

RECEIVED-DOCKETING DIV

2013 FEB 27 PM 1:21

# Public Utilities Commission of Ohio

PUCO

# Memo

**To:** Docketing Division

**From:** George Martin, Grade Crossing Planner, Rail Division

**Re:** In the matter of the authorization of the Wheeling & Lake Erie Railway and Metro Regional Transit Authority to install active grade crossing warning devices in Wyandot and Summit Counties

**Date:** February 27, 2013

The Ohio Rail Development Commission (ORDC) has authorized funding for the Wheeling & Lake Erie Railway (WE) to install mast mounted flashing lights and roadway gates at the Sycamore Ave/SR 67, DOT# 001919L, grade crossing in the Village of Sycamore, Wyandot County. The crossing was surveyed on September 7, 2012 due to a fatal crash, and was found to warrant the upgrade.

ORDC has also authorized funding for the Metro Regional Transit Authority (MRTA) to install mast mounted flashing lights and roadway gates at Pressler Rd/CR 137, DOT# 142906Y, and Killian Rd/CR 135, DOT# 142907F, near Krumroy, Summit County. The crossings were surveyed on March 14, 2012 due to their hazard ranking, and were found to warrant the upgrades.

The projects will be paid for with federal funds, and are actual cost. As the plans and estimates have already been submitted and approved, staff requests an Entry with completion of the projects in nine months. Construction may commence at once. Staff requests that the following language be incorporated in the Entry:

**It is expected that all work necessary for FHWA acceptance of the warning devices will be completed by the in-service due date and that the railroad will be responsible for this work. This work includes, but is not limited to:**

**Any ancillary work to make the warning devices function as designed and visible to the roadway user, and**

**MUTCD compliance, including minor roadway work if necessary.**

A suggested case coding and heading would be:

PUCO Case No. 13- 543 -RR-FED In the matter of the authorization of the Wheeling & Lake Erie Railway and the Metro Regional Transit Authority to install an active grade crossing warning devices in Wyandot and Summit Counties

**C: Legal Department**

Please serve the following parties of record

Ms Cathy Stout  
Ohio Rail Development Commission  
1980 West Broad St, Mailstop #3140  
Columbus, Oh 43223

Mr Roger Bacon  
Metro Regional Transit Authority  
416 Kenmore Blvd  
Akron, Oh 44301

Mr Dan Reinsel  
Wheeling & Lake Erie railway  
100 E First St  
Brewster, Oh 44613

Mr Matt Boucher, Mayor  
PO Box 279  
Sycamore, Oh 44882

Mr Alan Brubaker  
Summit County Engineer  
538 East South St  
Akron, Oh 44311

Village of Sycamore Power  
First Energy

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

**TO:** Randall Schumacher, Supervisor, Rail Division, PUCO  
**FROM:** Cathy Stout, Manager, Safety Section, ORDC  
**BY:** Don Damron, Project Manager, Safety Section, ORDC  
**SUBJECT:** Wyandot County, Sycamore Ave., SR 67, DOT #001919L, PID 94323  
**DATE:** February 26, 2013

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The Ohio Rail Development Commission (ORDC) established a diagnostic survey at the subject location on February 26, 2012. The Public Utilities Commission of Ohio (PUCO) attended the review. The Diagnostic Team recommended the improvement of warning devices to flashing lights and roadway gates. Copies of the diagnostic review form and the plan and estimate are attached.

PE has already been provided by the railroad. ORDC approves the site plans and estimates as provided. Please issue a construction-only order for the project outlined above. 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.

It is expected that all work necessary for FHWA acceptance of the warning devices will be completed by the in-service due date and that the railroad will be responsible for this work. This work includes, but is not limited to:

- any ancillary work to make warning devices function as designed and visible to the roadway user, and
- MUTCD compliance – including minor roadway work if necessary.

Thank you for your assistance with these matters.

