

FILE

RECEIVED-DOCKETING DIV

2014 MAY 19 PM 1:45

**Public Utilities
Commission of Ohio**

PUCO

14-0906-RR-FED

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 active grade crossing warning devices in Huron and Richland Counties

Date: May 19, 2014

The Ohio Rail Development Commission (ORDC) has authorized funding for Wheeling & Lake Erie Railway (WE) to install mast-mounted flashing lights and roadway gates at Huron County, City of Norwalk, Woodlawn Rd, DOT# 473634C, and Richland County, Village of Plymouth, Riggs Ave, DOT# 001973E. The crossings were surveyed on November 12, 2013 due to their hazard index and were found to warrant the upgrade.

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 a Finding & Order 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. 14- *0906* -RR-FED In the matter of the authorization of Wheeling & Lake Erie Railway to install active grade crossing warning devices in Huron and Richland 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 Tim Andrews

Wheeling & Lake Erie Railway

100 E First St

Brewster, Oh 44613

Mr Joshua Snyder, PE

Public Works Director

38 Whittlesey Ave

Norwalk, Oh 44857

Mr Bill Sexton, Administrator

48 W. Broadway St.

Plymouth, Ohio 44865

Ohio Edison

American Municipal Power

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

TO: George Martin, Rail Division, PUCO
FROM: Cathy Stout, Manager, Safety Section, ORDC
BY: Joe Reinhardt, Project Manager, ORDC
SUBJECT: Huron County, Woodland Avenue, DOT 473634C
Wheeling & Lake Erie Rwy, PID 97284
DATE: May 12, 2014

The Public Utilities Commission of Ohio (PUCO) established a diagnostic survey at the subject location on Woodlawn Avenue. 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 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.

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
INTER-OFFICE COMMUNICATION**

TO: George Martin, Rail Division, PUCO
FROM: Cathy Stout, Manager, Safety Section, ORDC
BY: Joe Reinhardt, Project Manager, ORDC
SUBJECT: Richland County, Riggs Avenue, DOT 001973E
Wheeling & Lake Erie Rwy, PID 97295
DATE: May 12, 2014

The Public Utilities Commission of Ohio (PUCO) established a diagnostic survey at the subject location on Riggs Avenue. 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 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.

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)



Diagnostic Review Team Survey

Reason for Survey:

(e.g. formula, accident, constituent, etc.)

Formula Pick

Date:

11/12/13

Location Data

Street or Road Name:

Riggs Avenue

Route/Road Number

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

US DOT No.:

001973E

County:

RIC

Township:

City:

(In or Near)

Village of Plymouth

Railroad
Name:

Wheeling & Lake Erie RR

Railroad
Division:

Branch/Line
Name:

Main

Nearest RR

Timetable Station:

Plymouth

RR Milepost:

93.05

On-Site Review Team

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

1. Joe Behandt WRC 614-644-0291
2. GEORGE MARTIN PUCO 614-752-9107
3. DAN REINSEL WLE 330-767-7202
4. RAND PATTERSON PUCO 614 466-1150
5. _____
6. _____
7. _____
8. _____
9. _____

Existing Traffic Control Devices

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

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

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years	1 (2/8/2013)	
Hazard Ranking	423	Date Run: 10/9/2013

Railroad Data

Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	4	
< 1 per day		
Day thru trains	0	
Night thru trains	2	
Daytime switching movements	2	
Nighttime switching movements	0	
Total number of tracks	1	
Number of main tracks	1	
Number of other tracks	0	
Maximum train speed	40	
Typical train speed	40	
Amtrak		

If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) ☒ Yes ☐ No

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

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

Can one or more tracks be eliminated through the crossing? ☐ Yes ☒ No

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

If yes, Crossing DOT # (if different) _____

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

Roadway Data

Local Highway Authority: Village of Plymouth

Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	131 131 (2006)	
Highway paved	☒ Yes ☐ No	☐ Yes ☐ No
Roadway Surface: ☒ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: 16 ft.		
Number of highway lanes	2	
Urban or Rural	Rural	
Vehicle Speed: 25 MPH		
School Bus Operation: X No Yes Amount		
Hazardous Materials Trucks: ☐ No ☒ Yes Amount		
Shoulders: ☒ No ☐ Yes		
Is the shoulder surfaced? ☒ No ☐ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		

