

# Memo

To: Docketing Division  
From: Jill Henry, Rail Specialist, Rail Division  
Cc: PUCO Legal Department  
Date: 9/13/17

Re: PUCO Case No. 17-1982-RR-FED- In the Matter of a Request for the Installation of Active Warning Devices and Surface Reconstruction at the IORY Crossing, DOT# 258- 738U, N. Hampton-Donnelsville Road in Champaign County, Ohio.

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On March 6, 2017, the Ohio Rail Development Commission (ORDC) authorized funding for Indiana & Ohio Railway (IORY) to install lights and gates and replace the crossing surface at N. Hampton-Donnelsville Road (DOT#258-738U) in Champaign County, Ohio. The crossing was surveyed on 10/12/16 and was found to warrant the upgrades. The electric utility provider for this crossing is Dayton Power and Light.

The project will be paid for with federal funds and is actual cost. The plans and estimates for the project in the amount of \$308,175.00 have been approved. Construction may commence at once. **Staff requests a Finding & Order with completion of the project in nine months.** Staff requests that the following language be incorporated in the Finding & Order:

**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.

**Please serve the following parties of record:**

Indiana & Ohio Railway  
Scott Sandoval  
AVP, Engineering  
Midwest Region Railroads  
4349 Easton Way, Suite 110  
Columbus, Ohio 43219

Ohio Rail Development Commission  
Cathy Stout  
Manager, Grade Crossing Safety Section  
1980 West Broad Street  
Mail Stop #3140  
Columbus, Ohio 43223

Champaign County Engineer  
Stephen McCall  
County Engineer  
428 Beech Street  
P.O. Box 669  
Urbana, OH 43078

Jackson Township, Champaign County  
Trustees  
P.O. Box 114  
Christiansburg, Ohio 45389

Dayton Power and Light

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

**TO:** Randall Schumacher, Supervisor, Rail Division, PUCO

**FROM:** Cathy Stout, Manager, Safety Section, ORDC

**BY:** Greg Gronbach, Project Manager, Safety Section, ORDC

**SUBJECT:** Champaign Co, N. Hampton–Donnelsville Rd, DOT# 258738U, PID# 104306

**DATE:** August 7, 2017

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The Public Utilities Commission of Ohio (PUCO) established a diagnostic survey at the subject location on October 21, 2016. 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.

  
Greg Gronbach  
Project Manager

Attachment: Diagnostic Review  
Plan & Estimate

c: Jill Henry, PUCO  
ORDC Project Manager (file)



# OHIO RAIL DEVELOPMENT COMMISSION

Mail Stop #3140, 1980 West Broad Street, Columbus OH 43223  
John R. Kasich, Governor • Mark Policinski, ORDC Chairman

August 7, 2017

Scott Sandoval  
AVP, Engineering  
Midwest Region Railroads  
Indiana & Ohio Railroad (IORY)  
4349 Easton Way, Suite 110  
Columbus, OH 43219

RE: Construction Authorization - Champaign Co, N. Hampton–Donnelsville Rd, DOT# 258738U, PID# 104306

Dear Mr. Sandoval:

The plan and estimate dated June 2, 2017, for the referenced project has been reviewed and is acceptable. **Please note that the railroad must provide ORDC with a plan stamped by a professional engineer licensed in the State of Ohio prior to acceptance and close out of the project.** Indiana & Ohio Railroad (IORY) 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 \$ 308,175.00. 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 Indiana & Ohio Railroad (IORY) accepting the following instructions:

1. Indiana & Ohio Railroad (IORY)'s project foreman will furnish written notification five (5) working days prior to the date work will start at the project site to Greg Gronbach, ORDC, email [Greg.Gronbach@dot.ohio.gov](mailto:Greg.Gronbach@dot.ohio.gov), and to the Public Utilities Commission of Ohio at [Jill.Henry@puc.state.oh.us](mailto:Jill.Henry@puc.state.oh.us). Indiana & Ohio Railroad (IORY)'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. Indiana & Ohio Railroad (IORY) 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 Indiana & Ohio Railroad (IORY).
3. Indiana & Ohio Railroad (IORY)'s project foremen will notify Greg Gronbach at 614-395-1824 (telephone) or [Greg.Gronbach@dot.ohio.gov](mailto:Greg.Gronbach@dot.ohio.gov) (email) of any changes in the scope of



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

phone: 614.644.0306

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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. Open cut of roadways is *not permitted* except in unusual circumstances and must be coordinated with the local highway authority and preapproved by ORDC.
5. Indiana & Ohio Railroad (IORY) will furnish two (2) copies of each partial bill to ORDC. Please find the enclosed ODOT Purchase Order to reference when billing.
6. Indiana & Ohio Railroad (IORY) 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.
7. This installation will include any ancillary work to make the warning devices function as designed and meet MUTCD.

This project is authorized for construction under the master agreement between Ohio Rail Development Commission, Public Utilities Commission of Ohio.