Attachment: Diagnostic Review  
Plan & Estimate

c: George Martin, PUCO  
ORDC Project Manager (file)



Ohio Rail Development Commission  
1980 W. Broad Street, 2nd Floor  
Columbus, OH 43223

## Diagnostic Review Team Survey

Date: 9/7/2012

Location Data			
Street or Road Name: Sycamore Ave			
Route/Road Number (i.e. Twp., Co., SR or US)		SR 67-26.56 also 231	US DOT No: 001919L
County: Wyandot	Township:	City: (In or Near) Sycamore	
Railroad Name: Wheeling & Lake Erie Railway Co	Railroad Division: Carey Sub	Branch/Line Name:	
Nearest RR Timetable Station: Sycamore	RR Milepost: 66.43		
On-Site Review Team			
(Include: Name - Organization - Phone Number - Email)			
1. Tod Darfus - ORDC - 614-728-5426 - Tod.Darfus@dot.state.oh.us			
2. Rand Patterson - PUCO - 614-203-2186 - Rand.Patterson@puc.state.oh.us			
3. Dan Reinsel - W&LE - 330-495-7859 - dreinsel@wlerwy.com			
4. Chuck Clark - Village of Sycamore			
5. RALPH DECKER - " " "			
6. Richard A. Dankership - Chief of Police / Sycamore Police Department			
7. James R. Gunkar - Village Solicitor			
8.			
9.			
Existing Traffic Control Devices			
Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs (condition?)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
'Stop' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
'Stop Ahead' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Pavement Markings (condition?)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2 good
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
Number of Tracks Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Inventory Tags	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Interconnected Highway Traffic Signal	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Mast-Mounted Flashing Lights	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2 2 check
Cantilever Flashing Lights	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number: N/A Length:
Side Lights	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Automatic Gates	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number: Length:
Bells	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number:
Sidewalk Gate Arms	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
'No Turn' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Illumination	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Is crossing flagged by train crew?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Other	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	

Safety Data (Obtain crash reports, if possible, prior to review)		
	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years	0	
Hazard Ranking	2682	Date Run: 8/20/2012
<b>Railroad Data</b>		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	4	4
< 1 per day		
Day thru trains	2	1
Night thru trains	2	3
Daytime switching movements	0	0
Nighttime switching movements	0	0
Total number of tracks		
Number of main tracks	1	1
Number of other tracks	0	
Maximum train speed	40	40
Typical train speed		40
Amtrak		X/0
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If multiple tracks, can two trains occupy crossing at the same time? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Can one train block the motorists' view of another train at crossing? <input type="checkbox"/> Yes (Explain below) <input checked="" type="checkbox"/> No		
Can one or more tracks be eliminated through the crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If yes, Crossing DOT # (if different) _____		
If yes, distance _____ (take measurement between track centerlines at closest point along roadway)		
<b>Roadway Data</b>		
Local Highway Authority: Village of Sycamore		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	3043 (2010)	3070
Highway paved	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Roadway Surface: <input checked="" type="checkbox"/> Blacktop <input type="checkbox"/> Gravel <input type="checkbox"/> Concrete <input type="checkbox"/> Other _____		
Roadway width: 30 ft.		
Number of highway lanes	2	2
Urban or Rural	Rural	Village
Vehicle Speed: 35 MPH & 45		
School Bus Operation: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes 1 Amount 6 buses cross 9 times Morning & afternoon		
Hazardous Materials Trucks: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes ? Amount		
Shoulders: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		
Is the shoulder surfaced? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		
Is there existing guardrail along roadway in crossing vicinity? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		
Is stopping site distance adequate? (See Table 2) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If no, deficient approach(es) S/W & SE		