Quadrant <u>NW</u> Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None	Quadrant <u>SE</u> Curb and Gutter: ☐ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☒ None												
Pedestrians: ☒ No ☐ Yes													
Is sidewalk present? ☒ No ☐ Yes													
Is there a nearby intersection that could cause queuing over the crossing? ☒ No ☐ Yes If yes, Distance _____													
Is this intersection signalized? ☒ No ☐ Yes													
Are the signals currently interconnected with the existing crossing warning devices? ☐ No ☐ Yes													
Is there a 'Do not Stop on Track' sign? ☒ No ☐ 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? ☒ No ☐ 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? ☒ No ☐ Yes Explain reasons: _____													
Type of Development													
☒ Open Space ☐ Institutional ☐ Industrial ☐ Commercial ☒ Residential	Location of nearby schools: _____												
Utility Information													
Is commercial power available? ☐ No ☒ Yes													
Utility Provider (Company Name) _____	Phone Number _____												
Nearest Available Power Source _____													
What other utilities are present? (add locations to sketch) <table style="width: 100%; border: none;"> <tr> <td>☐ Gas</td> <td>☐ Cable</td> <td>☐ Telephone</td> <td>☒ Fiber Optic Cable</td> </tr> <tr> <td>☐ Petroleum</td> <td>☒ Water</td> <td>☐ Sanitary Sewer</td> <td></td> </tr> <tr> <td>☐ Other _____</td> <td></td> <td></td> <td></td> </tr> </table>		☐ Gas	☐ Cable	☐ Telephone	☒ Fiber Optic Cable	☐ Petroleum	☒ Water	☐ Sanitary Sewer		☐ Other _____			
☐ Gas	☐ Cable	☐ Telephone	☒ Fiber Optic Cable										
☐ Petroleum	☒ Water	☐ Sanitary Sewer											
☐ Other _____													
Is(are) there potential utility conflict(s) ☐ Yes ☐ No ☒ Unknown													
Comments:													

Potential Red Flags / Project Challenges

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

Crossing Consolidation or Closure:

Real Estate or ROW:

Culverts / Drainage / Ballast Conditions:

Extend Small Culverts on both sides.

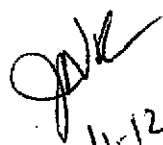
Roadway and/or Sidewalks:

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

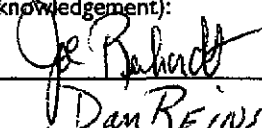
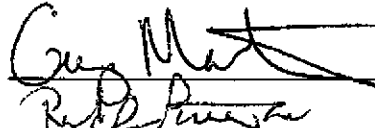
Diamond West of Crossing

Environmental:

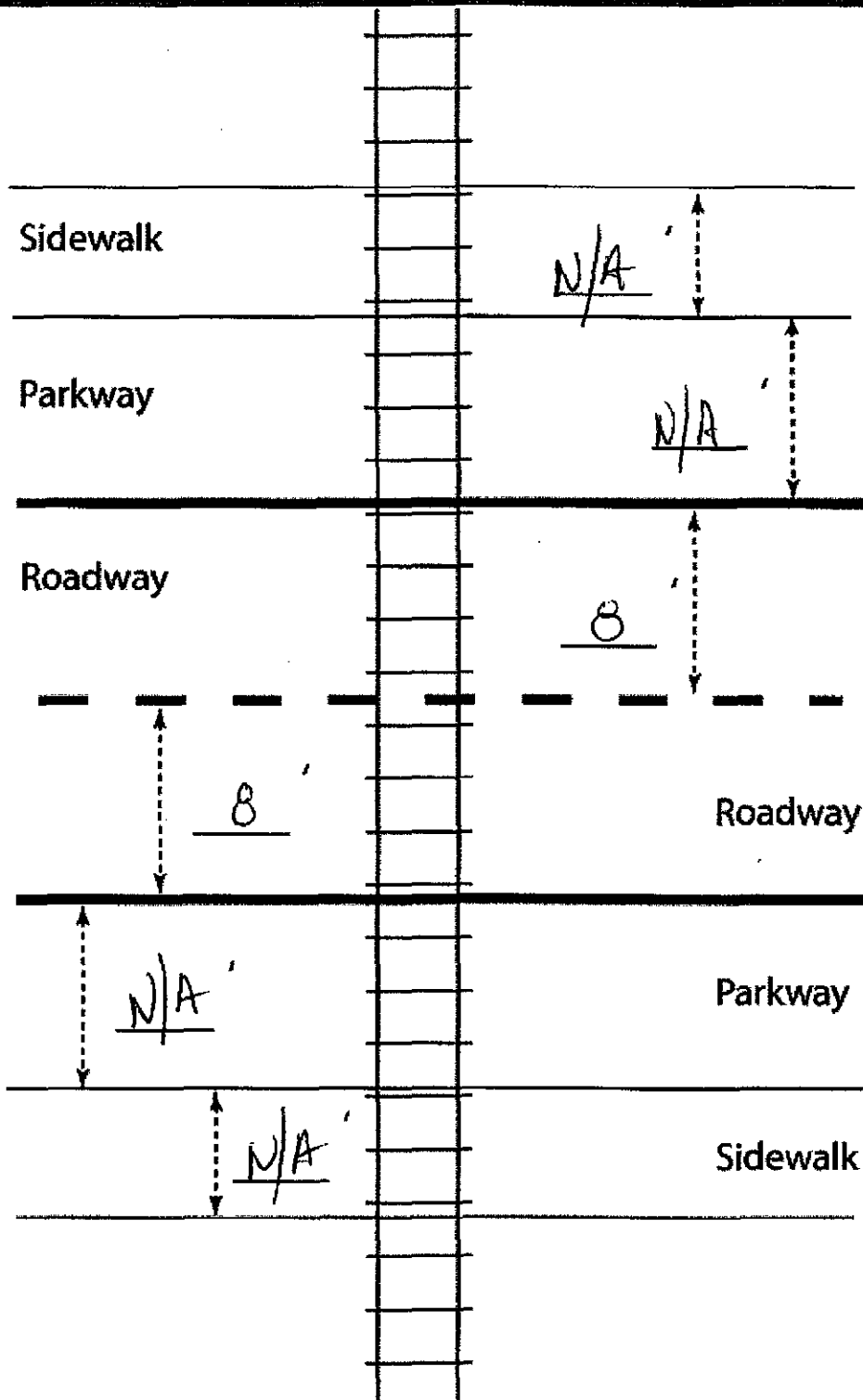
Other:


11-12-13

Diagnostic Team Recommendations

	Quadrants Needed
☒ Install/upgrade active devices	
☐ Automatic Flashing Lights (AFLS)	
☐ AFLS / Cants	
☒ AFLS / Gates	SE & NW
☐ AFLS / Gates / Cants	
☐ Bells / number	
☐ Upgrade circuitry / type	
☐ Sidelights	
☐ Guardrail Needed	
☐ Install/Replace curb	
☐ Bungalow placement & offset from rail & highway	
☐ Other (define)	
Comments:	
☐ Install/upgrade traffic signal preemption	
☐ No improvements needed	
☐ Other (define)	
Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement):  Dan REINSEI  Guy Mark	