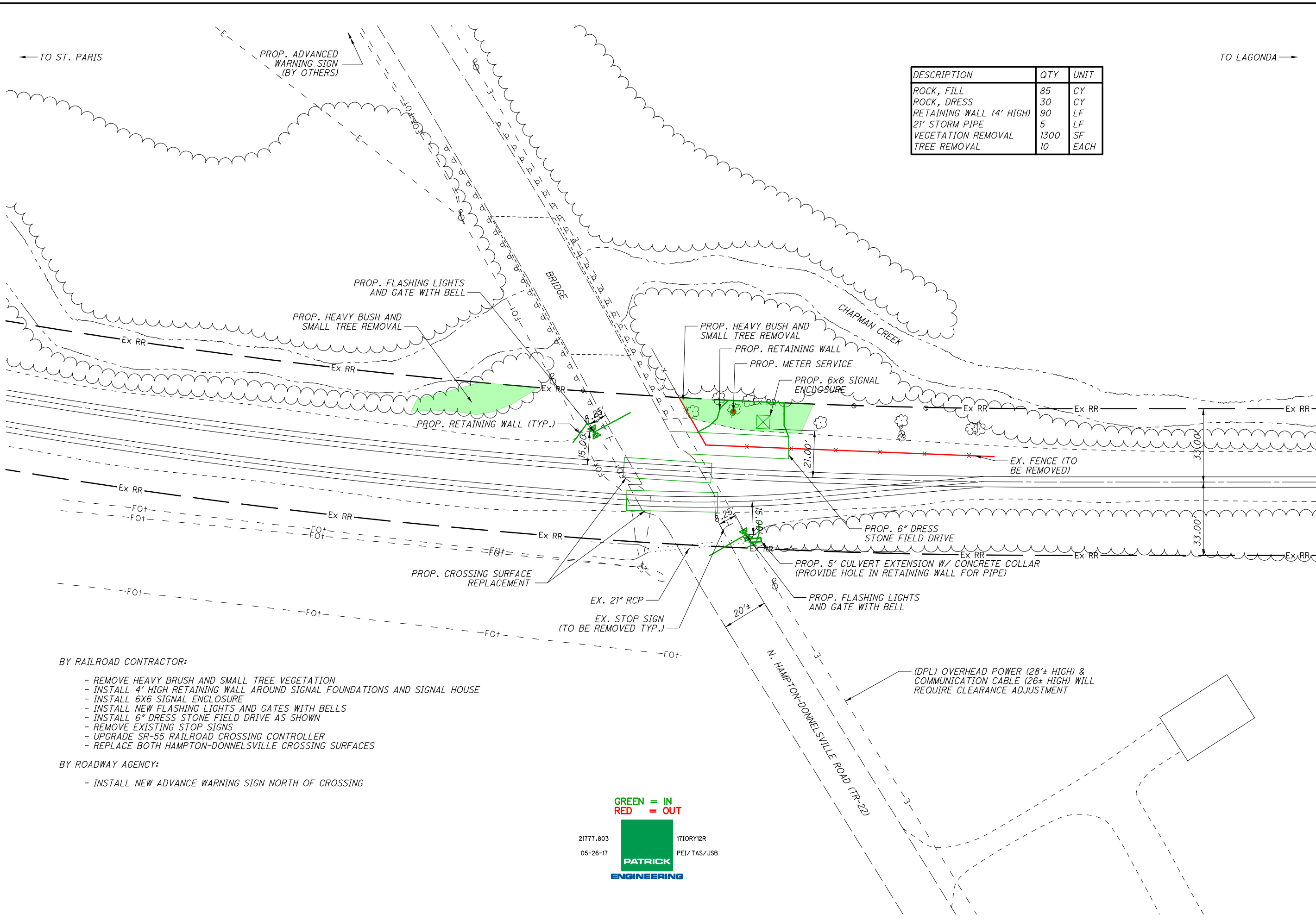
Thank you for your assistance with these matters.

Sincerely,

  
Greg Gronbach  
Project Manager

C: Randall Schumacher, Rail Division Supervisor, PUCO  
Jill Henry, Rail Specialist, PUCO  
Cathy Stout, ORDC  
Susan Arduini, ORDC  
ORDC (file)

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DESCRIPTION	QTY	UNIT
ROCK, FILL	85	CY
ROCK, DRESS	30	CY
RETAINING WALL (4' HIGH)	90	LF
21' STORM PIPE	5	LF
VEGETATION REMOVAL	1300	SF
TREE REMOVAL	10	EACH

BY RAILROAD CONTRACTOR:

- REMOVE HEAVY BRUSH AND SMALL TREE VEGETATION
- INSTALL 4' HIGH RETAINING WALL AROUND SIGNAL FOUNDATIONS AND SIGNAL HOUSE
- INSTALL 6X6 SIGNAL ENCLOSURE
- INSTALL NEW FLASHING LIGHTS AND GATES WITH BELLS
- INSTALL 6" DRESS STONE FIELD DRIVE AS SHOWN
- REMOVE EXISTING STOP SIGNS
- UPGRADE SR-55 RAILROAD CROSSING CONTROLLER
- REPLACE BOTH HAMPTON-DONNELSVILLE CROSSING SURFACES

BY ROADWAY AGENCY:

- INSTALL NEW ADVANCE WARNING SIGN NORTH OF CROSSING

21777.803  
05-26-17

GREEN = IN  
RED = OUT

PATRICK  
ENGINEERING

1710RY12R  
PEI/TAS/JSB

1  
2

TR-22  
SIGNAL UPGRADE

HAMPTON-DONNELSVILLE RD - SITE LAYOUT  
MP 182.58 (258738U)

CALCULATED  
TAS

CHECKED  
JSB

0 20 40  
HORIZONTAL  
SCALE IN FEET

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← TO ST. PARIS

TO LAGONDA →



CALCULATED  
TAS  
CHECKED  
JSB

HAMPTON-DONNELSVILLE RD - TRACK LAYOUT  
MP 182.58 (258738U)

TR-22  
SIGNAL UPGRADE

2  
2

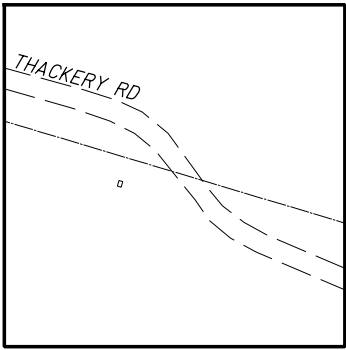


21777.803  
05-26-17

GREEN = IN  
RED = OUT

**PATRICK**  
ENGINEERING

1710RY12R  
PEI/TAS/JSB



THACKERY RD  
DOT: 258739B  
MP: 183.39



Force Account Estimate - Hampton-Donnelsville Rd (PID 104306)  
**INDIANA & OHIO RAILWAY COMPANY (IORY)**

Tremont City, OH (Champaign County)