NE

Quadrant <u>SE</u> Curb and Gutter: <input type="checkbox"/> Functional (Curb height = 4" or more) <input type="checkbox"/> Non-functional (Curb height = Less than 4") <input checked="" type="checkbox"/> None	Quadrant <u>NW</u> Curb and Gutter: <input type="checkbox"/> Functional (Curb height = 4" or more) <input type="checkbox"/> Non-functional (Curb height = Less than 4") <input checked="" type="checkbox"/> None
Pedestrians: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Is sidewalk present? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
Is there a nearby intersection that could cause queuing over the crossing? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, Distance _____ Is this intersection signalized? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Are the signals currently interconnected with the existing crossing warning devices? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Is there a 'Do not Stop on Track' sign? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
Is a roadway improvement project (e.g. widening, turn lanes, nearby new or upgraded traffic signal, sidewalk) planned at or near this location in the foreseeable future? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, Improvement type _____ Lead Agency _____ Timeline/completion _____	
Is it the consensus of the Diagnostic Review Team that this is a potential closure project? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Explain reasons:	
Type of Development	
<input type="checkbox"/> Open Space <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Institutional <input type="checkbox"/> Commercial Location of nearby schools: <u>Mouthauk 6 mile</u>
Utility Information	
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Utility Provider (Company Name) <u>Sycamore Power</u> Phone Number <u>419 927 4262</u> Nearest Available Power Source <u>at crossing</u> What other utilities are present? <u>Village Water - Columbus Gas Village Sewer &amp; Elec</u> (add locations to sketch) Is(are) there potential utility conflict(s) <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown Comments:	

Potential Red Flags / Project Challenges

Traffic Signal Preemption (include traffic signal intersection name and LHA with jurisdiction over traffic signal, if known):

NA

Crossing Consolidation or Closure:

NA

Real Estate or ROW:

Village = 60'

W & L E 30' E 100' West

Culverts / Drainage / Ballast Conditions:

N/A

Roadway and/or Sidewalks:

N/A




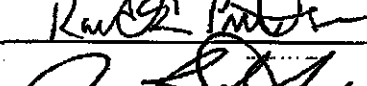
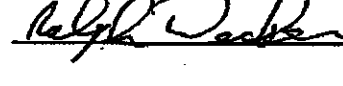


Circuitry (e.g. reaches out to other crossings, specific needs, etc.):

Dark & No Overlap

Environmental:

N/A

Other:

Diagnostic Team Recommendations	
	Quadrants Needed
<input type="checkbox"/> Install/upgrade active devices	
<input type="checkbox"/> Automatic Flashing Lights (AFLS)	
<input type="checkbox"/> AFLS / Cants	
<input checked="" type="checkbox"/> AFLS / Gates	
<input type="checkbox"/> AFLS / Gates / Cants	
<input checked="" type="checkbox"/> Bells / number	
<input type="checkbox"/> Upgrade circuitry / type	
<input type="checkbox"/> Sidelights	
<input type="checkbox"/> Guardrail Needed	
<input type="checkbox"/> Install/Replace curb	
<input type="checkbox"/> Bungalow placement & offset from rail & highway	SW - NW Quad 50'-75'
<input type="checkbox"/> Other (define)	
<p>Comments:</p> <p>Bell to Stop when gate are horizontal on train approach</p> <p><input type="checkbox"/> Install/upgrade traffic signal preemption</p> <p><input type="checkbox"/> No improvements needed</p> <p><input type="checkbox"/> Other (define)</p> <p>copy to Syracuse PD      SPD @ bright-net</p>	
<p>Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement):</p> <p>          </p>	



# Field Dimensions

The diagram shows a cross-section of a street with a central vertical line. Horizontal lines represent the boundaries of different street areas. From top to bottom, the areas are labeled: Sidewalk, Parkway, Roadway, Roadway, Parkway, and Sidewalk. Dashed vertical arrows with horizontal cross-ticks indicate measurement points for each area. A box in the top right corner is labeled "Show North Direction".

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

Measurements by: \_\_\_\_\_



TABLE 1

## Clearing Sight Distances

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

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

## Notes:

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

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

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

Table 2

## Stopping Sight Distances

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

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

## Notes:

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

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

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

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

**TO:** Rail Division Chief, PUCO  
**FROM:** Cathy Stout, Manager, Safety Section, ORDC  
**BY:** Mike Forte', Project Manager, Safety Section, ORDC  
**SUBJECT:** SUM Killian & Pressler Roads/MRTA  
**DATE:** February 22, 2013

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*M. Forte*

The Public Utilities Commission of Ohio (PUCO) established a diagnostic survey at the subject location on March 14, 2012. The Ohio Rail Development Commission (ORDC) attended the review. The Diagnostic Team recommended the improvement of warning devices to flashing lights and roadway gates. Copies of the diagnostic review form and the plan and estimate are attached.

