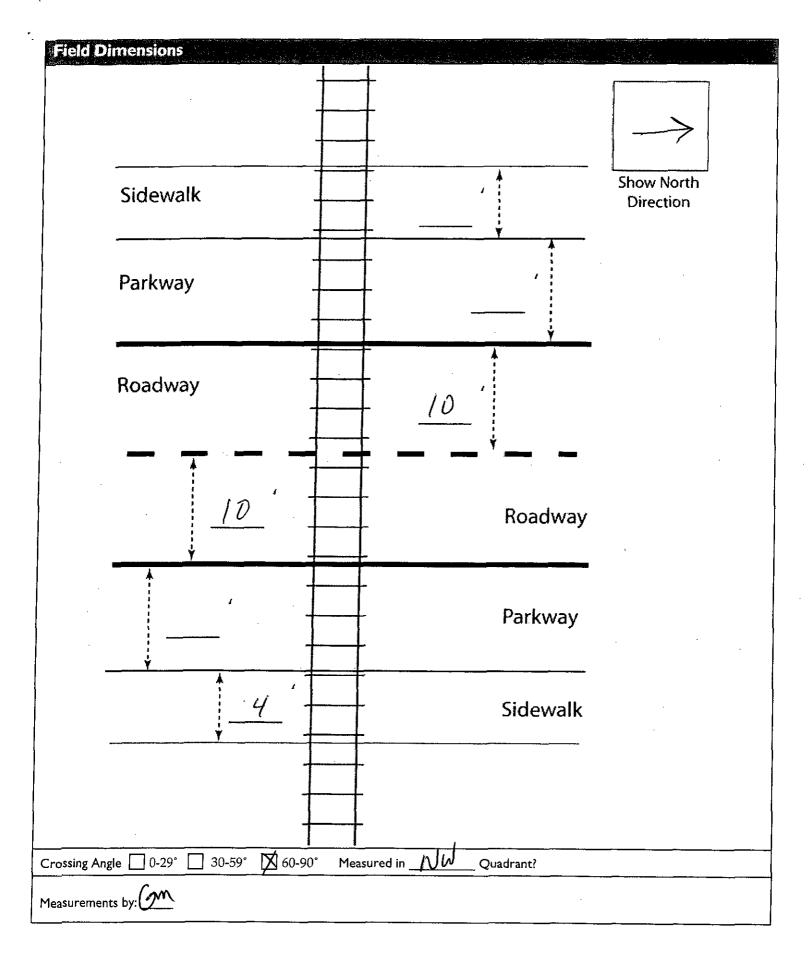
| Advance Warning Signs | Y Yes | | (DN BOU | ND |
|---------------------------------------|--------------|--------|---------|--|
| 'Stop' Signs | Yes | [V]∕N₀ | | |
| 'Stop Ahead' Signs | 🗌 Yes | No. | | |
| Pavement Markings | ✓ Yes | No No | VIN B | OUND |
| Crossbucks | Yes | □ No | | |
| Number of Tracks Signs | Yes | 🗌 No | 2 | · · · · · · · · · · · · · · · · · · · |
| Inventory Tags | Yes | □ Ŋo | 2 | |
| Interconnected Highway Traffic Signal | Yes | Mo | | |
| Mast-Mounted Flashing Lights | Yes | U No | | ······································ |
| Cantilever Flashing Lights | Yes | | Number: | Length: |
| Side Lights | Yes | J.No | | |
| Automatic Gates | Yes | No. | Number: | Length: |
| Bells | Yes | J-No | | |
| Sidewalk Gate Arms | Yes | No No | | |
| 'No Turn' Signs | Yes | VN0 | | |
| Illumination | Yes | □ No | ONE | ····· |
| Is crossing flagged by train crew? | Yes | No | | |
| Other | Yes | □ No | | |

| an a | and the second | a na | | |
|---|--|---|--|--|
| Safety Data (Obtain crash rep | orts, if possible, prior to review) | a na ana amin'ny soratra amin'ny soratra amin'ny soratra amin'ny soratra amin'ny soratra amin'ny soratra amin'n | | |
| | Initial Information (from database) | Revised | | |
| Number & dates of crashes in previous 5 years | | | | |
| Hazard Ranking 20 | Date Run: <u>4/15/10</u> | 19 5/6/10 | | |
| Railroad Data | ander an ander en | n an | | |
| Railroad Characteristics | Initial Information (from database) | Revised | | |
| Total trains per day | 19 | | | |
| < I per day | | | | |
| Day thru trains | 2 | | | |
| Night thru trains | 2 | | | |
| Daytime switching movements | 8 | | | |
| Nighttime switching movements | 7 | | | |
| Total number of tracks | | | | |
| Number of main tracks | 2 | · · · · · · · · · · · · · · · · · · · | | |
| Number of other tracks | 1 | | | |
| Maximum train speed | 40 | | | |
| Typical train speed | | | | |
| Amtrak | No | | | |
| If multiple tracks, can two trains occupy cro | | ₽low) □No | | |
| مريبيتهم والأراب والمتحدين المركب المركب المركبي المركبي المراجب والمراجب المراجب والمراجب المركب الم | asurement between track centerlines at close | st point along roadway) | | |
| Roadway Data Local Highway Authority: (Who maintains this roadway?) | OF WASHINGTON COURT | HOUSE | | |
| Roadway Characteristics | Initial Information (from database) | Revised | | |
| Average daily traffic | 3026 (2004) | 13200 (2010) | | |
| Highway paved | Yes No | Yes No | | |
| Roadway Surface: 🕅 Blacktop 🔲 Gravel | | | | |
| Roadway width: <u>20_</u> ft. | | | | |
| Number of highway lanes | 2 | 2 | | |
| Jrban or Rural? | URBAN | URBAN | | |
| /ehicle Speed: <u>25</u> MPH | | | | |
| ichool Bus Operation: 🔲 No 🛛 🗙 Ye | s 30 Amount | | | |
| Hazardous Materials Trucks: 🔲 No 🛛 👔 | Yes Amount VERY FEA | ــــــــــــــــــــــــــــــــــــــ | | |
| houlders: 🖄 No 🗌 Yes | | π | | |
| Is the shoulder surfaced? A No Yes | | | | |
| s there existing guardrail along roadway in c | rossing vicinity? 🗙 No 📋 Yes | | | |
| s stopping site distance adequate? (See Table | e 2) 🎽 Yes 🗌 No If no, deficient ar | oproach(es) | | |

••• ¹ •

| Quadrant Quadrant Curb and Gutter: Functional (Curb height = 4" or more) Non-functional (Curb height = Less than 4") Curb and Gutter: None Non-functional (Curb height = Less than 4") None Non-functional (Curb height = Less than 4") None Non-functional (Curb height = Less than 4") None Yes Is sidewalk present? No Yes Is there a nearby intersection that could cause queuing over the crossing? No Yes 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 | |
|--|--|
| □ Non-functional (Curb height = Less than 4") □ Non-functional (Curb height = Less than 4") □ 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 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 | |
| None Pedestrians: No Yes Is sidewalk present? No Yes Is there a nearby intersection that could cause queuing over the crossing? No If yes, Distance Is this intersection signalized? No Yes Are the signals currently interconnected with the existing crossing warning devices? Is it the consensus of the Diagnostic Review Team that this is a potential closure project: No | nan 4) |
| Pedestrians: No Is sidewalk present? No Is there a nearby intersection that could cause queuing over the crossing? Is there a nearby intersection that could cause queuing over the crossing? Is there a nearby intersection that could cause queuing over the crossing? Is there a nearby intersection that could cause queuing over the crossing? Is the consensus of the Diagnostic Review Team that this is a potential closure project: | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| Is it the consensus of the Diagnostic Review Team that this is a potential closure project: No | |
| | |
| Explain reasons: | |
| | |
| | and the state of t |
| Type of Development | . <u> </u> |
| Open Space Institutional Location of nearby schools: | — |
| Industrial AT CROSSING | |
| Residential | |
| Utility Information | and a second |
| is commercial power available? 🔲 No 🛛 🖾 Yes | يو درموني من مريد |
| Utility Provider (Company Name) DP&L Phone Number | |
| | |
| Nearest Available Power Source AT XING | |
| What other utilities are present? <u>GAS & WATER</u> | <u></u> |
| Is there potential utility conflict(s) 🔲 Yes 🛄 No 🕵 Unknown | an a |
| Diagnostic Team Recommendations | |
| Quadrants Needed | |
| Install/upgrade active devices | |
| Automatic Flashing Lights (AFLS) | |
| AFLS / Cants | |
| AFLS / Gates / Cants | |
| | TES |
| Sidelights | <u>``</u>) |
| Guardrail Needed | ·· |
| Install/Replace curb | |
| Other (define) | |
| Comments: WCH MAY INSTALL SIDEWAL | KS |
| POSSIBLY BOTH SIDES OF CROSSING | |
| | |
| Install/upgrade traffic signal preemption I No improvements needed | |
| Other (define) | *` |
| | |

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| Field Sketch | instructures and a second |
|--|---------------------------|
| HOUSE SELVOOL BUSINESS | |
| KAN DIEMEN N X | |
| tillightettettettillettillettettettettettettettettettettettettet | |
| ACCESS Q W. MARKET | |
| PVT ACCESS A W. MARKET | |
| HOUSES | |
| | |
| Crossing Angle 0-29° 30-59° 860-90° Measured in NW Quadrant? | |
| Crossing Angle 0-29° 30-59° 60-90° Measured in Quadrant? | |

• • • •

Table 2

Clearing Sight Distances

| Г (т.т. с | |
|--------------------------|-----------------------------|
| Maximum Authorized Train | Distance (dT) Along |
| Speed | 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.

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

Stopping Sight Distances

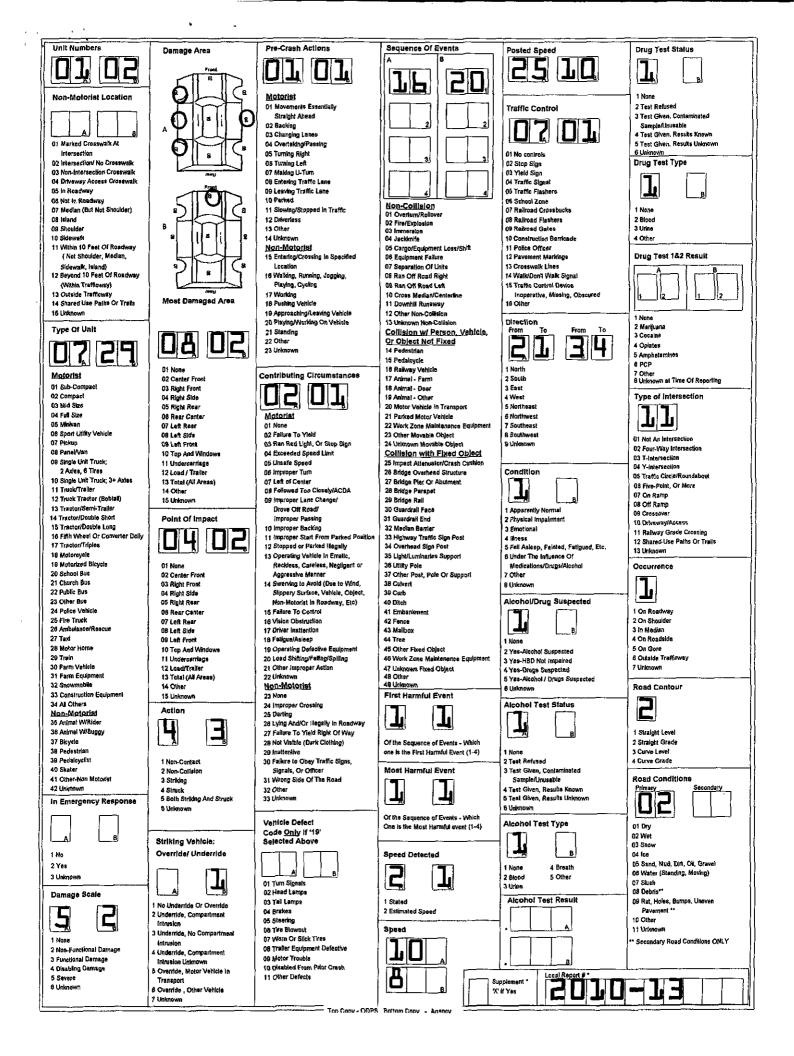
Source: R-H Grade Crossing Handbook Table 36 (pp. 132-133) Notes:

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.

| ı | | | TTE, OAKLANT | SAVE, 1519171K |
|----------|---|---|---|--|
| | OHIO TRAFFIC CRASH REPO | Crash Severity | Private Hit / Skip Property 1 Not Hit / Skip | Photos OH-2 OH-3 OH-1P OTHER Taken |
| | 2010-13 | 2 Injury 4 Unknown | If Yes 2 Solved 3 Unsolved | |
| | NCLC.** Reporting Ac Wash | ngton C H Police Department | * Units Unit Error 98 = Animal 99 = Unitrown | |
| | Time of Crash Day of Week City* V | /lage * TWP * Name (Of City, Village or Township) * | | Latitude Longitude |
| | | Washington Court H | | OCAL INFORMATION |
| | Prefix Crash Location W Oakland AT / REERCINCE | Type Loc 1 | 1 Named Street 3 Numbered Route 2 Numbered Street Reference Point Usect 04 H | ouse Number 08 Place Name W/O Reference |
| | Dist Reference DR Prefix Reference 276 | | Ref Point 01 State Line 05 T 02 Intersection 2 Streets 06 M | ownship Boundary 09 Driveway Ne Post 10 Street or Route W/O Reference arporation Limit |
| | A Unit # # of Occ. Name (Last, First, Middle) Williams Kevin (| | | |
| ļ | Address (Street, City, State, Zlp Code) 822 Lakeview Ave | | nington C H OH 43160 | |
| | Social Security Number Date | | H3 M (740) 333 | Work Phone # |
| | OH RQ533384 | P State UP # Injured Taken By | 1 None 4 Other 2 EMS 5 Unknown 3 Police Fayette County | InjuredTaken To Life Squac Fayette County Memorial E. |
| ist | Owner Name (if same, write "SAME") Cook Gail | Address(Street, City, State, Zip 1 822 Lakeview Av | Washi | ington C H OH 43160 |
| Motorist | Year Make Model 1 9 9 DODG DAK Offense Charged 9%mee Daac 9%mee Daac 9%mee Daac | Color Insurance Compa | 3-C Tow | ing 572-14 (740) 333-1501 |
| | onator one of the second | cross Grade Crossing | | B495 |
| rie | Unit # # of Occ. | | | · |
| Motori | | | | |
| | Social Security Number Date | Ag | e Sex Hame Phone # | Work Phone # |
| | | P State LP# Injured 4030 Taken By | 1 None 4 Other 2 EMS 5 Unknown 3 Police | injuredTaken To |
| | Owner Name (If same, write "SAME") Indiana & Ohio Railroad Year Make Model | Address(Streat, City, State, Zp 222 W Paint St Color Insurance Compa | Washi | ington C H OH 43160 |
| | J 7 2 Offense Charged Offense Desc | LGR/BLK | Citation # | (800) 979-4958 |
| | Loit # | | | Code? ;X' Ji Yes |
| | | | Phone # 17) 783-1405 | |
| ccupant | Address (Sireel, City, State, Zip Code) J 795 S Broadway St Blanchester Oh 45107 | | Injured Taken By 1 None 4 Other 2 EMS 5 Unknown 3 Police | injured Taken To |
| ő | Unit # Name (Last, First, Middle) | Hame F | Date of Birth | |
| | Address (Street, City, State, Zip Code) | | Injured Taken By 1 None 4 Other 2 EMS 5 Unknown | Injured Taken To |
| | JL Sealing Position of Front - Left (MC Driver) O Front - Middle Safety Equil Motorist D None Used | 1 Not Deployed 1 No | Bag Switch t Present On Position | Trapped 1 Not Trapped 1 Not Trapped |
| | 03 Front - Right 02 Shoulder B 04 Second - Left (MC Pass) 03 Leg BeH Or 05 Second - Middle 04 Shoulder /L | A Cniy 3 Deployed-Side Sin Sin 4 Deployed Both 4 Un FronVSide | Off Position Strown Control Strown | 2 Extracted By Mechanical Means 3 Non- Incepacitating Mechanical Means 4 Incepacitating |
| | B 08 Second - Right 07 Third - Left 08 Third - Middle 07 Third - Middle 07 Use Unknow | Seat B 5 Not Applicable B Used G Unknown m B Chikmown | | B 4 Unknown B 5 Fatal Injury 6 Unknown |
| | D9 Third - Right D9 Third - Right D Steper Section Of Cab D1 Enclosed Cargo Area 11 Enclosed Cargo Area 12 Unenclosed Cargo Area 10 Protective F | | | |
| | D 13 Trailing Unit D 11 Reflective C 14 Extendor 12 Lighting 16 Other 13 Other | | لعــــا | |
| 11 | 16 Non-Motorist 14 Unknown ISY7001 17 Unknown | Top Copy - ODPS Bottom Copy - A | мелсу | Supplement * 'X' If Yes |



| Unit 44 was traveling on orthoourd on W. Oakland Ave. at the rainad crossing in the 200 block. Unit 42 was traveling or cancel and tracks. Unit 42 struck unit 41 in the passenger side eventually stopping approximately 100 feet west of the Oakland Ave. crossing. Witness heard the audible horn of the train prior to the collision. Unit 42 Engine 4030 E.M.D., GP 40 Turkets near the audible horn of the train prior to the collision. Unit 42 Engine 4030 E.M.D., GP 40 Turkets near the audible horn of the train prior to the collision. Unit 42 Engine 4030 E.M.D., GP 40 Turkets near the audible horn of the train prior to the collision. Unit 42 Engine 4030 E.M.D., GP 40 Turkets near the audible horn of the train prior to the collision. E.M.D., GP 40 Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision. Turkets near the audible horn of the train prior to the collision to the collisi | Narrative | | | | | | | | |
|---|--|--|----------------------------------|---------------------------------------|---------------------------|----------------------------|---------------------------------------|--------------------------|---|
| Unit #2 Engline 4030 E.M.D., GP 40 Teld of data for or import in an other stands in an other stands | Unit #1 was trave westbound on the Unit #2 struck uni crossing. | railroad tracks ap t #1 in the passen | proaching Oak ger side eventu | land Ave. wi Jally stopping | nen unit #1 9 approxin | proceeded | to crossing th | e railroad tr | acks. |
| Engline 4030 E.M.D., GP 40 Tarvet 01 collabor of imped Collabor of imped Collabo | | e audiple nom of t | ne train prior to | the collision | }. | | | | |
| Terror Of Collidion of Unget Banked Bank Related DiBC(FB10) We are water and the set of t | | | | | | | | | |
| Manuer Of Collabors of Impact Build gr Bin Internet of Collabors of Impact Joint State of American State of State of American State of State of American Stat | | | | | | | | | |
| | | | | | | | | | <u> </u> |
| | | | | | | | | | |
| | Manner Of Collision or Impact | School Bus Related | Diagram | | | | | | Write an "N" |
| 111 Containing 1111 Cont | 6 | | | | ((| t | | | on the compass diagram to indica the direction of |
| 2 In some 4 Honom 2 In some 1 Honom 2 In | | | | | | | _ | | iorth. |
| B stake UNIX Cold Relation Address The Direct Processory S transmoment S transmoment O Corr S transmoment D C | 2 Rear-and 3 Head-on | | | | | | (<u> </u> | <u> </u> | |
| | 5 Backing | Work Zone Related | | | | | | | |
| 1 Barrow 1 Barrow 1 Darrow 1 Darrow 2 Dar | 7 Sideswipe, Same Direction |] | | | | | | | |
| Viethor Justice Discussion Perf Visit Zone In Gast Lass Charge Justice Lass Charge Andary of Rei Discussion Lass Charge In Gast Charge In Gast Lass Charge In Gast Lass Charge In Gast Charge < | | | | | | | | | |
| Constant and the second s | Weather | 3 Unknown | - | | | | | | |
| 2 Cooky 4 Constant and 5 Cooky 4 Constant and 5 Cooky | 02 | | | | | | | | |
| | | 1 Lane Closure | | | | | | | |
| | 3 Fog, Smog, Smoke | 2 Lane Shift/Crossover 3 Work On Shoulder Or Median | | | | | | | |
| B Beweig Back, Sci. Qin, Sow Gater Duktors Differ Duktors Differ Duktors Differ Diffe | 5 Sleet, Hali (Freezing Rain Drizzle) | | | | | | | | |
| Duiloom Dui | 8 Blowing Sand, Soil, Qirt, Snow | Location Of Crash in | | | | | | | |
| Image: Excendery I Briden Provider Note Zone Dright: I Annie Nieming Superation Area Dright: I Annie Nieming Area Drie - Nie Upping I No Dark - Upping I No Dark - Nie Upping I No Dark - Upping I No Dark - Upping I No Unrown I No Unrown I No Dark - Upping I No Dark - Din Indian Dark - Din Ding Dirk - Ding D | 0 Unknown | | | | | | | | |
| Jarget Logistic 2 Adverse Werkering Area Darget Logistic 4 Athly Area Darget Logistic 4 Athly Area Darget Logistic A Logistic Readowy A track (moor weblar) with a advivit more than 16,000 points, cr A Athly, cr A track (moor weblar) with a advivit more than 16,000 points, cr A Athly, cr A track (moor weblar) with a advivit more than 16,000 points, cr A Athly, cr A track (moor weblar) with a advivit more than 16,000 points, cr A Isset on weblar with averaging damage or reaging direct with averaging damage or readwith avet trank to averaging damage or readwith averag | - | | | | | | | | |
| Darlight Down Ook Down Down Down Down Down Down Down Down | | 2 Advance Warning Area | | | | | | | |
| Dar Lipiter Readway Dar Mit Lipiter Readway Dar | Dawn | | | | | | | | |
| Dark - Unknown Liphting Gine 3 Yes J. Minnown 2 States Differ 3 Yes J. Minnown 2 States Differ 3 Yes J. Minnown 2 States Differ 3 States Differ 4 State | Dark - Lighted Roadway | Workers Present | ∬— | | | | | | |
| Conternance 2 Yes 2 Yes Undersourd 2 Yes A brokenom TTUCK/BUS The Grash INVOLVED one or more of the following: A truck (motor vehicle) with a dxwill more than 10,000 pounds; or A truck (motor vehicle) with a dxwill more than 10,000 pounds; or A truck (motor vehicle) with a dxwill more than 10,000 pounds; or A truck (motor vehicle) with a baardous materials plasmed, model and statistic define transfer to explore generating transportation for immediate medical transmet. or A truck (motor vehicle) with a baardous materials plasmed, model due to disabiling damage or require generating instance basice proceeding under its own power. Company (From Shipping Papena) Company (From Shipping Papena) Company (From Shipping Papena) Addrevé (Streat, City, St. 2 to Code) 00 Concreta Marc Weight (CWWR) Col. class 1 Class A 0 2 Bue (From Shipping Dheyen) (E Congo Tam 10 A truck Transporter 11 Lawitzgual 10 B00 2 0 Street Folge Bar 0 2 Bue (From Shipping Dheyen) (E Congo Tam 11 Constage/Relater 12 Colors B 2 Class B 2 Cla | Dark - Unknown Lighting | | | | | | | | |
| If UC K/A BUS A truck (motor vehicle) with a GVWR more than 10,000 pounds; or A truck (motor vehicle) with a Bazardous materials plasard; or A buck (motor vehicle) with a Bazardous materials plasard; or A buck diverse (Streat, City, St. Zp Code) A fraility: or A least one vehicle was towed due to disabling damage or required intervening assistance balare proceeding under its own power. Company Phone Company (From Shipping Papers) Address (Streat, City, St. Zp Code) PUCO Trailer LP St. Trailer LP Year Placard # Cargo Body Type 2 argo Body Type 2 bit (6/10/16/2002 05 Pole 00 concrete Mbar 10 doto Trainsporter 10 doto Trainsporter 10 doto Trainsporter 10 doto Trainsporter 11 Cartage/Refuse 2 dots to 2 dista to 2 | | 2 Yes | | | | | | | |
| Unit # A track (motor vehicle) will a hazardous materials placerd; or A highy sequiling transportation for immediate medical treatment; or A bus designed for at fast 8 persons, induding driver. Company (from Shipping Papers) Address (Streat, City, SI, Zip Code) Company (from Shipping Papers) Address (Streat, City, SI, Zip Code) Company (from Shipping Papers) SDOT OC ALC UCO Cargo Body Type 01 Not Applicable 05 Pole OB bas (9-16) Incluing Driver) 06 Concrete Mixer 10 Address (Gireat I 10,000) Cargo Body Type 01 Not Applicable 05 Pole OB bas (9-16) Incluing Driver) 06 Concrete Mixer 1 Lest/Equil 10,000 O State (9-16) Incluing Driver) 05 Pole 09 Concrete Mixer O State (9-16) Incluing Driver) 05 Pole 09 Concrete Mixer O State (9-16) Incluing Driver) 05 Pole 09 Concrete Mixer O State (9-16) Incluing Driver) 05 Pole 09 Concrete Mixer O State (9-16) Incluing Driver) 05 Pole 09 Concrete Mixer I Lest/Equil 10,000 2 Class B 2 Class B State (9-17) Pole 01 Motor Transporter 10 Motor Transporter 13 Urbarewn 12 Urbar <td></td> <td></td> <td>-</td> <td>r 1</td> <td>ED in one or more of</td> <td>lite following:</td> <td></td> <td></td> <td></td> | | | - | r 1 | ED in one or more of | lite following: | | | |
| Link # A bus designed for at least 8 persons, including driver. At least 0 a Vehicle will be will | Ati | ruck (motor vehicle) with a hazardous | materiais placard; or | An injury requiring t | | | | | |
| COL Class 1 Class A Concrete Mber Of Pole Of Pole Of Pole Of Concrete Mber Of Concrete Matching Drive) Of Concrete Mber Of Concrete Matching Drive) Of Concrete Matching Drive Of Concrete Matching Drive) Of Concrete Matching Drive Of Concrete Matching Drive) Of Concrete Matching Drive Of Concrete Matchin | | | cluding driver. | At least one vehicle | with toward due to dis | sabling damage or required | · · · · · · · · · · · · · · · · · · · | e proceeding under its (| wn power. |
| Stop Cargo Body Type OI Not Applicable O5 Pole O9 Concrete Mixer O2 Bus (9-15) Including Driver) O5 Pole O9 Concrete Mixer 1 Carbo Of Cargo Tan O9 Concrete Mixer 1 Less/Equal 10,000 2 Class B Attertals Placardous Material Placard 1 No 2 Class B 2 Class B 2 Class A | Addr | ess (Street, City, St, Zip Code) | | · · · · · · · · · · · · · · · · · · · | | ······ | <u> </u> | | |
| OF Different of Structure Different and Participation and P | DOT | | PUCO | Trailer | LP St Trail | ler LP Year Trailer LP | * | Placard # | |
| 0 1 Mr. Applications Driver) 05 Unite Trainaborter 0 2 Bus (e-15) Including Driver) 06 Cargo Tan 0 3 Van/Enclosed Box 07 Flatbed 0 4 Gratal/Chips/Gravel 08 Dump 11 Garbage/Refuse 12 Citier 12 Cities 12 Citier 13 Uniproven 12 Uniproven 14 Of Cargo Tan 10 Of Cargo Tan 14 Of Cargo Tan 10 Of Cargo Tan 15 Of Cargo Taken By 1 Petice Agency 1 Petice Agency Report Taken At | | | | | | | Hazardous | Hazardo | |
| ad Grain/Chips/Gravel DB Dump 12 Cher 13 Unknown 4 Unknown 13 Unknown 13 Unknown 13 Unknown 5 Class D 3 Unknown 4 Unknown als Crash Reported 13 Unknown Dispatch OF 905 OF 907 | 02 Bus (9-15) in | teluding Driver) 06 Cargo Tan 1 | 10 Auto Transporter | | ess/Equal 10,000 | 2 Class 3 Class | | rd Materia | Released 1 No 2 Yes |
| Ite Crash Reported Tote Rec Call Dispatch Artived Ite Crash Ite C | | | | ¹ 31 | Nore Than 26,000 | | | | 4 Unknown |
| | | | |]5 09 | 07) | | | Total Min | |
| eport Taken By 1 Police Agency Report Taken At 1 Scene Supplement * Local Report #* | flicer's Name * | | | ╶╻═╴╵┊══╵╵ | Checked By | | | | ╺──┴───┴─▖ |
| 1 Police Agency Report Taken At 1 Course Supportions | Pfeifer, Matthew | | [2] | | Page, Da | avid | | | <u>Jhl</u> |
| | | | | | | Supplement * | ocal Report # * | | |