DOT#: 25738U  
Railroad # 17IORY12R  
RR MP: 182.58

**SUMMARY**

<b>CROSSING WARNING SYSTEM</b>	\$ 174,075.00
(Includes all labor, materials, shop wiring, and installation)	
<b>CROSSING SURFACE/RESURFACE</b>	\$ 81,600.00
(Includes all labor, materials, shop wiring, and installation for both H-D crossing surfaces)	
<b>TRACK GRADE AND REHABILITATION</b>	\$ -
(Includes all labor, materials, and installation)	
<b>RAILROAD ENGINEERING</b>	\$ -
(Includes RAILROAD Labor for Reviewing Engineering Authorizations, Field Inspections and Administrative Labor)	
<b>PRELIMINARY ENGINEERING</b>	\$ 12,000.00
(Includes CONTRACT Labor for all Engineering, Agency Coordination, and Project Management)	
<b>CONSTRUCTION ENGINEERING</b>	\$ 20,000.00
(Includes CONTRACT Labor for all Engineering, Agency Coordination, and Project Management)	
<b>CONSTRUCTION ENGINEERING INSPECTION</b>	\$ 7,500.00
(Estimated Construction Engineering Inspection cost)	
<b>UTILITY CROSSING</b>	\$ -
(0 new utility crossings @ \$4000 per crossing, includes application, engineering review, and right of entry)	
<b>FLAGGING SERVICES</b>	\$ 5,000.00
(Estimated Flagging Services cost based on 5 days @ \$1000 per day)	
<b>AC POWER SERVICE</b>	\$ 8,000.00
(Includes all Coordination and Power Service Charges not included in other costs)	
<b>OTHER (Description Required)</b>	\$ -
<b>TOTAL ESTIMATE COST</b>	<b>\$ 308,175.00 (USD)</b>

Estimate Prepared By: J. Bolzenius, PE  
Date: 5/26/2017

**NOTE:**

This Estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower, resource availability, and other factors known as of the date prepared. The actual cost for Railroad work may differ based upon the agency's requirements, their contractors work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work. If any extended time elapses from the date of this Estimate, the Railroad will reserve the right to update the estimate to current price values, and require agency's approval before any work by Railroad will commence.



Preliminary Crossing Warning System Estimate

**Crossing Name: Hampton-Donnelsville Road**  
**Railroad: IORY**  
**Town, State (County): Tremont City, OH (Champaign)**  
**Railroad #: 17IORY12R**  
**FRA#: 258738U**  
**Patrick Engineering #: 21777.803**

ITEM	UNIT COST	QTY	UNITS	TOTAL
6'x6' Wired House with Equipment	\$ 49,500.00	1	EA	\$ 49,500.00
Gate/Flasher Assembly	\$ 12,000.00	2	EA	\$ 24,000.00
Additional Fill Material	\$ 25.00	115	CY	\$ 2,875.00
Aluminum Retaining Wall	\$ 150.00	90	LF	\$ 13,500.00
21" Storm Pipe	\$ 300.00	5	LF	\$ 1,500.00
Heavy Brush and Tree Removal	\$ 5,000.00	1	LS	\$ 5,000.00
Adjacent Crossing Controller Upgrade	\$ 10,000.00	1	LS	\$ 10,000.00
SUBTOTAL				\$ 106,375.00

Field Installation Materials @ 30%				\$ 32,000.00
Freight & Handling				\$ 2,000.00
TOTAL MATERIALS				\$ 140,375.00

Foreman (1)	\$ 60.00	40	Hrs	\$ 2,400.00
Lead Signalman (2)	\$ 45.00	80	Hrs	\$ 3,600.00
Signalman (2)	\$ 35.00	80	Hrs	\$ 2,800.00
TOTAL INSTALLATION & WIRING				\$ 8,800.00

Equipment per day	\$ 800.00	5	Day	\$ 4,000.00
Pipe Push	\$ 50.00	70	LF	\$ 3,500.00
Bungalow Wiring and Test	\$ 5,800.00	3	Day	\$ 17,400.00
TOTAL EQUIPMENT				\$ 24,900.00

**TOTAL CROSSING WARNING SYSTEM \$ 174,075.00**

ITEM	UNIT COST	QTY	UNITS	TOTAL
Timber Crossing Surface	\$ 1,200.00	68	TF	\$ 81,600.00
TOTAL CROSSING SURFACE				\$ 81,600.00

**TOTAL CONSTRUCTION COST \$ 255,675.00**



## Hampton-Donnelsville Road



### RAILROAD/HIGHWAY GRADE CROSSING SITE SURVEY

RAILROAD NAME:	Indiana & Ohio Railway Company (IORY)		
LOCATION:	Hampton Donnelsville Road Rd at IORY		
PROJECT#:	RR#	17IORY12R	Patrick# 21777.803
SURVEYED BY:	Patrick Engineering	DATE:	4/13/17
ROADWAY:	Hampton-Donnelsville	DOT#:	258738U
SUBDIVISION:	DTI Middle	MILEPOST:	182.58
REGION:	Midwest	SPEED:	25 mph
LATITUDE:	40.053253	LONGITUDE:	-83.918995
NEAREST ADDRESS:	4764 N Hampton-Donnelsville Rd		
	Urbana, OH 43078	Crossing within city limits?	Yes
REVISED:			

#### PROJECT SCOPE (PER AGENCY ORDER/DRTS FINDINGS):

New flashing lights and gates. Adjacent crossing for Mill is old GCP3000ND2 which will interfere with new PMD-4R. Upgrade is required.

#### Special Requirements of City

Permits	N/A	Type:	Fee: \$
Bonds	N/A	Type:	Fee: \$

#### RAILROAD CONCERNS/SCOPE ADJUSTMENTS:

Adjacent crossing for Mill is old GCP3000ND2 which will interfere with new PMD-4R, upgrade is required. Crossing surface is in poor condition and will interfere with circuitry.

#### SURVEY ATTENDEES:

Name	Title	Company	Email/Phone
Ray Leinart	Signal Specialist	Patrick Engineering	<a href="mailto:rleinart@patrickco.com">rleinart@patrickco.com</a>
Patrick Ashley	Signal PM	Patrick Engineering	<a href="mailto:pashley@patrickco.com">pashley@patrickco.com</a>
Brent Weatherford	Signals Director	Genesee & Wyoming	<a href="mailto:bweatherford@gwrr.com">bweatherford@gwrr.com</a>
Adam Richter	Signal Supervisor	Indiana & Ohio	<a href="mailto:Adam.richter@gwrr.com">Adam.richter@gwrr.com</a>



## Hampton-Donnelsville Road



# SECTION 1 - EXISTING WARNING DEVICES

### 1.1 - EXISTING WARNING DEVICES/CONTROL EQUIPMENT (show on sketch)

Signage	Quantity	Description	Reuse/ Replace
Crossbucks	2		
Stop Signs	2		
Yield Signs	-		
Track Signs	-		
SORS	-		
ENS/DOT	2		
NLT/NRT	-		
Equipment	Quantity	Description (Mast size, lens size, orientation, manufacturer, etc.)	Reuse/ Replace
Flashing Lights	2		
Flashing Lights and Gates	-		
Cantilevers*	-		
Cant/Gate Combo	-		
Ped Gates	-		
Bells	-		
Bridge Signals	-		
Signal Enclosure	-		
Highway/Rail grade crossing warning equipment type	-		
DAXing for Adjacent Xings	-		

\*Include sketch of bolt hole pattern and spacing with measurements if existing cantilever is to be reused.

