

FILE

(NL)

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2013 AUG 26 PM 1:48

16
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 Wheeling & Lake Erie Railway to install an active grade crossing warning device in Stark County
Date: August 26, 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 Stark County, Village of Navarre, Tuscarawas St, DOT# 474327G. The crossing was surveyed on August 2, 2012 due to its hazard ranking and was found to warrant the upgrade.

The project will be paid for with federal funds, and is actual cost. As the plan and estimate for the project has been submitted and approved, staff requests an Entry with completion due 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- **1845** -RR-FED In the matter of the authorization of Wheeling & Lake Erie Railway to install an active grade crossing warning device in Stark County

C: Legal Department

Please serve the following parties of record.

Ms Cathy Stout

Ohio Rail Development Commission

1980 W Broad St, Mailstop # 3140

Columbus, Oh 43223

Mr Dan Reinsel

Wheeling & Lake Erie Railway

100 East First St

Brewster, Oh 44613

Mr Jeff Seward

Village Administrator

30 Wooster St NE

Navarre, Oh 44662

Ohio Edison

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

TO: Randall Schumacher, Supervisor, Rail Division, PUCO
FROM: Cathy Stout, Manager, Safety Section, ORDC
BY: Mike Forte', Project Manager, ORDC *MDF*
SUBJECT: Tuscarawas Street, WLE, Village of Navarre, US DOT 474 327G
DATE: August 20, 2013

The Ohio Rail Development Commission (ORDC) established a diagnostic survey at the subject location on August 2, 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 – M. Forte' (file)



OHIO RAIL DEVELOPMENT COMMISSION

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

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

August 20, 2013

Dan Reinsel
S & C Supervisor
Wheeling & Lake Erie Railway Company
100 East First Street
Brewster, OH 44613

Re: Grade Crossing Warning Project
Tuscarawas Street, Village of Navarre
US DOT 474 327G

Dear Mr. Reinsel:

The plan and estimate transmitted in your May 9, 2013 email, and the June 24, 2013 email with revisions for the referenced project has been reviewed and is acceptable. Wheeling & Lake Erie Railway Company (WLE) 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 \$265,128.99. 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 and will be confirmed by ORDC in writing within ten (10) business days of the verbal approval.

This authorization is contingent upon WLE accepting the following instructions:

1. WLE's project foreman will furnish written notification five (5) working days prior to the date work will start at the project site to ORDC, email mike.forte@dot.state.oh.us, and to the Public Utilities Commission of Ohio at George.martin@puc.state.oh.us. WLE'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. WLE 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 WLE.
3. WLE's project foremen will notify Mike Forte at 614-374-9287 or 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

phone: 614.644.0306

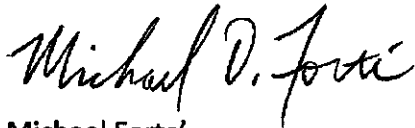
IMPROVING RAIL TODAY FOR TOMORROW'S ECONOMY

Page 2

4. WLE will furnish one (1) copy of each partial bill to ORDC. Please find the enclosed ODOT P.O. Number to reference when billing.
5. WLE will furnish one (1) copy 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, reading "Michael D. Forte". The signature is written in a cursive style with a large, stylized "M" and "F".

Michael Forte
Project Manager

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

Attachment: 1 (Purchase Order)

STATE OF OHIO
PURCHASE ORDER

PAGE: 1 of 2

OHIO DEPARTMENT OF TRANSPORTATION

P.O. DATE: 8/13/2013

ODOT P.O. NUMBER: 584060

DOCUMENT TYPE: CNTE

CHANGE ORDER: RR

OAKS P.O. NUMBER:

PID NUMBER	CONTRACT/BID/OIH		CONTROL BOARD NBR.	DOC. AMOUNT	
95354	DOTC00001-A			\$22,823.71	
PROJECT NBR.	SIB LOAN NBR.	AGREEMENT NBR.	COUNTY	ROUTE	SECTION
			STA	TUS	STRE

VENDOR INFORMATION:

NAME: WHEELING & LAKE ERIE RAIL

OAKS VENDOR NUMBER: 0000089796

ADDRESS: PO BOX 72204

ADDRESS CODE: 002

CITY, STATE: CLEVELAND, OH

ZIP CODE: 44192

DESCRIPTION:

MOD TO 582507

RR CROSSING PROTECTION

LINE NBR	FUND	FISCAL YEAR	SAC	SPRC	RCAT	ACTIVITY	ACCOUNT CODE
01	7002	2014	4FP7	0004	NOCC	0072	574000
ELIGIBILITY		FAN		STATE JOB NBR		LINE AMOUNT	
E		DOT1E130 000529		441127		\$22,823.71	



Diagnostic Review Team Survey

Date: 8/2/2012

Location Data

Street or Road Name: Tuscarawas St NE			
Route/Road Number (i.e. Twp., Co., SR or US)		US DOT No.: 474327G	
County: Stark	Township:	City (In or Near)	Navarre
Railroad Name: Wheeling & Lake Erie Railway Co.	Railroad Division: CLEVELAND SUB	Branch/Line Name: Main	
Nearest RR Timetable Station: Navarre NICKLES		RR Milepost: 71.28	

On-Site Review Team

(Include: Name - Organization - Phone Number - Email)

1. Mike Forte - ORDC - 614-644-0283 - mike.forte@dot.state.oh.us MDF
2. Cathy Stout ORDC 614-644-0313 Catherine.stout@DOT.STATE.OH.US CMS
3. Jeff Seward - Village of Navarre - 330-309-5440 navarresd@ssnet.com
4. Robert J. Reinsel - 614-466-1150 - POCO
5. DAN REINSEL 330-767-7202 WLE, DREINSEL@WLERWY.COM
6. _____
7. _____
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	FOR 2ND ST YES - 2
'Stop Ahead' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Pavement Markings (condition?)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	ADVANCE SIGNS
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
Number of Tracks Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	N.A.
Inventory Tags	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
Interconnected Highway Traffic Signal	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Mast-Mounted Flashing Lights	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Cantilever Flashing Lights	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number: 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	1
Is crossing flagged by train crew?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Other	<input type="checkbox"/> Yes	<input 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	1952	Date Run: 7/26/2012

Railroad Data

Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	3	
Night thru trains	5	
Daytime switching movements	0	
Nighttime switching movements	0	
Total number of tracks		
Number of main tracks	1	
Number of other tracks	0	
Maximum train speed	25	
Typical train speed		25
Amtrak		N

If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) ☒ Yes ☐ NoIf multiple tracks, can two trains occupy crossing at the same time? ☐ Yes ☒ NoCan one train block the motorists' view of another train at crossing? ☐ Yes (Explain below) ☒ NoCan one or more tracks be eliminated through the crossing? ☐ Yes ☒ NoAre there other track(s) crossing this same roadway within 100 ft of this crossing? ☐ Yes ☒ No

If yes, Crossing DOT #(if different) _____

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

Roadway Data

Local Highway Authority: Village of Navarre

Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	304 (2005)	
Highway paved	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input 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: 36 ft.		
Number of highway lanes	2	
Urban or Rural	Urban	
Vehicle Speed: 25 MPH		
School Bus Operation: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ Amount		
Hazardous Materials Trucks: <input checked="" type="checkbox"/> No <input 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No		If no, deficient approach(es) _____

Quadrant <u>NW</u> Curb and Gutter: <input checked="" type="checkbox"/> Functional (Curb height = 4" or more) <input type="checkbox"/> Non-functional (Curb height = Less than 4") <input type="checkbox"/> None	Quadrant <u>SE</u> Curb and Gutter: <input checked="" type="checkbox"/> Functional (Curb height = 4" or more) <input type="checkbox"/> Non-functional (Curb height = Less than 4") <input 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 type="checkbox"/> No <input type="checkbox"/> Yes Are the signals currently interconnected with the existing crossing warning devices? <input type="checkbox"/> No <input type="checkbox"/> Yes Is there a 'Do not Stop on Track' sign? <input 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: <div style="font-size: 1.5em; text-align: center;">BREWSTER</div>
Utility Information		
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Utility Provider (Company Name) <u>OHIO ED</u> Phone Number _____ Nearest Available Power Source <u>AT XING</u> What other utilities are present? <u>FOL. WATER SEWER, GAS.</u> (add locations to sketch)		
Is(are) there potential utility conflict(s) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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):