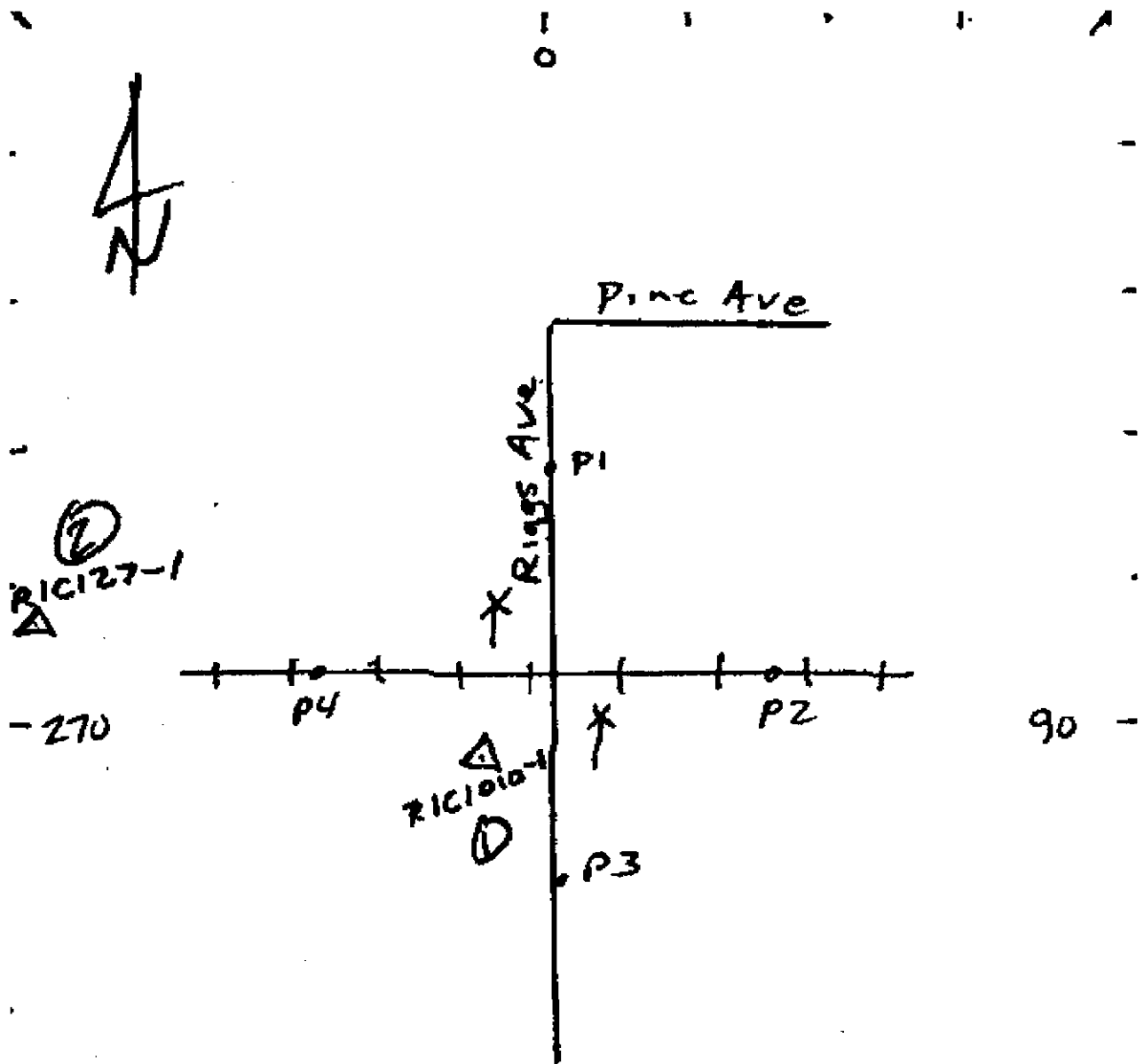
Field Dimensions



Show North Direction

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

Measurements by:



Pictures @ 100'

180

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.

Handwritten signature
11-12-13

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

TO: George Martin, Rail Division, PUCO
FROM: Cathy Stout, Manager, Safety Section, ORDC
BY: Joe Reinhardt, Project Manager, ORDC
SUBJECT: Huron County, Woodland Avenue, DOT 473634C
Wheeling & Lake Erie Rwy, PID 97284
DATE: May 12, 2014

The Public Utilities Commission of Ohio (PUCO) established a diagnostic survey at the subject location on Woodlawn Avenue. 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 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.

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- 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)



Diagnostic Review Team Survey

Reason for Survey: Formula Pick
(e.g. formula, accident, constituent, etc.)