Location of shunts and type (hardwire, wide and/or narrow band):

Location of IJ's, bypass and/or tuned-joint couplers:

*IJ's 37' east of Hampton-Donnelsville Rd crossing*

NOTES (LIST MANUFACTURER/MODEL/QUADRANT IF APPLICABLE) :

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1.2 - ARE FOUNDATIONS POURED IN PLACE: N/A

1.3 - EXISTING MASTS OF CAST OR ALUMINUM: Wooden

1.4 - ROOM AT CROSSING TO STORE EQUIPMENT: Yes

If no, specify where equipment can be stored:

1.5 - ARE EXISTING CIRCUITRY PLANS AVAILABLE: N/A

1.6 – CROSSING EQUIPMENT AND TYPE, passive, relay, solid state: Passive

1.7 – IS THE ROADWAY BEING RELOCATED: No

1.8 – IS THERE A FRA INVENTORY REPORT: Yes



## SECTION 2 - PROPOSED WARNING DEVICES

### 2.1 - PROPOSED WARNING DEVICES/CONTROL EQUIPMENT (show on sketch)

Signage	Quantity	Description
Crossbucks	2	
Stop Signs	-	
Yield Signs	-	
Track Signs	-	
SORS	-	
ENS/DOT	2	
NLT/NRT	-	
Equipment	Quantity	Description (Mast size, lens size, orientation, manufacturer, etc.)
Flashing Lights	-	
Flashing Lights and Gates	2	
Cantilevers	-	
Cant/Gate Combo	-	
Ped Gates	-	
Bells	2	Bells for both quads
Bridge Signals	-	
Signal Enclosure	1	6x6
Highway/Rail grade crossing warning equipment type		PMD-4R controller (CWT)

#### NOTES:

Adjacent crossing will require upgrade for devices to be compatible.

2.2 - TYPE OF FOUNDATIONS TO BE USED: GRS

2.3 - ARE FOUR QUADRANT GATES TO BE INCLUDED: No

If yes, specify exit gate delay/dwell time: \_\_\_\_\_

2.4 - ARE SIDELIGHTS REQUIRED\*: No

If yes, specify street/distance from track/quadrant: \_\_\_\_\_

\*If parallel roadway exists, make certain there is sufficient room to install signal in that quadrant per MUTCD clearances. Said clearances are required to the front as well as the side of signals.

2.5 - CROSSING CONTROL EQUIPMENT TERMINATION: NBS and DHWS

2.6 - ADDITIONAL EQUIPMENT RECOMMENDED: No

2.7 - IS ADDITIONAL FILL MATERIAL REQUIRED: Yes

If yes, specify location and estimate quantity: Approximately 85 CY

2.8 - BERM/CRIB WALL/PLATFORM REQUIRED: Yes

If yes, specify location, size and type: Around signal enclosure and masts

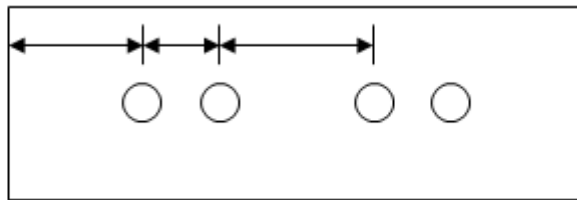
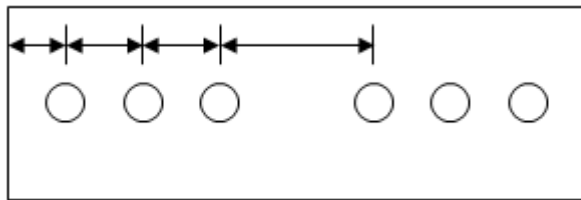


## SECTION 3 – TRACK AND RAIL

### 3.1 – EXISTING TRACK CONDITIONS

Track	Rail Weight	CWR	JT	Bond Type	Track Speed	Track Control	Rusty Rail	Ballast Condition
Mainline	115	X			25		No	Fair
Siding	112		X				Yes	Poor
Siding								
Industry								
Storage								

SPECIFY INSULATED JOINT DIMENSIONS AND TYPE (show location on sketch):



3.2 - ARE COMP JOINTS PRESENT:

No

If yes, show location and sizes on FIELD SKETCH.

3.3 - ARE GUAGE RODS PRESENT:

No

Insulated / Non-Insulated:

If yes, show location and number on FIELD SKETCH.

3.4 - DO SWITCHES REQUIRE INSULATION:

Yes, east of crossing

If yes, show switches on FIELD SKETCH.

3.5 - ANY SHUNT-TYPE SWITCHES:

No

If yes, describe type and show on FIELD SKETCH:

3.6 - SHUNT ENHANCEMENT REQUIRED:

No

If yes, specify type:

3.7 – HOW MANY TRACKS THROUGH THE ROADWAY:

2

What is the distance between tracks (center-to-center):

Approximately 14'

3.8 – INDICATE ANY SCHEDULED TRACK REARRANGEMENT OR REMOVAL

Crossing surfaces to be replaced to avoid low phase issues



## Hampton-Donnelsville Road



### 3.9 –BALLAST CONDITIONS:

Has a ballast study/reading been performed to determine the ballast resistance?

No

If yes, attach a copy of the results.

Has a spectrum frequency analysis been performed?

No

If yes, attach a copy of the results.

### 3.10 – IS THE PROPOSED CROSSING LOCATED IN SIGNAL TERRITORY?

No

If yes, describe/attach a copy of the plans, CP, Approach signal(s), HWD, DED, and Rock Slide Detection Fences.