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J.

| OHIO TRAFFIC ACCID | ENT - DIAGRAM/NARRATIVE CONTINUATION | OH-2 REV 1/82 |
|---|---|------------------|
| LOCAL REPORT 2010-13 NUMBER 2010-13 | AGENCY Washington C H Police Department | DATE OF ACCIDENT |
| IN COUNTY OF 24-Fayette | ACCIDENT LOCATION W Oakland | |
| TRAIN INTO A CAR. | | |

. . .

| OHIO TRAFFIC ACCIDENT | - DIAGRAM/NARRATIVE CONTINUATION | OH-2 REV 1/82 |
|-----------------------------------|---|------------------|
| LOCAL REPORT 2010-13 NUMBER | AGENCY Washington C H Police Department | DATE OF ACCIDENT |
| IN COUNTY OF 24-Fayette | ACCIDENT LOCATION W Oakland | |

FAILURE TO YIELD TO KEVIN C WILLIAMS, 2010-13

OHIO TRAFFIC ACCIDENT - DIAGRAM/NARRATIVE CONTINUATION

| LOCAL REPORT 2010-13 | REPORTING AGENCY Washington C H Police Department | DATE OF ACCIDENT |
|-------------------------|--|------------------|
| | ACCIDENT LOCATION W Oakland | |

The driver of the vehicle Kevin Williams was transported form the Fayette County E.R. to Grant Hospital for further treatment. A citation has not been issued to Mr. Williams in reference to the accident due to his injuries and being transported to Grant Hospital.

OH-2 REV 1/82

OHIO TRAFFIC ACCIDENT - DIAGRAM/NARRATIVE CONTINUATION

| LOCAL REPORT 2010-13 NUMBER | REPORTING AGENCY Washington C H Police Department | DATE OF ACCIDENT 01/1/2010 |
|-----------------------------------|--|-------------------------------|
| IN COUNTY OF 24-Fayette | ACCIDENT LOCATION W Oakland | |

Your Honor,

On 1-11-2010 officers were dispatched to a vehicle accident involving a train at the crossing in the 200 block of Oakland Ave. Upon arrival officers made contact with the drivers of the vehicle, later identified as Kevin Williams. Mr. Williams was unable to advised the reason for the accident due to him being injured and once extradited from his vehicle, transported to the Fayette County E.R. by ambulance.

I made contact with the conductor of the train, James Kehn, who advised he was traveling westbound on the tracks and blew the train horn prior to the crossing Oakland Ave. Mr. Kehn advised he never saw a vehicle. He advised his passenger in the train, John Fogle III said, "got one" in reference to striking the vehicle at which time he stopped the train. Mr. Fogle III advised the same.

A witness, Pete Pierce, advised that he was at his residence at 239 Draper when he heard a train horn then a large crash. Upon the initial investigation through witnesses and the conductor the train horn was blown and the light was on the front of the train.

On 1-14-2010 I made contact again with Kevin Williams to conclude the investigation. Mr. Williams advised he was traveling northbound on Oakland Ave. approaching the railroad crossing. He advised he did not see or hear a train so he proceeded to cross the tracks at which time he heard the train horn and was struck by the train. Mr. Williams advised there was a large RV parked between the tracks and a storage building that made it hard for him to see down the tracks. Mr. Williams was treated and released from Grant Hospital.

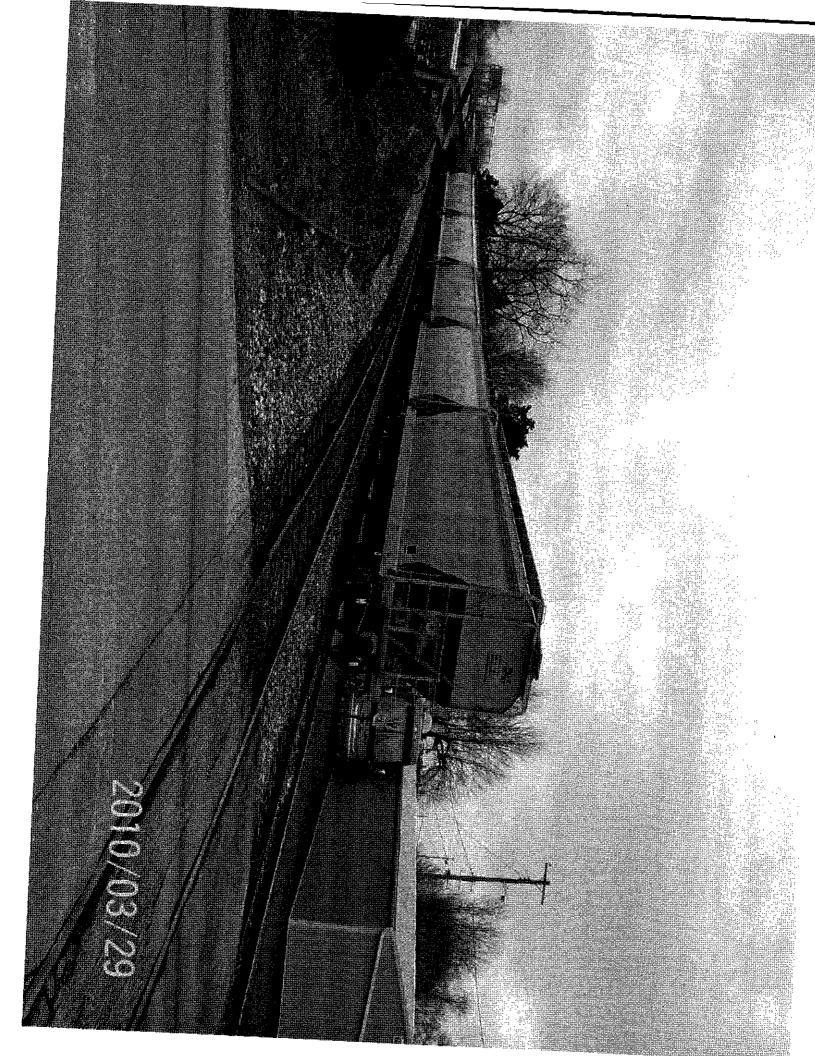
I went to the location of the accident and took photographs of the scene, where the RV was parked in reference to where Mr. Williams was prior to the tracks. The RV was not a deciding factor in the accident. There is a full view of the tracks in both directions at the stop block and prior to the stop block.