PE has already been provided by the railroad. ORDC approves the site plans and estimates as provided. Please issue a construction-only order for the project outlined above. 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.

It is expected that all work necessary for FHWA acceptance of the warning devices will be completed by the in-service due date and that the railroad will be responsible for this work. This work includes, but is not limited to:

- any ancillary work to make warning devices function as designed and visible to the roadway user, and
- MUTCD compliance – including minor roadway work if necessary.

Thank you for your assistance with these matters.

Attachment: Diagnostic Review  
Plan & Estimate

c: George Martin, PUCO  
ORDC Project Manager (file)



# OHIO RAIL DEVELOPMENT COMMISSION

Mail Stop #3140, 1980 West Broad Street, Columbus OH 43223

John R. Kasich, Governor • James G. Bradley, Chairman

February 22, 2013

Mr. Roger Bacon  
Metro Regional Transit Authority  
416 Kenmore Blvd.

RE: Summit County, Killian & Pressler Roads, USDOT 142 907F & 142 906Y

*ROGER*  
Dear Mr. Bacon:

The bid process for the referenced project has been reviewed and is acceptable. The Metro Regional Transit Authority (MRTA) may proceed with the construction of the proposed grade crossing warning system in accordance with the abbreviated plan. This authorization is made with the stipulation and understanding that the 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. Reimbursement of eligible actual cost is limited to \$347,406.09 construction, and \$24,000 construction management. Additional costs must be approved in writing by the Ohio Rail Development Commission (ORDC) prior to being incurred. Emergency verbal authorizations by ORDC may be permitted but must be confirmed in writing within ten (10) business days of the verbal approval.

This authorization is contingent upon MRTA accepting the following instructions:

1. MRTA's project foreman will furnish written notification five (5) working days prior to the date work will start at the project site to Mike Forte, ORDC, email [mike.forte@dot.state.oh.us](mailto:mike.forte@dot.state.oh.us) and to the Public Utilities Commission of Ohio, email [George.martin@puc.state.oh.us](mailto:George.martin@puc.state.oh.us). MRTA's project foreman will also notify the same of any stops and re-starts of the work activity and of the date work was completed for the project.
2. MRTA will arrange for utilities to be located at the project site by the Ohio Utilities Protection Service (OUPS) prior to any construction activities at the site. Utilities that are not participating members of the service must be contacted directly by MRTA.
3. MRTA's project foremen will notify Mike Forte at 614-374-9287 or [mike.forte@dot.state.oh.us](mailto:mike.forte@dot.state.oh.us) of any changes in the scope of work, cost overruns, material changes, etc. which are not included in the approved plan and estimate and secure approval of same before the work is performed.



[www.rail.ohio.gov](http://www.rail.ohio.gov)

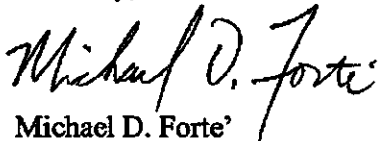
phone: 614.644.0306

IMPROVING RAIL TODAY FOR TOMORROW'S ECONOMY

4. MRTA will furnish two (2) copies of each partial bill to ORDC. Please find the enclosed Purchase Order to reference when billing.
5. MRTA will furnish two (2) copies of the final all-inclusive bill to ORDC stating the exact dates of starting and completing work, the initial and final dates of construction and location where the accounts may be audited.

Thank you for your assistance with these matters.

Sincerely,

A handwritten signature in black ink that reads "Michael D. Forte". The signature is written in a cursive style with a large, stylized "F".

Michael D. Forte  
Project Manager

c: George Martin, PUCO, Grade Crossing Planner  
ORDC (file)