### 3.11 – ARE THERE ANY EXISTING TRACK CIRCUITS?

No

If yes, describe type/attach a copy of the plans.

### 3.12 – ARE THERE ANY TIE-INS OR MODIFICATIONS TO EXISTING CROSSINGS OR SIGNAL SYSTEMS?

No

If yes, describe/attach a copy of the plans.

### 3.13 – ARE THERE ANY OVERLAPS IN APPROACHES WITH EXISTING CROSSINGS?

Yes

If yes, describe/attach a copy of the plans.

Mill Street, 466' west

### 3.14 – ARE THERE ANY SPECIAL TRAIN MOVES OR REGULAR STOPPING OR SWITCHING IN THE PROPOSED APPROACHES?

No

If yes, describe:

### 3.15 – ARE THERE ANY QUIET ZONE REQUIREMENTS IN PROPOSED AREA OF CROSSING?

No

If yes, describe:

### 3.16 – ARE THERE ANY ELECTRONIC (e.g. NO TURN, DO NOT STOP ON TRACK) SIGNS REQUIRED?

No

If yes, describe and show on FIELD SKETCH:

### 3.17 – ARE THERE ANY SPECIAL DPU/STATE SPEED RESTRICTIONS FOR CROSSING?

No

If yes, describe:



## Hampton-Donnelsville Road



### 3.18 – ARE THERE DAXing REQUIREMENTS FOR THIS OR ADJACENT CROSSINGS?

No

If yes, describe:

### 3.19 – OPERATIONS

Number of Day train moves (6a-6p):

4+

Number of Night train moves (6p-6a):

0

Are cars left on tracks near crossing:

No

## SECTION 4 – PRE-EMPTION

### 4.1 - PRE-EMPTION CIRCUITRY REQUIRED:

No

If no, skip to section 6. If yes, specify name, distance and direction to intersection:

If yes, specify type of, distance and direction to traffic signal controller cabinet:

If yes, specify type of interface, relay, electronic, communication protocol, etc.:

If yes, specify cable (6 twisted pair), routing and distance to traffic signal controller cabinet:

If yes, specify interface names applicable to traffic signal control cabinet (AP, SP, Isl Occ, GD, GU, and/or Health):

### 4.2 - AUTHORIZING AGENCY:

### 4.3 - ROADWAY TRAFFIC ENGINEER:

### 4.4 - DATE OF REQUIREMENT:

## SECTION 5 – JOINT RAILROAD

### 5.1 - IS TRACK LEASED FROM ANOTHER RAILROAD:

Yes

If yes, specify railroad and division of maintenance:

CSX owns, IORY maintains

### 5.2 - DOES ANOTHER RAILROAD OPERATE AT CROSSING:

No

### 5.3 - DOES THE FOREIGN RR CROSS OR GO PARALLEL:

No

### 5.4 - ANY JOINT FACILITIES WITHIN ONE MILE:

No

If yes, specify railroad and division of maintenance:



## SECTION 6 – POLELINE

6.1 - ARE RAILROAD POLELINES PRESENT

No

If no, skip to section 5. If yes, show on sketch.

6.2 - REMOVE ABANDONED POLELINE:

If yes, specify number of spans to be removed:

Will Underground conduit/cable be required as a suitable replacement:

Will an interim scheme be needed until the suitable replacement is in place?

## SECTION 7 – UTILITIES

7.1 - IS COMMERCIAL POWER AVAILABLE:

Yes

Specify location of nearest pole:

Approximately 500'

If no, from where and how far must it come to service this location

7.2 - POWER COMPANY NAME/CONTACT INFORMATION:

7.3 - NEW METER SERVICE REQUIRED:

Yes

Specify 110VAC or 220VAC

If no, specify existing meter number:

7.4 - EXISTING UTILITY INFORMATION

Company Name	Type of Utility	Phone Number	Conflicts





## Hampton-Donnelsville Road



**7.5 - DESCRIBE ANY OVERHEAD UTILITY CONFLICTS:** (height of lines and proximity to devices to be installed)  
Overhead power lines will need to be relocated to provide adequate vertical clearance.

**7.6 - DESCRIBE ANY UNDERGROUND UTILITY CONFLICTS:**  
Telephone and fiber lines cross tracks

**7.7 - UTILITIES AND PIPELINES PARALLEL TO TRACKS:** No

**7.8 - NEARBY COMMERCIAL HIGH TENSION LINES:** No

**7.9 - NEARBY COMMERCIAL SUBSTATIONS:** No

**7.10 - NEARBY SOLAR SUBSTATIONS:** No

**7.11 - NEARBY PROPANE/NATURAL GAS SUBSTATIONS:** No

## SECTION 8 – OBSTRUCTIONS

**8.1 - OBSTRUCTIONS TO VISIBILITY OF DEVICES:** No

If yes, show on sketch.

**8.2 - OBSTRUCTIONS TO VISIBILITY ALONG TRACKS:** No

If yes, show on sketch.

**8.3 - OBSTRUCTION SOLUTION (PROVIDE CONTACT INFORMATION OF OWNER):**

## SECTION 9 – ROADWAY DATA

(Show on attached crossing sketch)

**9.1 - TYPE OF ROADWAY SURFACE:** Asphalt

If different, specify crossing surface type: Asphalt and rail seal

**9.2 - EXISTING ROADWAY WIDTH:** 18'

If present, specify shoulder width:

**9.3 - PROPOSED ROADWAY WIDTH:** 18'

If present, specify shoulder width:



## Hampton-Donnelsville Road



9.4 - CROSSING ANGLE:	120°
9.5 - VEHICLE SPEED:	35
9.6 - IS CURBING PRESENT/REQUIRED:	No
9.7 - ARE SIDEWALKS PRESENT:	No
If yes, will they interfere with warning devices:	
9.8 - ARE PEDESTRIAN GATES REQUIRED:	No
9.9 - WIDTH AND TYPE OF MEDIAN:	N/A
9.10 - LOCATION AND DISTANCE FROM XING TO DRIVEWAYS AND SIDE STREETS:	No
9.11 - DOES EXISTING DOT/AAR# MATCH INFORMATION PROVIDED:	Yes