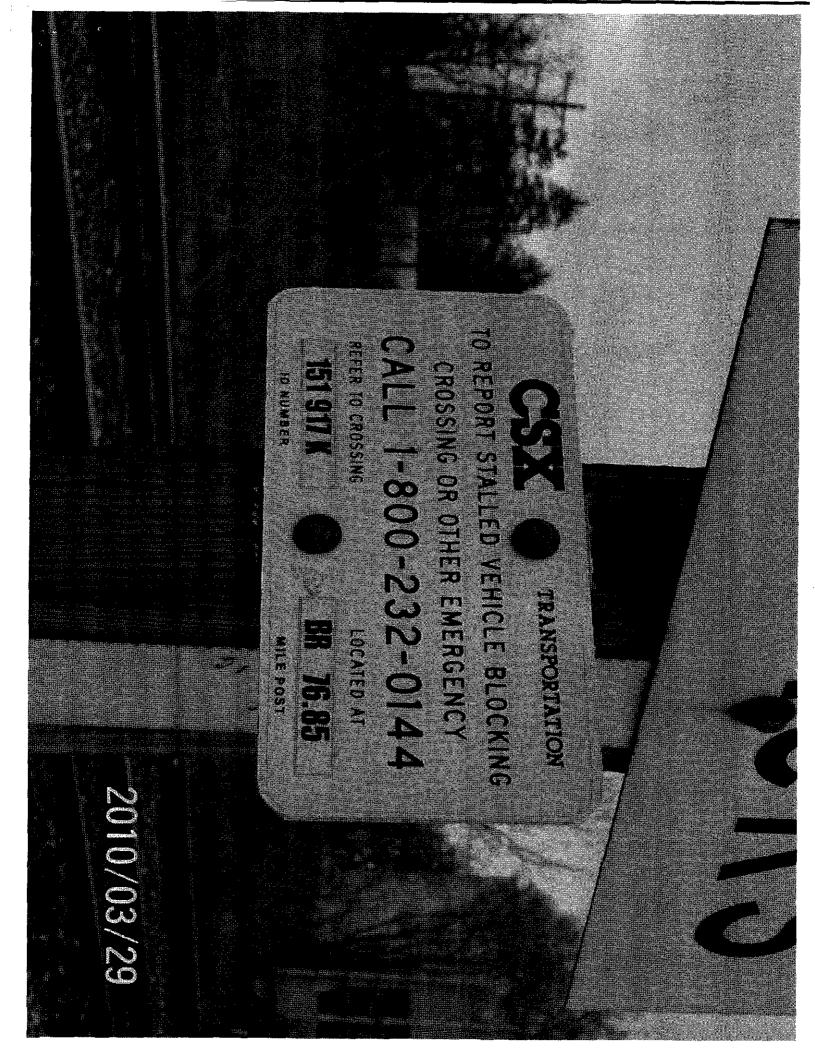
On 1-14-2010 Kevin Williams was served his copy of the citation for Driving across grade crossing. Mr. Williams was given his copy of the citation and advised of his court date and time.

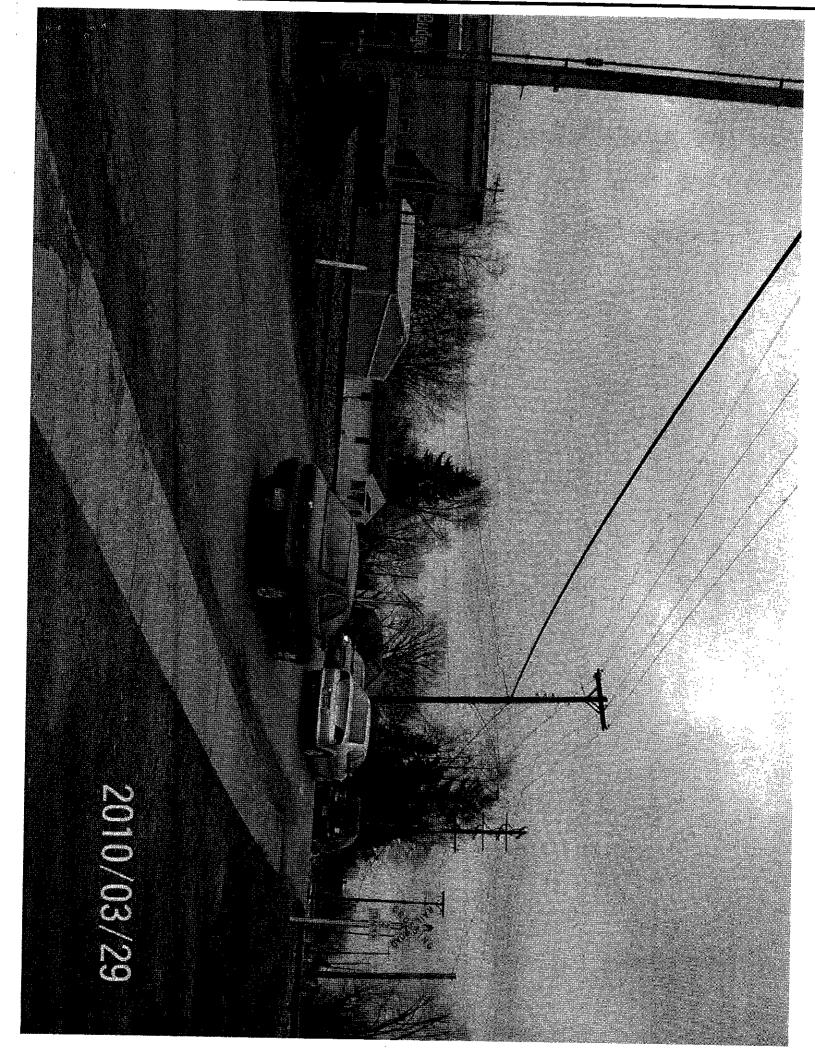
Court Date: January 25, 2010

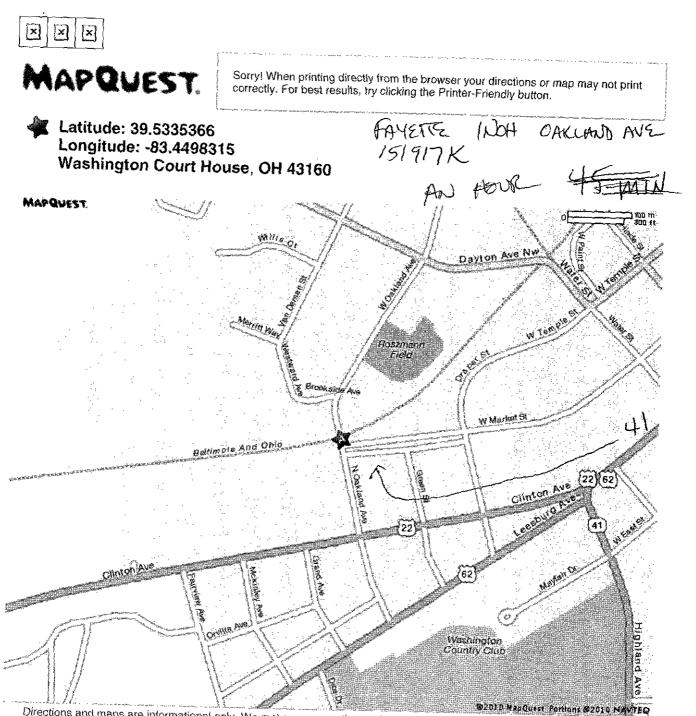
Ptl. M. Pfeifer

OH-2 REV 1/82









Page 1 of 1

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71 5 TO EXIT 69, 3R 41 4/29 9AM NN GO 62

| | | Public U | tilities Commission of Ohio |
|---|--|--|---|
| Charles The Public Utilities | | | Rail Division |
| Commission of Ohio | | | 180 East Broad Street Columbus, OH 43215 |
| A OHO | | | |
| Di | agnostic Review Team | Survey (| ſ |
| | 0 | Date: 55 | 10 10 AM |
| Location Data | | | |
| Street or Road Name: | HAINCI PN/P | 2 19 1 | |
| Buter Board Number (i.e. | , | 2 190 TAAR-DOT | |
| | State or US route) | No.: 258 | 626V |
| County: AVGLAIZE Township: | City: (In or Near) | UNIOPOLIS | |
| Railroad Name: TORY | Railroad Division: DETROIT | Branc | HLINE FLAT ROCK |
| Nearest RR / Lag of | Division. DC1 NB (1 | | |
| Timetable Station: LIMA | | 12 | to,14 |
| On-Site Review Team | | | |
| (Include: Name - Organization - Phone Number) | <u>,</u> | | |
| 1. GEORISE MARTIN 1 2. TIM PERKINS OF | PUCO 614-752-9 | 107 | |
| TIM PERKINS M | RDC. 1014.1044. | 0284 | |
| L. Dulling Bridge | - 1. 1A A.O. | 720-610 | |
| 3. DOUGLAS REINHARG | | | |
| 4. BIFF KONRAD | IBRY 513-5 | 05-3155 | |
| 5. | | | |
| | | | |
| 6 | | | |
| 6 | | | |
| 6 7 | | | |
| | | | |
| 7 | | | |
| 7. | | | |
| 7. | | | |
| 7. 8. 9. 10. Existing Traffic Control Devices | | | |
| 7. | Installed? | | tity/Comments |
| 7. | Installed? | Quan 2— | Lity/Comments |
| 7. | Installed? | | tity/Comments |
| 7. | Installed? Yes No Yes Yoo Yes No | . 2- | Lity/Comments |
| 7. | Installed? Yes No Yes No Yes No Yes No Yes No Yes No | 2 | |
| 7. | Installed? Yes No Yes No Yes No Yes No Yes No Yes No Yes No | 2 | tity/Comments |
| 7. | Installed? Yes No Yes No Yes No Yes No Yes No Yes No | 2 | |
| 7. | Installed? Yes No Yes No Yes No Yes No Yes No Yes No Yes No Yes No | 2- 2- 2 BV | |
| 7. | Installed? Yes No Yes No | 2- 2- 2 BV | |
| 7. | Installed? Yes No Yes No | 2- 2- 2 BV | |
| 7. | Installed? Yes No Yes No | 2- 2- 2- 2- 2- Number: | CREY E |
| 7. | Installed? Yes No Yes No | 2- 2- 2- 2- 2- 2- 2- | CLEY E |
| 7. | Installed? Yes No Yes No | 2- 2- 2- 2- 2- Number: | Length: |
| 7. | Installed? Yes No Yes No | 2- 2- 2- 2- 2- Number: | Length: |
| 7. | Installed? Yes No Yes No | 2- 2- 2- 2- 2- Number: | Length: |
| 7. | Installed? Yes No Yes No | 2- 2- 2- 2- 2- Number: | Length: |
| 7. | Installed? Yes No Yes No | 2- 2- 2- 2- 2- Number: | Length: |