Date:

11/12/13

Location Data

Street or Road Name: Woodlawn Avenue			
Route/Road Number (i.e. Twp., Co., SR or US)		US DOT No.: 473634C	
County: HUR	Township:	City: (In or Near)	Norwalk
Railroad Name: Wheeling & Lake Erie RR	Railroad Division: 8	Branch/Line Name:	
Nearest RR Timetable Station: Norwalk		RR Milepost: 65.67	

On-Site Review Team

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

1. Joe Burkhardt ORIC 614-644-0291
2. George Martin PUCO 614-752-9107
3. DAN REINSEL WLE 330-767-7202
4. Rud Patterson PUCO 614 466-1156
5. Josh Lytle City of Norwalk 419-663-6735
6. Bob Potulsky City of Norwalk 419 663-6700
7. _____
8. _____
9. _____

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments	
Advance Warning Signs (condition?)	☒ Yes	☐ No	2	
'Stop' Signs	☐ Yes	☒ No		
'Stop Ahead' Signs	☐ Yes	☒ No		
Pavement Markings (condition?)	☐ Yes	☒ No		
Crossbucks	☒ Yes	☐ No	2	
Number of Tracks Signs	☐ Yes	☒ No		
Inventory Tags	☒ Yes	☐ No	Emergency	
Interconnected Highway Traffic Signal	☐ Yes	☒ No		
Mast-Mounted Flashing Lights	☒ Yes	☐ No		
Cantilever Flashing Lights	☒ Yes	☐ No	Number: 1	Length: 10'
Side Lights	☒ Yes	☐ No	3	
Automatic Gates	☐ Yes	☒ No	Number:	Length:
Bells	☒ Yes	☐ No	Number:	
Sidewalk Gate Arms	☐ Yes	☒ No		
'No Turn' Signs	☐ Yes	☒ No		
Illumination	☒ Yes	☐ No		
Is crossing flagged by train crew?	☐ Yes	☒ No		
Other	☐ Yes	☒ No		

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

	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years	0	
Hazard Ranking	1229	Date Run: 10/9/2013

Railroad Data

Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	8	
< 1 per day		
Day thru trains	4	
Night thru trains	4	
Daytime switching movements	0	
Nighttime switching movements	0	
Total number of tracks	1	
Number of main tracks	1	
Number of other tracks	0	
Maximum train speed	40	
Typical train speed	40	
Amtrak		

If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) ☒ Yes ☐ No

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

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

Can one or more tracks be eliminated through the crossing? ☐ Yes ☒ No

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

If yes, Crossing DOT #(if different) _____

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

Roadway Data

Local Highway Authority: City of Norwalk

Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	5280 (2009)	3500 - City
Highway paved	☒ Yes ☐ No	☐ Yes ☐ No
Roadway Surface: ☒ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: 20 ft.		
Number of highway lanes	2	
Urban or Rural	Rural	
Vehicle Speed: 35 MPH		
School Bus Operation: X No Yes Amount		
Hazardous Materials Trucks: ☐ No ☒ Yes Amount		
Shoulders: ☒ No ☐ Yes		
Is the shoulder surfaced? ☒ No ☐ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		

Quadrant <u>SE</u> Curb and Gutter: ☒ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☐ None	Quadrant <u>NW</u> Curb and Gutter: ☒ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☐ None
Pedestrians: ☐ No ☒ Yes	
Is sidewalk present? ☐ No ☒ Yes <u>Both Sides Outside Signals</u>	
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 there a 'Do not Stop on Track' sign? ☒ No ☐ 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? ☒ No ☐ 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? ☒ No ☐ Yes Explain reasons: _____	
Type of Development	
☒ Open Space ☐ Industrial ☒ Residential	☐ Institutional ☒ Commercial Location of nearby schools: _____
Utility Information	
Is commercial power available? ☐ No ☒ Yes Utility Provider (Company Name) _____ Phone Number _____ Nearest Available Power Source _____	
What other utilities are present? (add locations to sketch) ☐ Gas ☒ Cable ☒ Telephone ☐ Fiber Optic Cable ☐ Petroleum ☐ Water ☐ Sanitary Sewer ☐ Other _____	
Is(are) there potential utility conflict(s) ☐ Yes ☐ No ☒ Unknown	
Comments: <u>Overhead telephone / TV cable lines need raised.</u>	