## SECTION 10 – SITE INFORMATION

10.1 - ENCROACHMENTS WITHIN RR PROPERTY:	No
If yes, describe, photograph, and include on FIELD SKETCH:	
10.2 - WILL TOPOGRAPHY AFFECT INSTALLATION:	Yes
If yes, describe, photograph, and include on FIELD SKETCH:	
Vegetation and trees to be removed for signal house. Wall and fill required.	
10.3 - WILL DRAINAGE BE AFFECTED:	Yes
If yes, describe, photograph, and include on FIELD SKETCH:	
Site to be graded to maintain existing drainage	
10.4 - CULVERTS BE EXTENDED/RELOCATED/REQUIRED:	Yes
10.5 - CONDUIT LENGTH REQUIRED:	5' of 21" pipe in SE quad
10.6 - UNUSUAL/GEOGRAPHY FEATURES:	No
10.7 - MINES OR SPURS IN AREA:	No
10.8 - RIVER LOCKS:	No



## Hampton-Donnelsville Road



**10.9 – ARE USCGS SURVEY MARKERS PRESENT:** No

If yes, describe, photograph, and include on FIELD  
SKETCH (DO NOT REMOVE MARKERS):

**10.10 – ANY ELECTRIFIED ROADS OR TRANSISTS IN  
AREA:** No

**10.11 – HAS RAILROAD EXPERIENCED ANY PROBLEMS AT  
THIS CROSSING RELATED TO TRAIN OPERATIONS:** No

**10.12 – SCRAP DISPOSAL:** No **TYPE:** N/A **FEE:** N/A

**10.13 - ADDITIONAL COMMENTS/DETAILS/CONFLICTS:**

In addition to the crossing surface and adjacent crossing, switching moves at Heritage Cooperative nearby  
will affect warning devices.

**10.14 - NE QUADRANT:**

Signal house location, deep culvert with creek behind. Retaining wall and fill required to avoid flooding.  
Existing metal fence to be removed for access.

**10.15 - NW QUADRANT:**

Retaining wall and fill required for signal foundations.

**10.16 - SE QUADRANT:**

Retaining wall and fill required for signal foundations. Wall location will interfere with existing culver, so  
culvert extension and hole in retaining wall required. Overhead utility lines to be relocated to allow for  
proper vertical clearance for gates.

**10.17 - SW QUADRANT:**



## Hampton-Donnelsville Road



### SECTION 11 – PHOTO LOG

Image #	Description	QUAD	Direction
001	Bridge and Northern Crossing Approach	NE	S
002	Bridge and Creek with Northern Crossing Approach	NE	SE
003	Southern Crossing Approach	SW	N
004	Drainage Ditch	SE	E
005	Drainage Ditch and Existing Stop Sign Foundation	SE	NE
006	Drainage Ditch and Stop Sign	SE	NE
007	Siding Ballast and Ties	SE	NE
008	Eastern Railroad Approach and Switch	SE	E
009	Western Railroad Approach	SW	W
010	Stop Sign Foundation	NW	NW
011	Stop Sign and Northern Crossing Approach	NW	N
012	Western Railroad Approach	NW	W
013	Stop Sign Foundation	NW	NE
014	Switch Points	NE	S
015	Switch Points	NE	S
016	Eastern Railroad Approach	NE	E
017	Siding Joints	NE	S
018	Switch Joints	NE	S
019	Switch Frog	SE	N
020	Switch Frog	SE	E
021	Switch Frog	SE	E
022	Switch Joints	SE	N
023	Siding Ties and Ballast	SE	W
024	Siding Ties and Ballast	SE	W
025	Insulated Joint in Siding	SE	N
	(Continued)		



## Hampton-Donnelsville Road



### SECTION 11 – PHOTO LOG

Image #	Description	QUAD	Direction
	(Continued)		
026	Southern Crossing Approach with Ditch and Culvert	SW	S
027	Underground Telecom Marking	SW	W
028	Underground Telecom Marking	SW	W
029	Southern Crossing Approach and Overhead Utility Lines	SW	SE
030	Crossing Surface and Eastern Railroad Approach	SW	E
031	Crossing Surface and Proposed Enclosure Location	NW	NE
032	Drainage Ditch and Culvert	SW	N
033	Drainage Ditch and Culvert	SW	W
034	Siding Ballast and Rail	SW	N
035	Western Railroad Approach	SW	E
	SR-55 (Adjacent Crossing)		
001	Eastern SR55 Approach	SE	W
002	SR55 Crossing Surface and Fouled Siding Ballast	SE	W
003	Southern SR55 Approach with Flashing Lights	SE	S
004	SR55 Signal Enclosure and Flashing Lights	NE	W
005	SR55 Signal Circuitry (Inside)		
006	SR55 Signal Circuitry (Inside)		
007	SR55 Signal Circuitry (Inside)		
008	SR55 Signal Circuitry (Inside)		
009	SR55 Signal Circuitry (Inside)		
010	SR55 Flashing Lights and Southern Approach	NW	S



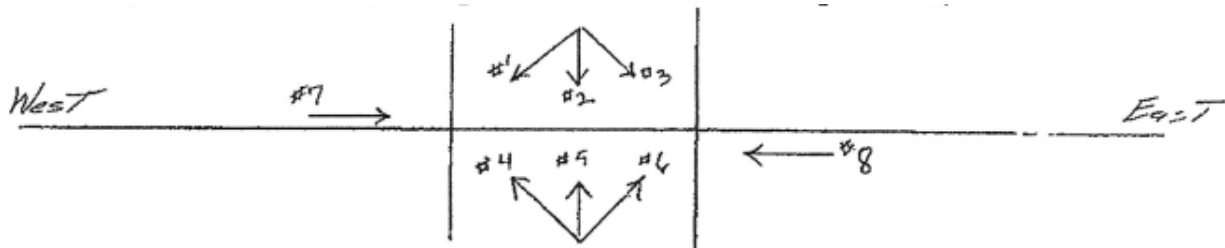
## SECTION 12 –ADDITIONAL INSTRUCTIONS

**12.1** A minimum of two field sketches is required. One should show a 'closeup' view of the crossing and the second should show the approaches to the crossing. **If the closeup view sketch is too congested, then include separate drawings for existing and proposed.** Pertinent structures beyond the approach limits of the crossing should be noted/shown if there is a possibility of these affecting project crossing installation/operation.