| an a | na n | |
|---|--|---|
| Safety Data (Obtain crash repo | orts, if possible, prior to review) | |
| | Initial Information (from database) | Revised |
| Number & dates of crashes in previous 5 years | 1 3810 11 | / / |
| Hazard Ranking 80 | Date Run: 4/15/16 | 97 5/6/10 |
| Railroad Data | na ya shaka na basha ka shaka ka shaka na shaka shaka shaka shaka shaka da basha shaka shaka shaka shaka shaka An | na fan fersenen gener fan sen finnen en finnen en finnen en finnen en fin fersteren en fin sen fin sen fin sen Fin fin sen fin sen fin sen finnen en finsen en finsen en fin sen fin sen fin sen fin sen fin sen fin sen finse |
| Railroad Characteristics | Initial Information (from database) | Revised |
| Total trains per day | 6 | |
| < I per day | | |
| Day thru trains | 3 | |
| Night thru trains | 3 | |
| Daytime switching movements | | |
| Nighttime switching movements | | |
| Total number of tracks | 1 | |
| Number of main tracks | 1 | |
| Number of other tracks | | |
| Maximum train speed | 40 | 25 |
| Typical train speed | | |
| Amtrak | | |
| | ossing at the same time? Yes XNo another train at crossing? Yes (Explain be roadway within 100 ft of this crossing? | |
| | usurement between track centerlines at close | st point along roadway) |
| Roadway Data | ne series and a series of the series of t | nen filmenen in seneral en seneral en seneral en seneral seneral seneral seneral seneral seneral seneral senera Record a seneral |
| ocal Highway Authority: | FUGLAIZE COUNTY | a banan daga Baharan ang kalang kalang mang kalang ng mang mang mang kalang kalang mang kalang kalang kalang ka Kalang kalang |
| Roadway Characteristics | Initial Information (from database) | Revised |
| Average daily traffic | /893 (2008) | (SAME 2010 |
| lighway paved | Yes No | |
| / | | |
| Roadway Surface: [] Blacktop [] Gravel Roadway width:ft. | | |
| lumber of highway lanes | 2- | 2 |
| Irban or Rural? | RURAL | RURAL |
| ehicle Speed: <u>55</u> MPH | | PEMIE |
| chool Bus Operation: 🗌 No 🛛 🕅 Yes | Amount | · · · · · · · · · · · · · · · · · · · |
| lazardous Materials Trucks: 🔲 No | Yes Amount FEITI12 | ER & PROPANE |
| houlders: 🔽 No 📋 Yes | Tauruc | |
| | es / | |
| there existing guardrail along roadway in cr | | |
| s stopping site distance adequate? (See Table | | |
| a scopping site distance abequate: (see Table | 2) 🙀 Yes 🔲 No If no, deficient a | phioacn(es) |

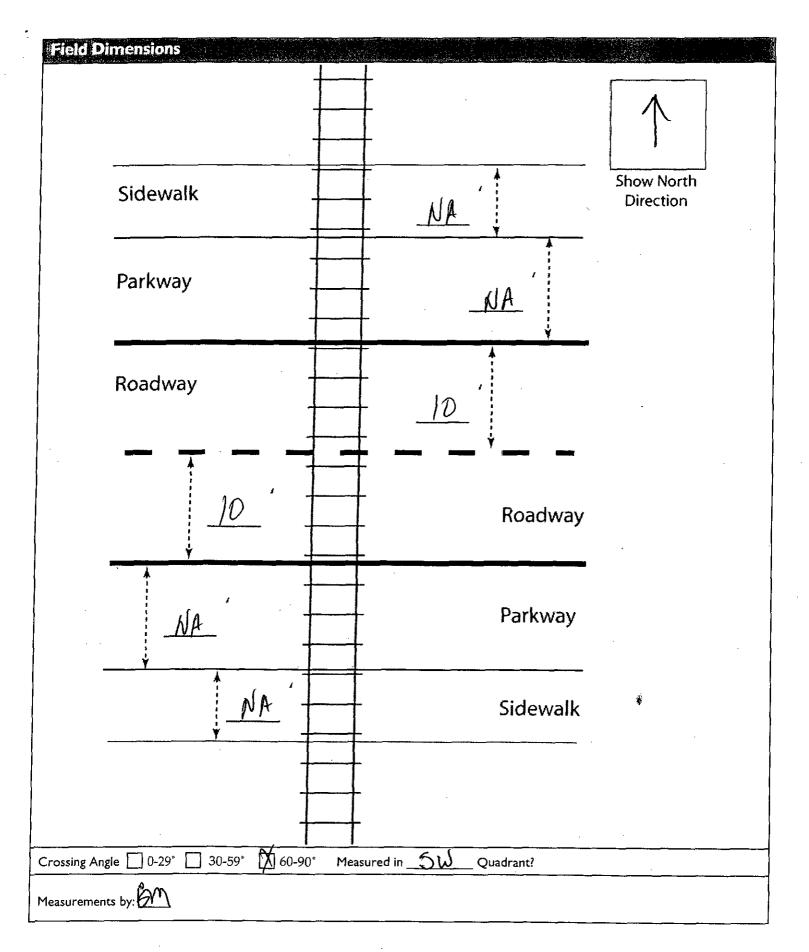
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4

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۰,

| Quedent | Quadrant |
|---|---|
| Quadrant | |
| Curb and Gutter: 🔲 Functional (Curb height = 4" or more) | Curb and Gutter: Functional (Curb height = 4" or more) |
| ☐ Non-functional (Curb height ≈ Less than 4") | □ Non-functional (Curb height = Less than 4") |
| 125 None | None |
| Pedestrians: 🕅 No 🔲 Yes | |
| Is sidewalk present? 🖌 No 🗌 Yes | |
| Is there a nearby intersection that could cause queuing over the ci | rossing? 📐 No 🗌 Yes |
| If yes, Distance | |
| ls this intersection signalized? 💟 No 🛛 🗌 Yes | |
| Are the signals currently interconnected with the existing crossi | ing warning devices? 🕎 No 🗌 Yes |
| Is it the consensus of the Diagnostic Review Team that this is a po Explain reasons: | otential closure project: 🖌 No 📋 Yes |
| Type of Development | |
| Open Space Institutional Location of nearby | / schools: |
| Industrial X Commercial | |
| | ITAN 2 MILES |
| | |
| Utility Information | |
| Is commercial power available? I No Yes | |
| Utility Provider (Company Name) DPSC FION | JEER Phone Number |
| Nearest Available Power Source 5R 65 | |
| | ECINE, CABLE, OH LINE |
| is there potential utility conflict(s) \Box Yes \Box No \bigotimes Unl | known |
| Diagnostic Team Recommendations | |
| | Quadrants Needed |
| Install/upgrade active devices | Quaurants Needed |
| 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 Sketch | Fred H (s.2) Aren H (s.2) Aren H (s.2) Hand H (s.2) |
|----------------------|--|
| Crossing Angle 0-29° | 30-59° [文] 60-90° Measured in <u>り</u> を Quadrant? |

TABLE I

Table 2

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 //) | |
| V 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.

| Highway Vehicle Speed | Distance (dH) Along Roadway from Crossing (ft) |
|-----------------------|---|
| 0 | n/a |
| 5 | 50 |
| 10 | 70 |
| 15 | 105 |
| 20 | 135 |
| 15/1 | 180 |
| 30 | 225 |
| 35 | 280 |
| 40 | 340 |
| 45 | 410 |
| 50 | 490 |
| 55 | 570 |
| 60 | 660 |
| 65 | 760 |
| 70 | 865 |
| | |

Stopping Sight Distances

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.

| <u>──</u> ────────────────────────────────── | roperty Hit/Skip Photos Taken NCIC # Not Hit/Skip Y OHP06 |
|--|--|
| teporting Agency # Units DHIO STATE HIGHWAY P 2 | Is Unit Error Date and Time of Crash 1 3/8/2010 1:45:00 PM |
| ay of Week City Village Township Name (of City, Village of Name (of Ci | or Township) County # Latitude Longitude 6 40 37 46.02 84 5 5.50 |
| rrash Occurred On rrefix Crash Location BUCKLAND HOLDEN | Type Loc Named Street |
| t / Reference DR Prefix Reference 20 E 0065 | Ref Point Intersection 2 Streets |
| ype of Intersection Occurrence Railway Grade Crossing On Roadway | Road Contour Road Conditions ** Secondary Road Conditions ONLY Straight Grade Primary Dry Secondary Unknown |
| Police Action ate and Time Crash Reported Dispatch /8/2010 1:49:00 PM 3/8/2010 1:49:00 PM | Arrived Cleared Other Total Minutes 3/8/2010 1:57:00 PM 3/8/2010 3:51:00 PM 90 212 Badge #* Checked By Date Report Filed * |
| CHMENK, MATTHEW Report Taken By Report Taken At Colice Agency | 0849 RALBERS 3/11/2010 12:00:00 AM |
| lanner of Cotlision or Impact Ingle Ichool Bus Related Ichool Bus Rela | Whistle Sign |
| ype of Work Zone Workers Present | RP Stop Bar ⊕ 1 |
| | |
| ocation of Crash in Work Zone | |



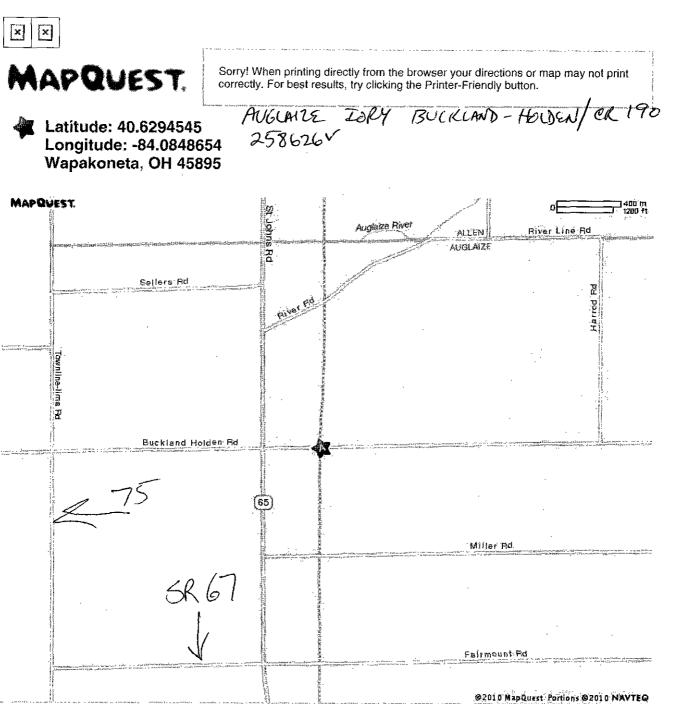
Traffic Crash Report

Unit information

| Owner First | Owner Middle | Owner Last | LP State | LP # |
|---|------------------------------------|----------------------------|--|--|
| | R | THOMPSON | он | CKU7643 |
| Owner Address | Owner City | Owner State | Owner Zip | Owner Phone # |
| 25781 FAIRMONT RD | WAYNESFIELD | ОН | 45896 | 5672040819 |
| Year | Make | Model | Color | VIN |
| 1997 | HOND | ACC | } | |
| Insurance Company | In Emergency Response | Speed Detected | Speed | Posted Speed |
| PROGRESSIVE | Unknown | Stated | 5 | 55 |
| Non-Motorist Location | Action | Towing Service | Damage Scale | Direction |
| UnKnown | Struck | | Severe | East |
| Type of Unit | Point of Impact | Most Damaged Area | Vehicle Defect | |
| Compact | Right Rear | Right Rear | | |
| Pre-Crash Actions | Striking Vehicle O/U | Contributing Circumstances | First Harmful Event | Most Harmful Even |
| Movements Essentially Straight Ahead | Unknown | Failure to Yield | 1 | 1 |
| Traffic Control | Sequence of Events 1 | Sequence of Events 2 | Sequence of Events 3 | |
| Railroad Crossbucks | Railway Vehicle | Ran Off Road Left | Unknown | Unknown |
| Company (From Shipping Papers) | Company Phone | USDOT | | PUCO |
| Ĺ | <u></u> | | J | |
| Address | City | State | Zip | 1 |
| L | | | | 1 |
| Trailer LP St. | Trailer LP Year | | Placard # | # DIA |
| | | | | l |
| Cargo Body Type Not Applicable | CDL Class | Weight (GVWR) | <u>Haz Material Placard</u> Unknown | <u>Haz Material Releas</u> Not Applicable |
| People Information | | | | |
| First | Middle | Last | Туре | |
| Michael | IR. | Thompson | Driver | 7 |
| Address | City | State | Zip | |
| 25781 FAIRMONT RD | WAYNESFIELD | ОН | 45896 |] |
| Date of Birth | Age | | Home Phone # | -/ Work Phone # |
| 04/03/1981 | 28 | M | 5672040819 | 000000000 |
| DL State | DL # | Offense Charged | Injured Taken By | Transported By |
| Гон | RQ817014 | 4511.62 | None | |
| Seating Position | Ejection | Offense Description | Air Bag | Citation # |
| Front Left (MC Driver) | Not Ejected | DRIVER'S DUTIES RELA | Deployed Front | Z137089 |
| | | | Injuries | Air Bag Switch |
| Condition | Trapped | Safety Equipment/ | | |
| Condition Apparently Normal | Trapped Not Trapped | Safety Equipment | Non-Incapacitating | Not Present |
| Apparently Normal Alcohol Test Status | Not Trapped Alcohol/Drug Suspected | | | Not Present |
| Apparently Normal | Not Trapped | None Used | Non-Incapacitating | Not Present |
| Apparently Normal Alcohol Test Status | Not Trapped Alcohol/Drug Suspected | Alcohol Test Type | Non-Incapacitating | Not Present |