NO

Crossing Consolidation or Closure:

NO

Real Estate or ROW:

NO

Culverts / Drainage / Ballast Conditions:

NO

Roadway and/or Sidewalks:

YES

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

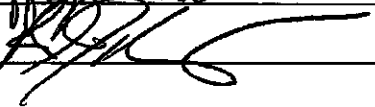
YES

Environmental:

NO

Other:

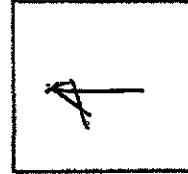
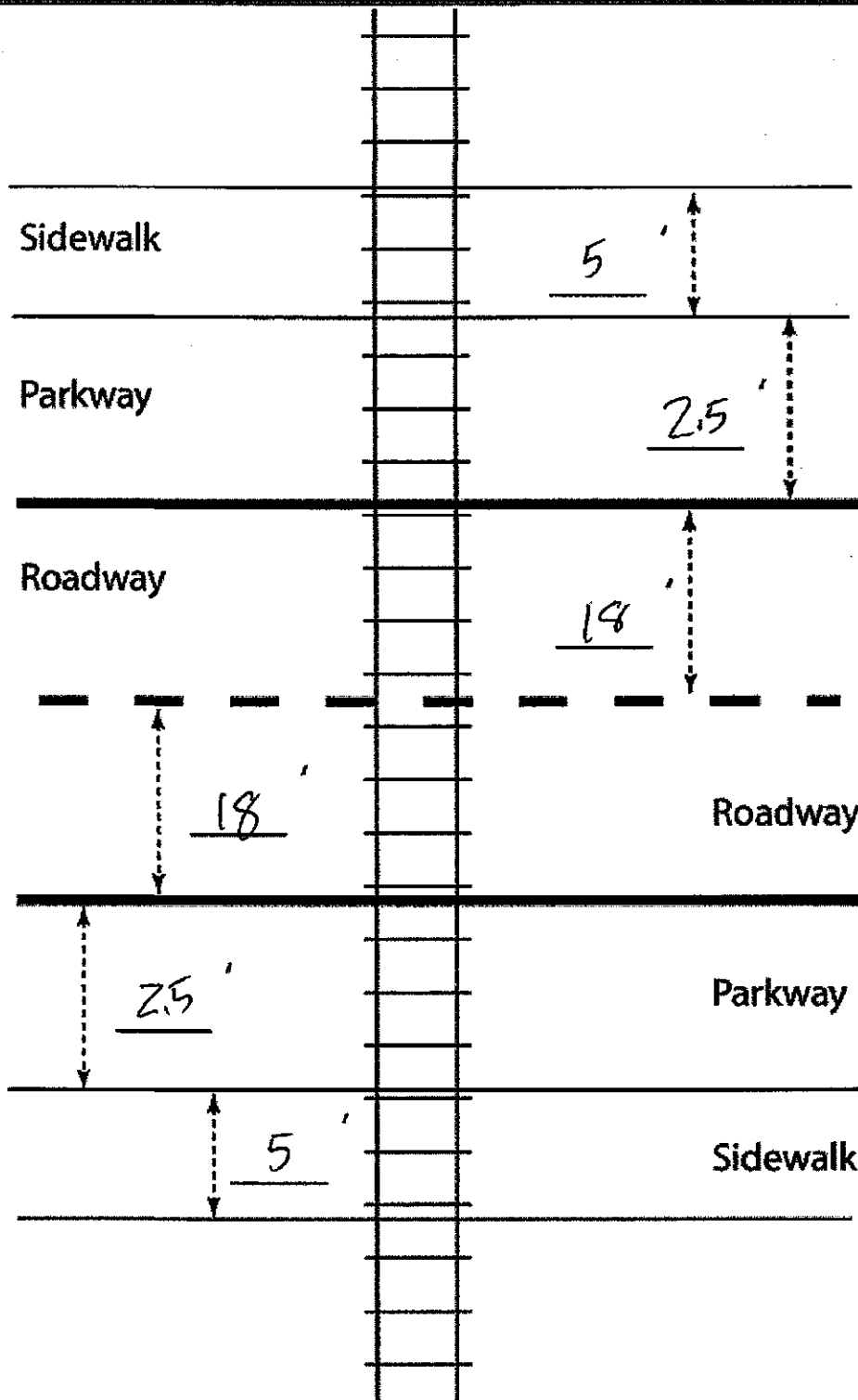
2ND ST