These sketches are to include, but not limited to:

- Cut sections (relayed and non-relayed)
- Switches (elec. Lock, bolt lock, H.T. derails, etc)
- Signal locations (automatic and controlled)
- Other road crossings (protected and unprotected) – take pictures.
- Slide fences, DED/TSA's, HBD,
- Non-interlocked RR crossings
- Mileposts
- Angle of crossing
- Speed of trains
- Snow blowers within approach of crossings
- Bridges (type, height, length) – take pictures
- AC meter service location
- Roadway dimensions (width, shoulders, median, sidewalk, etc.)
- Locate utilities and pipelines (underground and overhead) – take photos.

**12.2** Take a minimum of eight (8) pictures, as shown below, and number each picture according to the numbered arrows on your field sketch. If additional pictures are taken, show additional numbered arrows on the field sketch to which pictures correspond.



**12.3** - If AAR/DOT number plate is posted, include in picture.

**12.4** - Take pictures inside any cases and/or signal houses.

**12.5** – If copies plans are not available, then take pictures of circuit plans





Hampton-Donnelsville 001 – Bridge and Northern Crossing Approach – NE QUAD looking South



Hampton-Donnelsville 002 – Bridge and Creek with Northern Crossing Approach – NE QUAD looking Southeast





Hampton-Donnelsville 003 – Southern Crossing Approach – SW QUAD looking North



Hampton-Donnelsville 004 – Drainage Ditch – SE QUAD looking East





Hampton-Donnelsville 005 – Drainage Ditch and Existing Stop Sign Foundation – SE QUAD looking Northeast



Hampton-Donnelsville 006 – Drainage Ditch and Stop Sign – SE QUAD looking Northeast





Hampton-Donnelsville 007 – Siding Ballast and Ties – SE QUAD looking Northeast



Hampton-Donnelsville 008 – Eastern Railroad Approach and Switch – SE QUAD looking East





Hampton-Donnelsville 009 – Western Railroad Approach – SW QUAD looking West



Hampton-Donnelsville 010 – Stop Sign Foundation – NW QUAD looking Northwest





Hampton-Donnelsville 011 – Stop Sign and Northern Crossing Approach – NW QUAD looking North