| Owner First | Owner Middle | Owner Last | LP State | LP# |
|---|---|--|--|---------------------------|
| | | INDIANA&OHIO CENTRAL | TNS | |
| [| | RAIL | | |
| Owner Address | Owner City | Owner State | Owner Zip | Owner Phone # |
| 222 WEST PAINT ST | WASHINGTON COUR | ОН | 43160 | |
| Year | Make | Model | Color | VIN |
| 1976 | UNK | UNK | 7 | |
| Insurance Company | In Emergency Response | Speed Detected | Speed | Posted Speed |
| SELF INSURED | Unknown | Stated | 25 | 25 |
| Non-Motorist Location | Action | Towing Service | Damage Scale | Direction |
| UnKnown | Striking | | None | North |
| Type of Unit | Point of Impact | Most Damaged Area | Vehicle Defect | |
| Train | Left Rear | None | 1 | |
| Pre-Crash Actions | Striking Vehicle O/U | Contributing Circumstances | First Harmful Event | Most Harmful Even |
| Movements Essentially Straight Ahead | No Underride or Override | None | | 1 |
| Traffic Control | Sequence of Events 1 | Sequence of Events 2 | Sequence of Events | 3 Sequence of Events |
| No Controls | Motor Vehicle in Transport | Unknown | Unknown | Unknown |
| Company (From Shipping Papers) | Company Phone | | | PUCO |
| Address | City | State | Zip | |
| L | <u> </u> | L | | |
| Trailer LP St. | Trailer LP Year | Trailer LP # | Placard # | # DIA |
| [| <u> </u> | <u> </u> | _ <u>}</u> | <u> </u> |
| Cargo Body Type | CDL Class | Weight (GVWR) | Haz Material Placard | |
| Not Applicable | [| | Unknown | Not Applicable |
| People Information | | | | |
| First | Middle | Last | Туре | |
| [· | | ··- | Driver | 7 |
| Address | City | State | Zip | |
| [|] | | | 7 |
| Date of Birth | Age | Sex | Home Phone # | |
| #Error | } • • • • • • • • • • • • • • • • • • • | <u>10</u> | 1 | |
| #=1101 | | | | |
| L | L DL # | Offense Charged | Injured Taken By | Transported By |
| DL State | DL # | Offense Charged | Injured Taken By | Transported By |
| DL State | | | Unknown | |
| L | DL # Ejection | Offense Charged | | Transported By Citation # |
| DL State Seating Position Unknown | Ejection Ünknown | Offense Description | Air Bag Unknown | Citation # |
| DL State Seating Position | Ejection | | Unknown Air Bag | |
| DL State Seating Position Unknown Condition Unknown | Ejection Unknown Trapped Unknown | Offense Description Safety Equipment Use Unknown | Unknown Air Bag Unknown Injuries Unknown | Citation # |
| DL State Seating Position Unknown Condition | Ejection Unknown Trapped | Offense Description | Unknown Air Bag Unknown Injuries | Citation # |
| DL State Seating Position Unknown Condition Unknown Alcohol Test Status | Ejection Unknown Trapped Unknown Alcohol/Drug Suspected | Offense Description Safety Equipment Use Unknown Alcohol Test Type | Unknown Air Bag Unknown Injuries Unknown | Citation # |

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75 N TO 5R 67 (EXIT 113) TO 65 N TO BUCKLAND HOUDEN 10 AM

| THESCOM | | Public Utilities Commission of Ohio |
|--|---------------------------------------|-------------------------------------|
| The Public Utilities | | Rail Division |
| Commission of Ohio | | 180 East Broad Street |
| | | Columbus, OH 43215 |
| ה <u>ב</u> | is gractic Portion Tagm | CHARLON |
| D . | iagnostic Review Team | |
| | | Date: 5/4/10 1115 AM |
| Location Data | | |
| Street or Road Name: | RD / CR 184 | |
| DAULAS | RD/CR 184 | AAR-DOT |
| Route/Road Number (i.e. Twp., Co., SR or US) CR 184 (include SLM | if State or US route) | No: 5279605 |
| County: Township: | City: (In | 1 1P Prov In |
| Railroad | Railroad | Branch/Line |
| Name: IOCR | Division: JNDIANAPOLIS | Name: BELLEFONTAINE BE |
| Nearest RR Timetable Station: BOWLUSVILLE | | RR Milepost: 120.6 |
| Timetable Station: DOWCOSTICL | | |
| On Site Review Team | and the state of the second second | |
| (Include: Name - Organization - Phone Number) | | |
| 1 PEORLE MARTINE | PUCO 614-752-91 | 07 |
| I CALINO TOTALAN | | |
| 2. MAR MOURES | CHAMPATEN CO. | 937 853-4848 |
| 3. BIFF KONRAD | TORY 513 | 505-3155 |
| 1 FORDIJOUR Study on har | han Diinth a. | 27-653-4848 |
| * TELLAND PERKINS | ORDC 614- | 1/1/4-07 50 |
| 5ERRING | 0000 614- | 677-0204 |
| 6 | | |
| 7. | | |
| | · · · · · · · · · · · · · · · · · · · | |
| 8 | | |
| 9 | | |
| 10 | | |
| a na an | | |
| Existing Traffic Control Devices | | |
| Type of Warning Devices | installed? | Quantity/Comments |
| Advance Warning Signs | | 2 BUCKETE |
| 'Stop' Signs | Yes No | |
| 'Stop Ahead' Signs | Yes No | |
| Pavement Markings | Yes No | 2 |
| Crossbucks | Yes No | 2 |
| Number of Tracks Signs Inventory Tags | Yes No | |
| Interconnected Highway Traffic Signal | Ves No | |
| Mast-Mounted Flashing Lights | | |
| Cantilever Flashing Lights | Yes VNo | Number: Length: |
| Side Lights | Yes No | |
| Automatic Gates | Yes No | Number: Length: |
| Bells | Yes VNo | |
| Sidewalk Gate Arms | Yes No | |
| 'No Turn' Signs | Yes No | |
| Illumination | Yes No | |
| Is crossing flagged by train crew? | Yes No | |

No No

🗌 Yes Yes

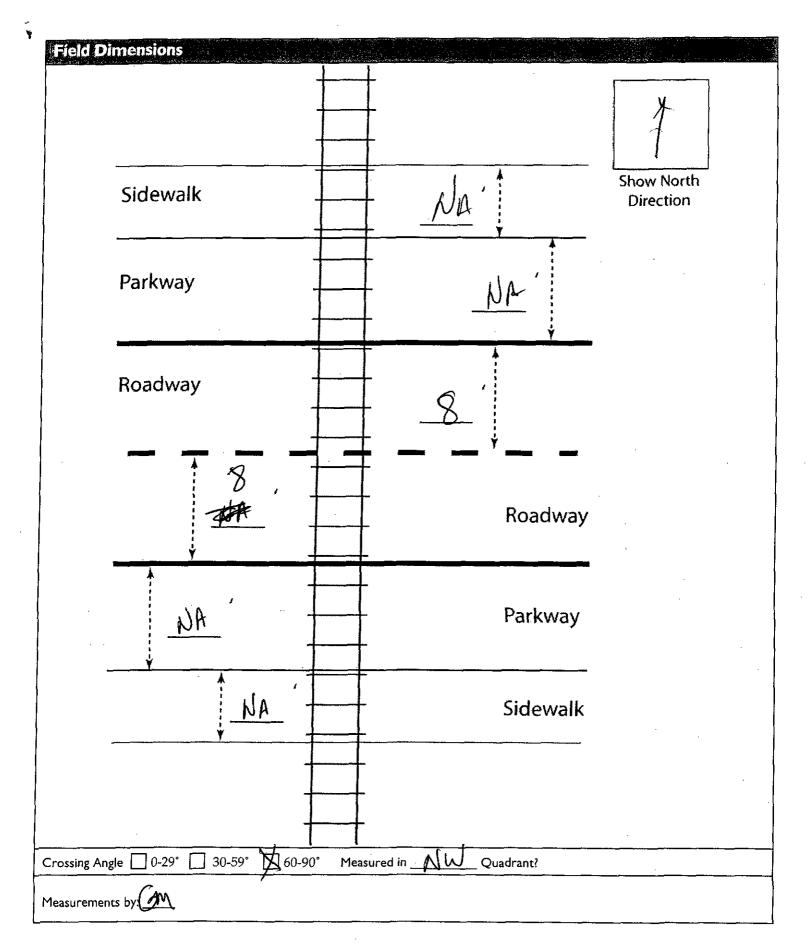
,

Other

| Safety Data (Obtain crash repo | orts, if possible, prior to review) | |
|--|---|---|
| | Initial Information (from database) | Revised |
| Number & dates of crashes in previous 5 years | 2 614/07 611/09 | |
| Hazard Ranking 53 | Date Run: 415 10 | 38 5/6/10 |
| Railroad Data | n konstant serieginen sen bezig 1999 en en berinderen son en en engener sen en en engener sen en en en en en e En en | an na han an a |
| Railroad Characteristics | Initial Information (from database) | Revised |
| Total trains per day | 2 | |
| < I per day | | |
| Day thru trains | 2 | |
| Night thru trains | | |
| Daytime switching movements | | |
| Nighttime switching movements | | |
| Total number of tracks | · 1 | |
| Number of main tracks | | |
| Number of other tracks | | |
| Maximum train speed | 50 | |
| Typical train speed | | |
| Amtrak | | |
| and the second | nother train at crossing? 🔲 Yes (Explain b | Yes No |
| Roadway Data Local Highway Authority: | and a set of the set o The set of the | a an |
| (Who maintains this roadway?) | HAMPAILON COUNTY | |
| Roadway Characteristics | Initial Information (from database) | Revised |
| Average daily traffic | 254 (2003) | 376 (2007) |
| Highway paved | Yes No | Yes No |
| Roadway Surface: 🔀 Blacktop 🔲 Gravel [| | |
| Roadway width:ft. | | |
| Number of highway lanes | 2- | 2 |
| Jrban or Rurai? | . KURAL | RURAC |
| Vehicle Speed: 59 MPH | | |
| ichool Bus Operation: 🗌 No 🛛 🏹 Yes | Amount | |
| | · · · · · · · · · · · · · · · · · · · | 1 1 10 |
| houlders: X No Yes | AND DROI | B, FERTUZER |
| s the shoulder surfaced? XNO | | |
| s there existing guardrail along roadway in cr | | · |
| | | |
| s stopping site distance adequate? (See Table | 2) 🕅 Yes 🔲 No If no, deficient a | |