Potential Red Flags / Project Challenges

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

Crossing Consolidation or Closure:

Real Estate or ROW:

Culverts / Drainage / Ballast Conditions:

Roadway and/or Sidewalks:

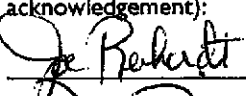
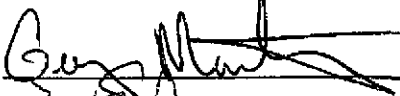
Sidewalks outside signals.

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

Environmental:

Other:

JMK
11-12-13

Diagnostic Team Recommendations	
	Quadrants Needed
☒ Install/upgrade active devices	
☐ Automatic Flashing Lights (AFLS)	
XXXXXXXXXX	
☒ AFLS / Gates	NW
☒ AFLS / Gates / Cants	SE
☒ Bells / number	TWO
☐ Upgrade circuitry / type	
☒ Sidelights	Total 3 / 1 No Left Turn Flashers
☐ Guardrail Needed	
☐ Install/Replace curb	
☐ Bungalow placement & offset from rail & highway	
☐ Other (define)	
Comments: Design PE w/ all new flashing signals as in the field with the addition of roadway gates	
☐ Install/upgrade traffic signal preemption	
☐ No improvements needed	
☐ Other (define)	
Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement):      	

Field Dimensions

The diagram shows a cross-section of a street with a central vertical line representing the centerline. On either side of the centerline, there are three distinct zones: a top zone labeled 'Sidewalk', a middle zone labeled 'Parkway', and a bottom zone labeled 'Roadway'. The 'Roadway' zone is further divided into two lanes by a dashed centerline. Measurement lines with arrows are shown for each zone, indicating the width of the sidewalk, parkway, and roadway lanes. A box labeled 'Show North Direction' is located in the upper right corner.