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	SE NW
<input type="checkbox"/> AFLS / Gates / Cants	
<input checked="" type="checkbox"/> Bells / number	2 - SHUT OFF WHEN GATES HORIZ.
<input type="checkbox"/> Upgrade circuitry / type	
<input checked="" type="checkbox"/> Sidelights	4 ALL ST 2ND ST APPROACHES
<input checked="" type="checkbox"/> Guardrail Needed	
<input checked="" type="checkbox"/> Install/Replace curb	
<input type="checkbox"/> Bungalow placement & offset from rail & highway	AS DETERMINED BY WLE
<input checked="" type="checkbox"/> Other (define) STREET SIGN LOCATIONS	
Comments: NW - IN SIDEWALK WITH GUARDRAIL AND MODIFICATIONS TO SIDEWALK AND 2ND. SE - CURB ISLAND IN STREET	
<input type="checkbox"/> Install/upgrade traffic signal preemption	
<input type="checkbox"/> No improvements needed	
<input checked="" type="checkbox"/> Other (define) NOM NO CURB, & MUTED VARIANCES	
Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement): <div style="display: flex; justify-content: space-between;"> <div> M. Fori Cathy Stout Dan Reinsel </div> <div> Jeffrey C. Seward  </div> </div>	

ALL ABOVE ITEMS WILL BE REVIEWED AFTER PRELIMINARY SITE PLAN OPTIONS ARE SUBMITTED.