| | • | | | | | |
|---|---|---|---|---|--|--|
| | • | , | • | • | | |
| • | | | | | | |

| Quadrant | Quadrant | | |
|---|--|--|--|
| Curb and Gutter: Functional (Curb height = 4" or more) | Curb and Gutter: T 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? YNO Yes | | | |
| Is there a nearby intersection that could cause queuing over the c | rossing? 🖉 No 🔲 Yes | | |
| If yes, Distance | | | |
| Is this intersection signalized? 🕅 No 🛛 🗌 Yes | | | |
| Are the signals currently interconnected with the existing crossi | ing warning devices? No | | |
| Is it the consensus of the Diagnostic Review Team that this is a po | | | |
| Explain reasons: | | | |
| | | | |
| | a tang ang ang ang ang ang ang ang ang ang | | |
| Type of Development | | | |
| Open Space Institutional Location of nearby | r schools: | | |
| Industrial Commercial | N 3 MILES | | |
| Residential FARM | | | |
| Utility Information | | | |
| Is commercial power available? 🔲 No 🛛 🗙 Yes 🏑 | 1. SETRIC | | |
| Utility Provider (Company Name) DP & L PION | JEER ELECTRIC) Phone Number | | |
| | | | |
| Nearest Available Power Source <u>AT XING</u> | | | |
| What other utilities are present? Is there potential utility conflict(s) | | | |
| | | | |
| Diagnostic Team Recommendations | | | |
| | Quadrants Needed | | |
| Install/upgrade active devices | | | |
| Automatic Flashing Lights (AFLS) | | | |
| AFLS / Cants | | | |
| 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 Sketch T T T T T T T T T T T T T T T T T T T |
|---|
| Crossing Angle [0.29'] 30.59' [60-90' Measured in N 2 Quadrant? |
| Sketch by: |

•

TABLE I

Table 2

Stopping Sight Distances

| Clearing Signe 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 | | | |

Clearing Sight Distances

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.

| 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 | | | |
| | _L | | | |

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.

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

. .

NO

OSP OR SHELF. VF REPORT HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

| 399 | 5 |
|-----|---|
|-----|---|

OMB Approval No: 2130-0500

| 1. Name of Reporting R | ailroad | | <u></u> | | | la Alphat | etic Code | ······ | | 1b. Railr | oad Accident/Incide | nt No. | |
|--|--|---------------------------------------|-----------------------|---|--------------------|---|---------------------------------------|--|---------------------------|---------------|--|-----------|-----------|
| diana & Ohio Rwy | | | | | IORY | | | | IORYIX0703 | | | | |
| ine of Other Railro | ad involved | i in Train Accide | nt/Incident | | | 2a. Alphab | etic Code | | | 2b. Railr | oad Accident/Incide | nt No. | |
| 3. Name of Railroad Res | ponsible fo | r Track Mainten: | nce (single e | entry) | | 3a. Alphab | etic Code | | | 3b. Railr | oad Accident/Incide | nt No. | |
| Indiana & Ohio Rwy | | | | | | IORY | · · · · · · · · · · · · · · · · · · · | | | IORYIX0703 | | | |
| 4. U. S. DOT Grade C | rossing Ide | ntification Numb | er | | | | Accident/Incide | | | 6. Time o | of Accident/Incident | | |
| | | | [| 527960J |) | month | 6 1 | day yes | г 2 00 7. ј | 02:19 | А | м 🗌 | рм 🗴 |
| 7. Nearest Railroad Stati | on | | | 8. Division | | <u>v</u> | 9. Coun | | 35 | | 10.State | | Code |
| GLEN ECHO | | <u></u> | | SYSTEM | | | | MPAIGN | \leq | | Abbr. | Он | [|
| URBANA | | | | | | 12. Highway N DALLAS I | | | | Public | . 🗴 | Private | |
| UNDANA | | Highwa | y User involved | | | DALLASI | | Rai | Equipmen | t Involved | | | · |
| 13.Туре | | | | | Code | 17.Equipment | | 4. Car(s) | (moving) | | 8. Other (specify | | Code |
| 1 | k-trailer -up truck | F. Bus G. School bu: | | r motor vehicle | [| | inits pulling) inits pushing) | 5. Car(s) 6. Light loc | (standing | | A. Train pulling- RC B. Train pushing- RC | | 1 |
| B. Truck E. Van | -up wack | H. Motorcycl | | | A | li i | anding) | 7. Light lo | | - | C. Train standing- R | | 1 |
| 14. Vehicle Speed | | 15. Direction | (geographica | | Code | 18 Position of | Car Unit in Tra | un | | | | | I |
| (est. mph at impact) | | 1. North | 2. South 3. H | East 4. West | 3 | | | <u> </u> | 1_ | | | | |
| 16. Position 1. Stalled on crossing | 2.Ston | ped on crossing | 3. Moving | over crossing 4. Trapped | Code | 19. Circumstan | ce ipment struck i | niohway user | 2. Ra | il equipment | t struck by highway | usét | Code 2 |
| 20a. Was the highway us | | <u> </u> | | g | Code | | | aterials release by | | | | | Code |
| in the impact transp | porting haza | ndous materials? | | | ł | | | - | | | | · | 1 |
| 1. Highway user | | ail equipment | 3. Both | 4. Neither | 4 | 1. Highw | ay user | 2. Rail equipm | ent | 3. Both | 4. Neither | | 4 |
| 20c State here the name | and quantity | y of the hazardou | s material releas | red, if any | | | | | | • | | | |
| 21. Temperature (specij | fy if minus) | 22. Visibili | ty (si | ingle entry) | / Code | 23. Weather (s. | ingle entry) | | | | | | Code |
| 89 ° F | | 1.Daw | | 3. Dusk 4. Dark | 2 | 1. Clear | | Rain 4. Fog | 5. Sleet | 6. Snow | | | 1 |
| 24. Type of Equipment Consist | 1. Freight 1 2. Passeng | | | Yard/switching A. Spec. N Light loco(s). | ioW Equip. Code | 25. Track Type | • | | | Code | 26. Track Number | or Name | |
| (single entry) | Passeng Commu | | | Maint./inspect. car | 1 | Equipment | 2. Yard 3. | Siding 4. Ind | ustry | 1 | MAIN | | |
| 27. FRA Track | | 28. Number of | | 29. Number | 30 | . Consist Speed | (Recorded | | | de 31. | Time Table Direction | n | Code |
| Class (1-9, X) | | Locomotive | Units | of Cars | | R - Recorded | if available |) | | | 1. North 3 Eas | t I | |
| 2 | | | 2 | 7 | | E - Estimated | 2 | 5 <u>MP</u> | H J | <u>د [</u> | 2. South 4. We | st | 1 |
| pe of 1. Ga | | 4. Wig w | - | | ed by crew | 33. Signale | d Crossing Wa | uning | | Code | 34. Whistle Ban | | Code |
| | untilever FL: andard FLS | S 5. Hwy. 1 6. Audibl | raffic signals | 8. Stop signs 11. Other 9. Watchman 12. None | ••••• | (See r | everse side for | | 1 | | 1. Yes 2. No | | 1 |
| Code(s) 7 | | 0. 140.00 | <u> </u> | 2. Waterinian 12. Wone | | instru | ctions and code | 25) | | N/A | 3. Unknow | vn . | 2 |
| 35 Location of Warning | · · · · · | | Co | | | 1 | Code | 37. Crossing | | | | | Code |
| 1. Both sides | | | ŧ | with Highway Sign 1. Yes | als | | ı | Lights o 1. Yes | r Special L | ights | | ı | |
| Both sides Side of vehicle ap | proach | | | 2. No | | | ĺ | 1. Fes 2. No | | | | | I |
| 3. Opposite side of v | - | oach | 1 | 3. Unknown | | | 3 | 3. Unkn | own | | | | 3 |
| | Driver's Gen | der Code | 1 | ove Behind or in Front of Train | | Code | 41. Driver | | | | | } | Code |
| Age | 1. Male | } | and Struc | ck or was Struck by Second Tra | lin | ł | l | e around or thru the around the proce | - | 4. Sto | pped on crossing | í l | |
| | 2. Female | 3 2 | 1. Yes | 2. No 3. Unknown | | 2 | 2. Stopp 3. Did n | | scuett | 2.00 | (specify) | | |
| 42 Driver-Passed Standing | | <u></u> | Code | 43. View of Track Obscuree | iby <i>(prin</i> | nary obstruction) | | | | | | | Code |
| Highway Vehicle | | | 1 | | | | | | | | | 1 | |
| I. Yes 2. No | 3. U | nknown | 2 | 1. Permanent structure 2. Standing railroad equ | virmant | Passing tr 4. Topograpi | | Vegetatio Highway | | |)ther (specify) lot obstructed | ľ | |
| | · · · • | <u> </u> | · | | 44. Driver v | | | Code | | Driver in the | | | 8 Code |
| Casualties to | | Ki | lled | Injured | • | ed 2. Injured 3 | Uninjured | 3 | 1. Yes | | 2. No | | 1 |
| | | | | | (- · | y Vehicle Property | Damage | | | | Highway-Rail Cross | ing Users | |
| 46. Highway-Rail Crossing | Users | | | | est. de | ollar damage) | \$2 | ,000 | (incl. | ude driver) | 1 | | |
| 49. Railroad Employees | | | | | 1 | umber of People on | | | | • • | nt Accident/ | | Code |
| | | | | | (includ | le passengers and t | rain crew) | | Inc | ident Repor | t Being Filed? | 1 | |
| 52. Passengers on Train | | { | | | 2 | | | | 1. " | Yes | 2. No | | , |
| 53a. Special Study Block | | | | | | 53b. Special Stud | y Block | | | | | | |
| <u></u> | | | | | | | <u> </u> | | ····· | | | | |
| 54. Narrative Description | (Be spec | ific, and continue | on separate she | eet if necessary) | | | | | · | | | | |
| | | | | PPROACHING DA | | | | | | | | | |
| AND STOPPED. | LOCO | MOTIVE C | LIPPED I Ici e ani | THE FRONT BUMP DIDN'T NOTICE | ER OF V TDAIN I | EHICLE. S | ITE DIST | ANCE WA | | DATC | ROSSING, I | DRIVE | R |
| WHEN ACCESSI | | | 1.115 Hitl / ^ | VGAA A- | | A = M | MO GAM | OU CO | 3. FUI) | AVE RE | AURI IUF | | ** |
| | | | <u>(Ø)</u> | YUMK OC | آ کھیے کے | ZANALE | $-\mathcal{D}$ | RIVER | | | | | |
| ped Name and Title | | | | 56 Signature | T | 1 La | 11 | | and the second second | | 57. Date | | |
| LLIAM B. HUDF General Manager | KAN | | | A MAX | lin | Wat | Car A | Gen de | 1 | 1 | 6/29/2007 | | |
| | is part of | the reporting r | ailroad's accid | lent report pursuant to the | accident rer | orts statute and | as such shal | l not " be adm | itted as en | /idence | VIE714001 | · | |
| or used for | any purpo | ose in any suit | | amages growing out of an | | | | | | | | | |
| See 49 C.F | | · · · · · · · · · · · · · · · · · · · | | | | ····· | | | | | · | | |
| ORM FRA F 6180.57 (Revis | sed March 2 | :003) | *N(| OTE THAT ALL CASUALTH | es must be | REPORTED ON | ECIDIM ER A F | 6180 55A | | | | | |

| OHIO PUBLIC SAFETY | CHAMPAILAN COUNTY, JOCK DALLAS RD/CR 184 527-9605 |
|--|---|
| Local Report # Crash Severity Private Property Hit/Skip 80-0493-11 PDO N Not Hit/Skip Reporting Agency # Units Unit Error OHIO STATE HIGHWAY P 2 1 | Photos Taken NCIC # Y OHP80 Date and Time of Crash 6/11/2009 4:45:00 PM |
| Day of Week City Village Township Name (of City, Village or Township) THU Township URBANA | County # Latitude Longitude 11 40 2 54.11 83 47 32.62 |
| | Local Information |
| At / Reference Dist Reference T0 W 0068 | Ref Point Intersection 2 Streets |
| Railway Grade Crossing On Roadway Straight Level Pr | pad Conditions ** Secondary Road Conditions ONLY imary Dry condary Unknown |
| | Cleared Other Total Minutes PM 6/11/2009 6:53:00 PM 10 122 adge #* Checked By Date Report Filed * 748 KKBENNETT 6/29/2009 12:00:00 AM |
| Diagram Manner of Collision or Impact Angle School Bus Related No Weather Clear | CR184 |
| Type of Work Zone Workers Present | |
| Light Conditions Primary Daylight Secondary Unknown | |
| Narrative UNIT#1 WAS WESTBOUND ON CR184 WHEN SHE FAILED TO YIELD AT THE RAILROAD CROSSI | ING. UNIT#1 STRUCK A SOUTHBOUND TRAIN. |