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

Measurements by

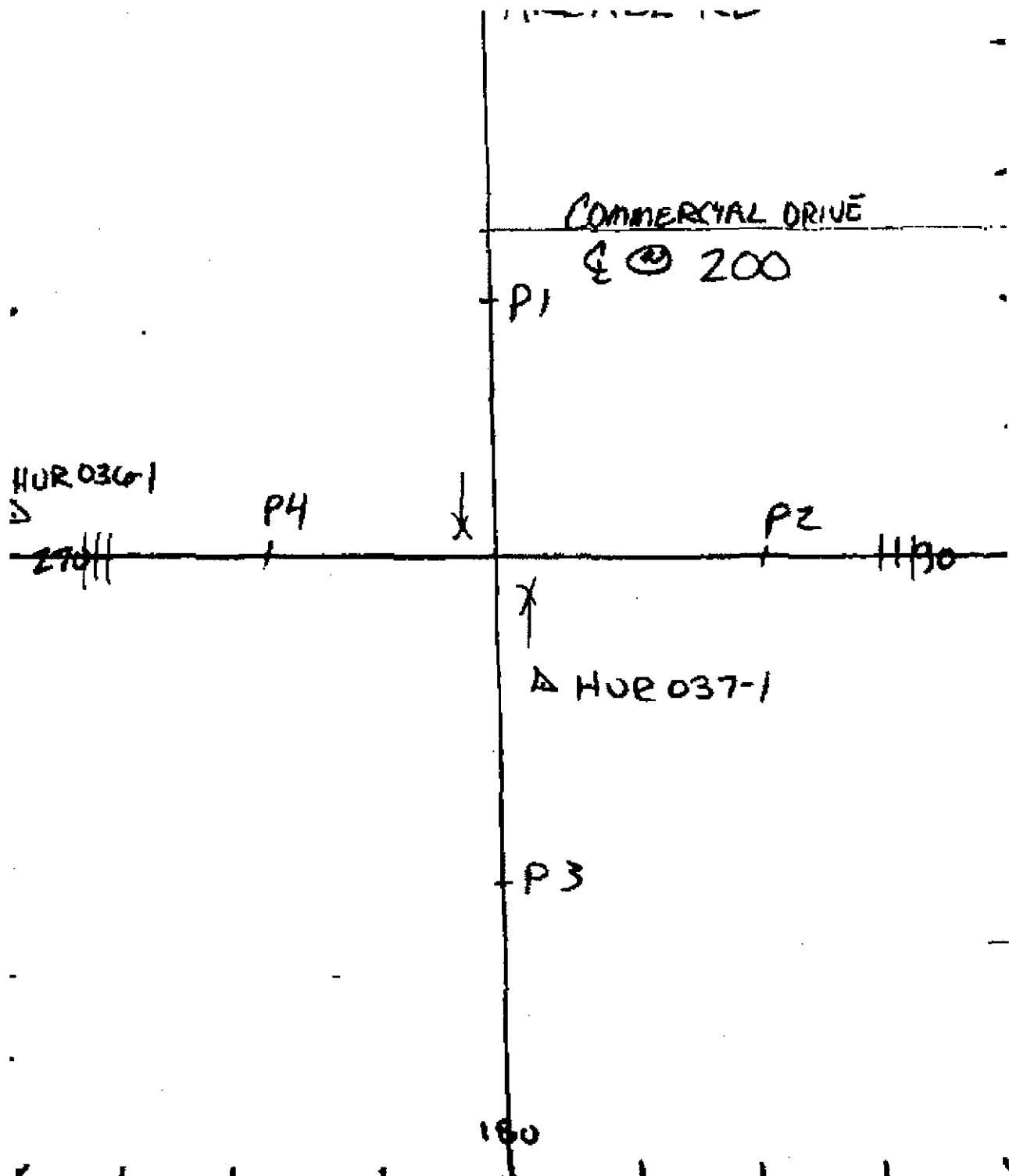


TABLE 1

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.

gmk
11-12-13



OHIO RAIL DEVELOPMENT COMMISSION

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

John R. Kasich, Governor • Mark Policinski, ORDC Chairman

May 12, 2014

Mr. Tim Andrews
Wheeling & Lake Erie Railway
100 East First Street
Brewster, Ohio 44613

RE: Huron County, Woodlawn Avenue
DOT 473634C, PID# 97284

Dear Mr. Andrews:

The plan and estimate dated April 28, 2014, for the referenced project has been reviewed and is acceptable. 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 \$279,719.73. 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 Joseph Reinhardt, ORDC, email joe.reinhardt@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 Joe Reinhardt at joe.reinhardt@dot.state.oh.us (email) 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.
4. WLE will furnish two (2) copies of each partial bill to ORDC. Please find the enclosed Encumbrance Estimate to reference when billing.



www.rail.ohio.gov

phone: 614.644.0306

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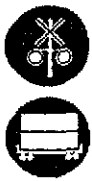
5. WLE will furnish two (2) copies of the final all-inclusive bill to ORDC stating the exact dates of starting and completing work, the initial and final dates of construction and location where the accounts may be audited.

Thank you for your assistance with these matters.

Sincerely,


Joseph Reinhardt
Project Manager

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



OHIO RAIL DEVELOPMENT COMMISSION

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

John R. Kasich, Governor • Mark Policinski, ORDC Chairman

May 12, 2014

Mr. Tim Andrews
Wheeling & Lake Erie Railway
100 East First Street
Brewster, Ohio 44613

RE: Richland County, Riggs Avenue
DOT 001973E, PID# 97295

Dear Mr. Andrews:

The plan and estimate dated April 21, 2014, for the referenced project has been reviewed and is acceptable. 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 \$247,955.00. 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 Joseph Reinhardt, ORDC, email joe.reinhardt@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 Joe Reinhardt at joe.reinhardt@dot.state.oh.us (email) 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.
4. WLE will furnish two (2) copies of each partial bill to ORDC. Please find the enclosed Encumbrance Estimate to reference when billing.



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5. WLE 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 cursive script, appearing to read "Joseph Reinhardt".

Joseph Reinhardt
Project Manager

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