PROJECT DESIGN WILL CONFORM TO OPTION 4,
MDF 11-8-12

Field Dimensions



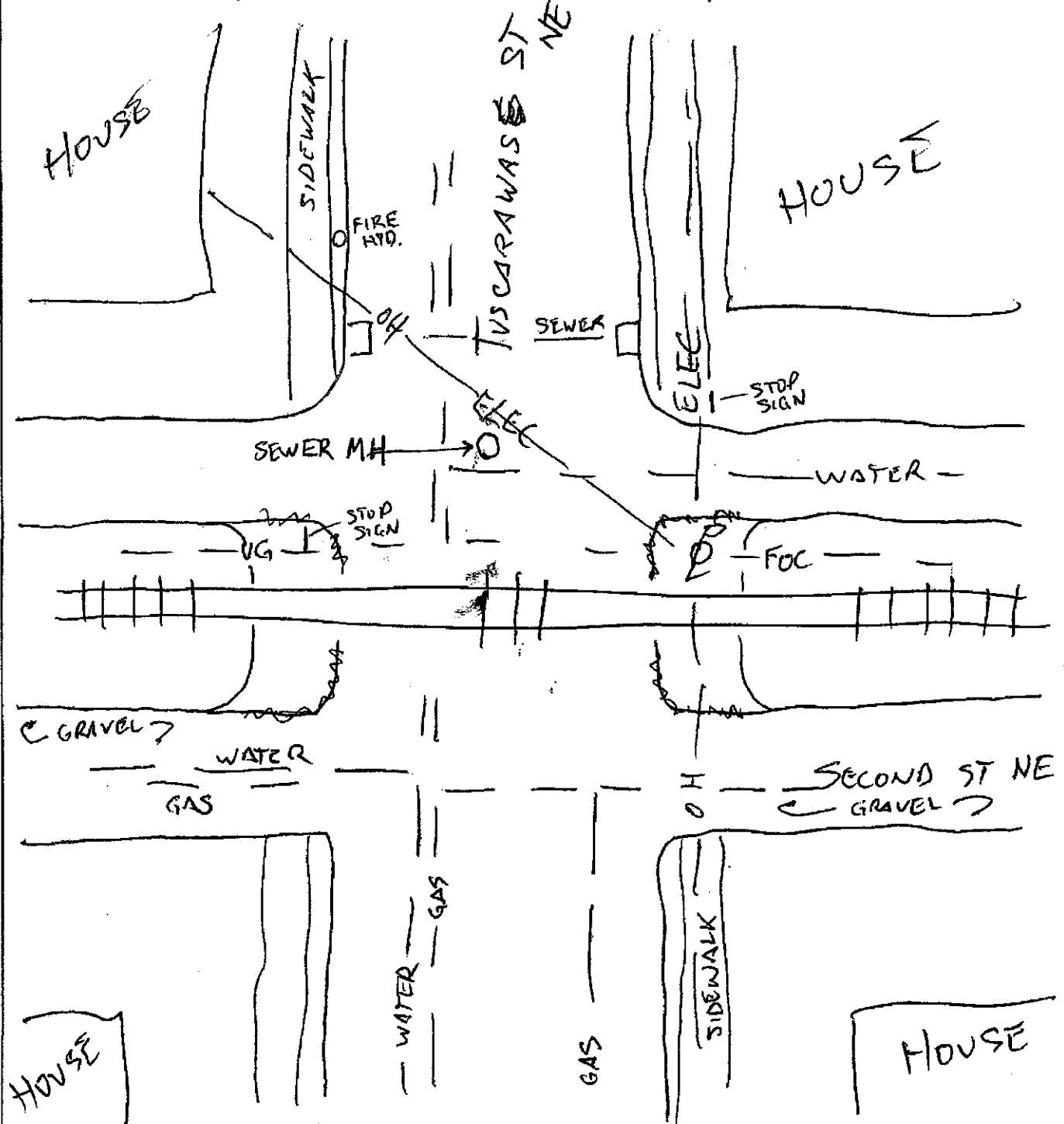
Show North
Direction

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

Measurements by: MDP

Field Sketch

Include utilities as marked by OUPS and LHA; include ROW boundaries as indicated by railroad and LHA.



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

Sketch by: MDX

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)

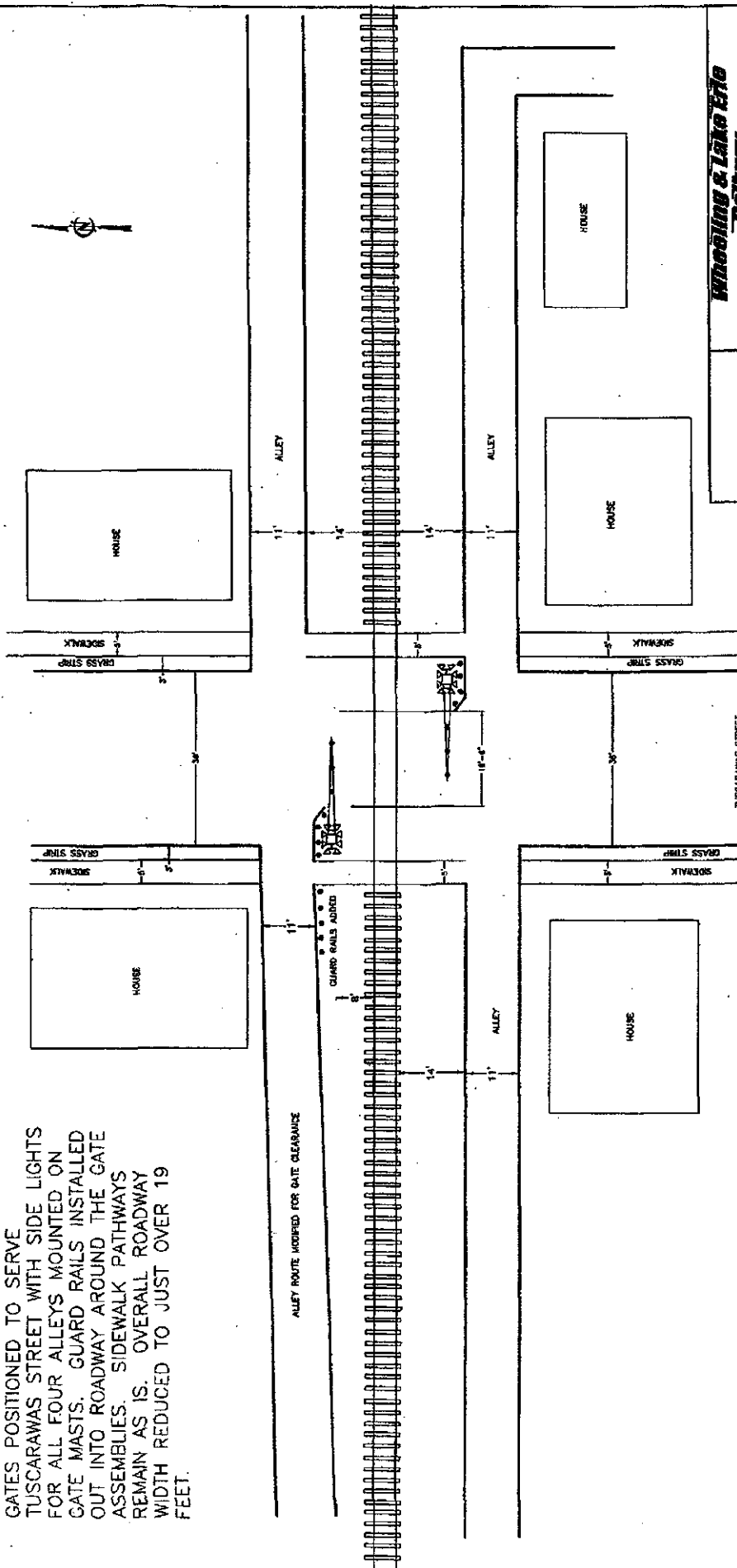
Notes:

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.

SHEET 4:
GATES POSITIONED TO SERVE
TUSCARAWAS STREET WITH SIDE LIGHTS
FOR ALL FOUR ALLEYS MOUNTED ON
GATE MASTS. GUARD RAILS INSTALLED
OUT INTO ROADWAY AROUND THE GATE
ASSEMBLIES. SIDEWALK PATHWAYS
REMAIN AS IS. OVERALL ROADWAY
WIDTH REDUCED TO JUST OVER 19
FEET.



Wheeling & Lake Erie
Railway

TUSCARAWAS STREET
NAVARRE, OHIO

DATE	9/10/2012	FILE	INSTALLATION OPTION
PROJECT	RAJ	CLIENT	CLEVELAND
DESIGNER	Q-71.3	LOCAL	MTS
PROJECT	201	NO.	274-3270
DATE	4		

W&LE

SECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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SECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Forte, Mike

From: Dan Reinsel <dreinsel@wlerwy.com>
Sent: Monday, June 24, 2013 10:06 AM
To: Forte, Mike
Cc: Doug Henry
Subject: Update Tusc & Park Estimates
Attachments: WLE Park Street Estimate 062013 REVISED.pdf; WLE Tuscarawa Street Estimate 062013 REVISED.pdf

Mike,

We have a revision to the total cost of the two projects, this is in connection with our phone conversations on this subject.

The changes are required to account for the multiple frequency changes due to the high number of overlapping crossings.

Each project should be adjusted to reflect the increase listed below.

I have attached CTC estimate and materials lists.

Park Street:

Additional shunts for 6 (six) overlapping sites + installation + re-alignment process

Increase cost \$26,438.68

Tuscarawas Street:

Additional shunts for 2 (two) overlapping sites + installation + entire re-alignment process, HXP-3 predictor & MDSA surge panel for SR21-Main Street

Increase \$43,325.28

Dan

From: Doug Henry [mailto:dhenry@ctcinc.com]
Sent: Thursday, June 20, 2013 12:12 PM
To: Dan Reinsel (dreinsel@wlerwy.com)
Cc: John Sharkey
Subject: Update Tusc & Park Estimates

Dan,

Attached are the updated estimates reflecting the addition of the shunts for the adjacent crossings and the upgrade to be done at Main Street (SR21) in Navarre.

Let me know if you have any questions or need anything else.

Regards,

Douglas Henry
CTC, Inc.
Project Manager- Signal Design and Construction

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F +1 817 886 8225
M +1 817 291 0503
dhenry@ctcinc.com