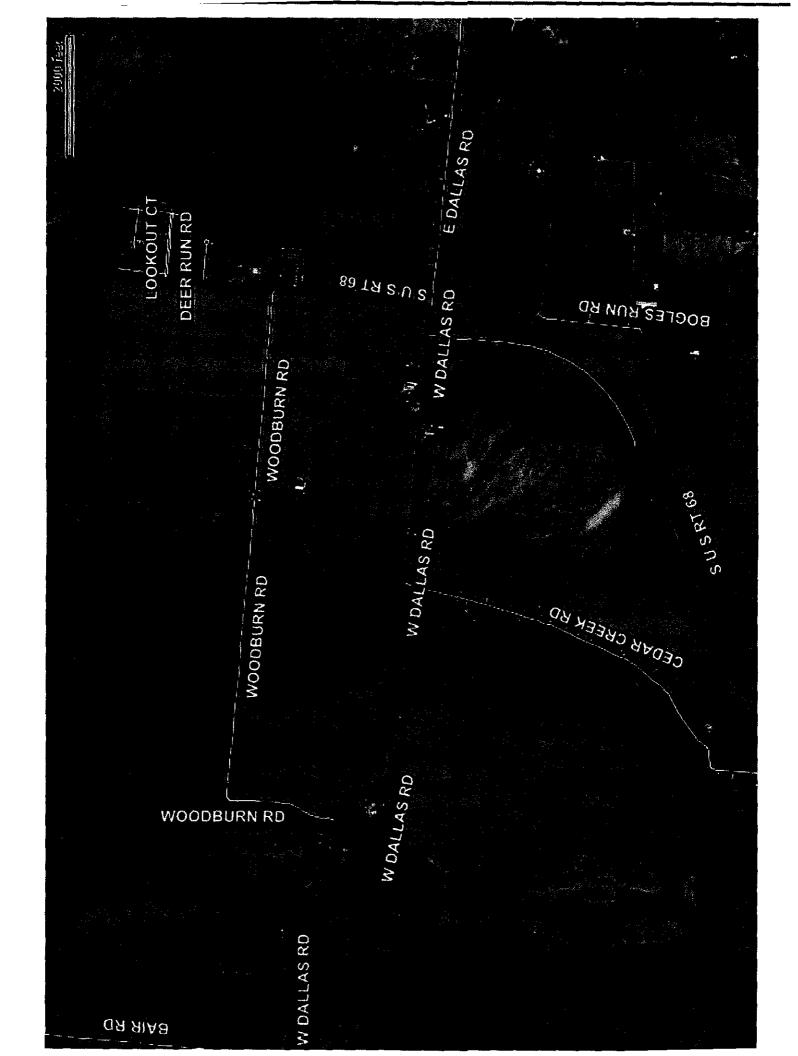


/ Traffic Crash Report

| # | Owner First | Owner Middle | Owner Last | LP State | LP# |
|---------------|--------------------------------|--------------------------|---|---------------------------------------|---------------------|
| ſ | ROSE | | RICKETTS | он | BE45FG |
| | Owner Address | Owner City | Owner State | Owner Zip | Owner Phone # |
| | 2034 W DALLAS RD | URBANA | он | 43078 | Ţ |
| L | Year | Make | Model | Color | VIN |
| | 1998 | DODG | NEO | 1 | T |
| L | Insurance Company | In Emergency Response | Speed Detected | Speed | Posted Speed |
| ſ | PROGRESSIVE | Unknown | Stated | 20 | 55 |
| L | Non-Motorist Location | Action | Towing Service | Damage Scale | Direction |
| | UnKnown | Striking | | Functional Damage | East |
| L | Type of Unit | Point of Impact | Most Damaged Area | Vehicle Defect | |
| | Compact | Right Front | Right Front | | r |
| Ļ | Pre-Crash Actions | Striking Vehicle O/U | Contributing Circumstances | Airst Harmful Event | Most Harmful Event |
| ſ | Movements Essentially Straight | No Underride or Override | Failure to Yield | 1 | |
| | Ahead | | | 1 | |
| | Traffic Control | Sequence of Events 1 | Sequence of Events 2 | Sequence of Events 3 | Sequence of Events |
| ſ | Railroad Crossbucks | Railway Vehicle | Ran Off Road Left | Unknown | Unknown |
| | Company (From Shipping Papers) | Company Phone | US DOT | | PUCO |
| ſ | | | |] | 1 |
| | Address | City | State | Zip | |
| ſ | | | | | 7 |
| L | Trailer LP St. | Trailer LP Year | Trailer LP # | Placard # | 」 # DIA. |
| ſ | | | | | <u></u> |
| L | Cargo Body Type | CDL Class | Weight (GVWR) | Haz Material Placard | Haz Material Releas |
| ſ | Not Applicable | | | Unknown | Not Applicable |
| L NG | | | alatica estadores en ala antigen estadores estadores estadores estadores estadores estadores estadores estadore | | |
| 4 X7 2000 444 | People Information | | | | |
| | First | Middle | Last | Туре | |
| ſ | Rose | | Ricketts | Driver |] |
| | Address | City | State | Zip | - |
| | 2034 WEST DALLAS RD | URBANA | ОН | 43078 | ļ |
| | Date of Birth | Age | Sex | Home Phone # | J Work Phone # |
| | 09/23/1930 | 78 | F | 9374843529 | 1 |
| ſ | DL State | DL # | Offense Charged | Injured Taken By | Transported By |
| | OH | RS490576 | | None | |
| L | Seating Position | Ejection | Offense Description | Air Bag | Citation # |
| [- - | Front Left (MC Driver) | Not Ejected | | Not Deployed | |
| | Condition | Trapped | Safaty Equipment | | Air Bon Switch |
| | Apparently Normal | Not Trapped | Safety Equipment | Injuries No Injury | Air Bag Switch |
| | | I | · | | <u></u> |
| | Alcohol Test Status None | Alcohol/Drug Suspected | Alcohol Test Type | Alcohol Test Result | 1 |
| | | process we | F | 1 | |
| ĺ | | <u> </u> | | · · · · · · · · · · · · · · · · · · · | 7 |
| [| Drug Test Status None | Drug Test Type | Drug Test Result 1 | Drug Test Result 2 | 1 |

| Wanna Bardhar anna dala 211 faarten aakin. 201 metronik hali 201 pannak an 111 pannak an 111 pannak an | ά. | | | |
|--|---|--|----------------------|--------------------|
| Owner First | Owner Middle | Owner Last | LP State | <u>LP#</u> |
| | l | | | <u> </u> |
| Owner Address | Owner City | Owner State | Owner Zip | Owner Phone # |
| 2856 CYPRESS WAY | <u> </u> | он | 45212 | 5138601000 |
| Year | Make | Model | Color | |
| 1969 | UNK | UNK | | |
| Insurance Company | In Emergency Response | Speed Detected | Speed | Posted Speed |
| SELF INSURED | Unknown | Stated | 10 | |
| Non-Motorist Location | Action | Towing Service | Damage Scale | Direction |
| UnKnown | Struck | | None | North |
| Type of Unit | Point of Impact | Most Damaged Area | Vehicle Defect | |
| Train | Left Front | None | | T |
| Pre-Crash Actions | Striking Vehicle O/U | Contributing Circumstances | First Harmful Event | Most Harmful Ever |
| Movements Essentially Straight | Unknown | None | 1 | 1 |
| Ahead | <u> </u> | | | |
| Traffic Control | Sequence of Events 1 | Sequence of Events 2 | Sequence of Events 3 | Sequence of Event |
| Railroad Crossbucks | Motor Vehicle in | Unknown | Unknown | Unknown |
| L | Transport | | _ <u></u> | <u></u> |
| Company (From Shipping Papers) | Company Phone | US DOT | | PUCO |
| | <u> </u> | | | <u> </u> |
| Address | City | State | _Zip | |
| · | | | | |
| Trailer LP St. | Trailer LP Year | Trailer LP # | Placard # | # DIA. |
| | | | | |
| Cargo Body Type | CDL Class | Weight (GVWR) | Haz Material Placard | Haz Material Relea |
| Not Applicable | | 1 | Unknown | Not Applicable |
| | iden de nie konnender der het hilden de kinne | ali shuch dhu gang dikung shin pelokung né ne | | |
| | | | | |
| First | Middle | Last | _Туре | _ |
| Conductor | | Train | Driver | |
| Address | City | | Zip | - |
| | | | | ן |
| Date of Birth | Age | Sex | Home Phone # | Work Phone # |
| #Error | Ţ_¥──_ | <u>-</u> <u></u> | | 1 |
| DL State | DL # | Offense Charged | Injured Taken By | Transported By |
| | | and and and gev | Unknown | |
| Seating Position | Ejection | Offense Description | Air Bag | Citation # |
| Unknown | Unknown | | Unknown | |
| | L | | | A |
| Condition Unknown | Trapped Unknown | Safety Equipment | Injuries Unknown | Air Bag Switch |
| L | <u> </u> | | | l |
| Alcohol Test Status | Alcohol/Drug Suspected | Alcohol Test Type | Alcohol Test Result | 7 |
| | | | <u>}</u> | L L |
| Drug Test Status | Drug Test Type | Drug Test Result 1 | | |

2 · •



X X x |×| × Sorry! When printing directly from the browser your directions or map may not print MAPQUEST correctly. For best results, try clicking the Printer-Friendly button. CHAMPAILN-IOCR DALLAS PD/CR 184 5279605 Latitude: 40.0483659 Longitude: -83.792525 Urbana, OH 43078 MAPQUEST.) 200 m 600 ft Woodburn Rd Woodburn Fid SR 560 VALLEY PILLE 164 @2010 HapQuest Portions @2010 NAVTEQ Directions and maps are informational only. We make no warranties on the accuracy of their content, road conditions or route usability or expeditiousness. You assume all risk of use. MapQuest and its suppliers shall not be liable to you for any loss of delay resulting from your use of MapQuest. 5R 235 5. TO 5R 55 WEST TURN RIGHT ON VALLEY PIKE, LEFT ON DALLAS 1115 AM OR. 235 TO 36 EAST TO 560 SOUTH