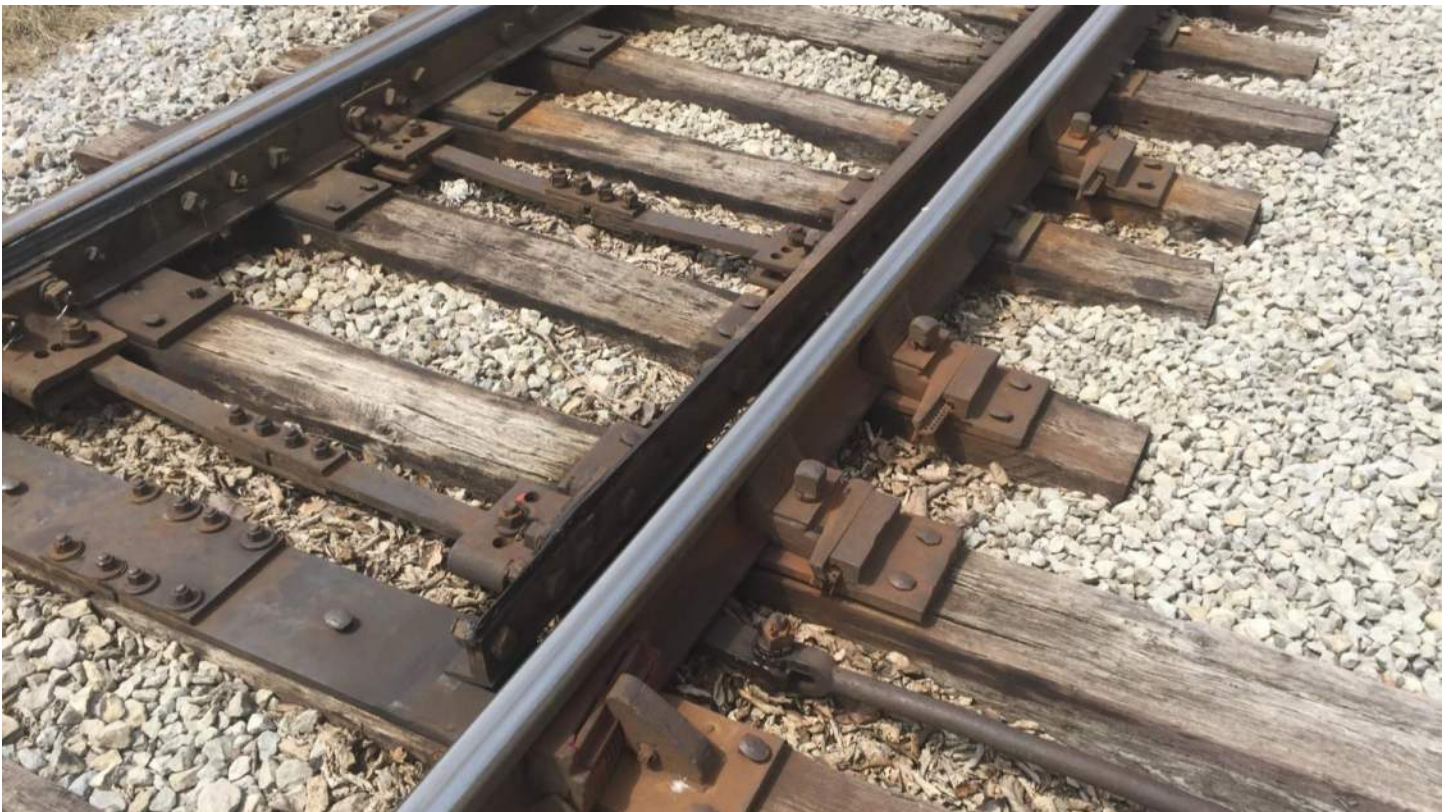


Hampton-Donnelsville 012 – Western Railroad Approach – NW QUAD looking West





Hampton-Donnelsville 013 – Stop Sign Foundation – NW QUAD looking Northeast



Hampton-Donnelsville 014 – Switch Points – NE QUAD looking South





Hampton-Donnelsville 015 – Switch Points – NE QUAD looking South



Hampton-Donnelsville 016 – Eastern Railroad Approach – NE QUAD looking East





Hampton-Donnelsville 017 – Siding Joints – NE QUAD looking South

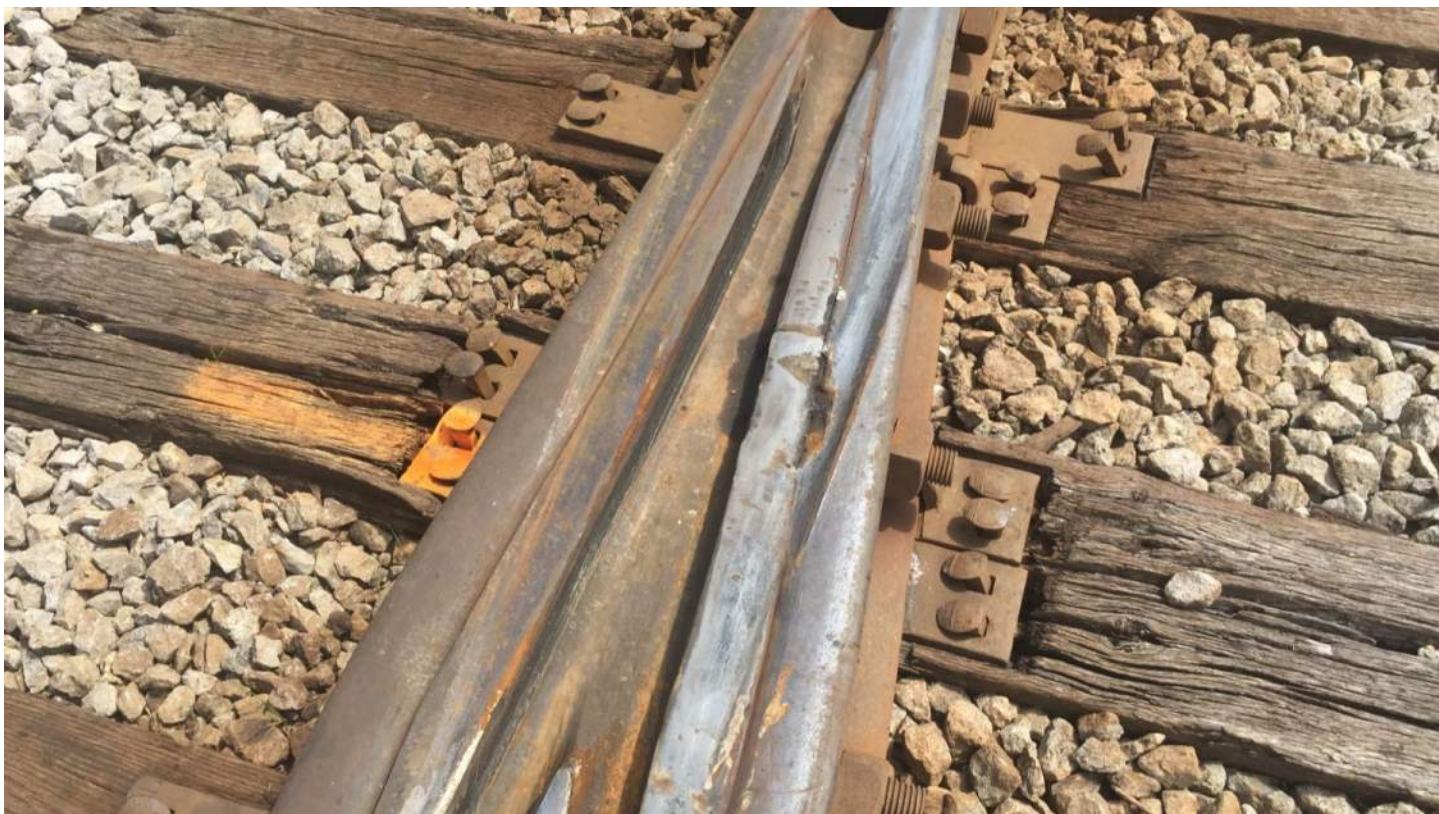


Hampton-Donnelsville 018 – Switch Joints – NE QUAD looking South





Hampton-Donnelsville 019 – Switch Frog – SE QUAD looking North



Hampton-Donnelsville 020 – Switch Frog – SE QUAD looking East





Hampton-Donnelsville 021 – Switch Frog – SE QUAD looking East



Hampton-Donnelsville 022 – Switch Joints – SE QUAD looking North





Hampton-Donnelsville 023 – Siding Ties and Ballast – SE QUAD looking West



Hampton-Donnelsville 024 – Siding Ties and Ballast – SE QUAD looking West





Hampton-Donnelsville 025 – Insulated Joint in Siding – SE QUAD looking North



Hampton-Donnelsville 026 – Southern Crossing Approach with Ditch and Culvert – SW QUAD looking South  
 Urbana, OH – Hampton-Donnelsville Road





Hampton-Donnelsville 027 – Underground Telecom Marking – SW QUAD looking West



Hampton-Donnelsville 028 – Underground Telecom Marking – SW QUAD looking West





Hampton-Donnelsville 029 – Southern Crossing Approach and Overhead Utility Lines – SW QUAD looking Southeast



Hampton-Donnelsville 030 – Crossing Surface and Eastern Railroad Approach – SW QUAD looking East





Hampton-Donnelsville 031 – Crossing Surface and Proposed Enclosure Location – NW QUAD looking Northeast



Hampton-Donnelsville 032 – Drainage Ditch and Culvert – SW QUAD looking North





Hampton-Donnelsville 033 – Drainage Ditch and Culvert – SW QUAD looking West



Hampton-Donnelsville 034 – Siding Ballast and Rail – SW QUAD looking North





Hampton-Donnelsville 035 – Western Railroad Approach – SW QUAD looking East



SR-55 001 – Eastern SR55 Approach – SE QUAD looking West





SR-55 002 – SR55 Crossing Surface and Fouled Siding Ballast – SE QUAD looking West



SR-55 003 – Southern SR55 Approach with Flashing Lights – SE QUAD looking South





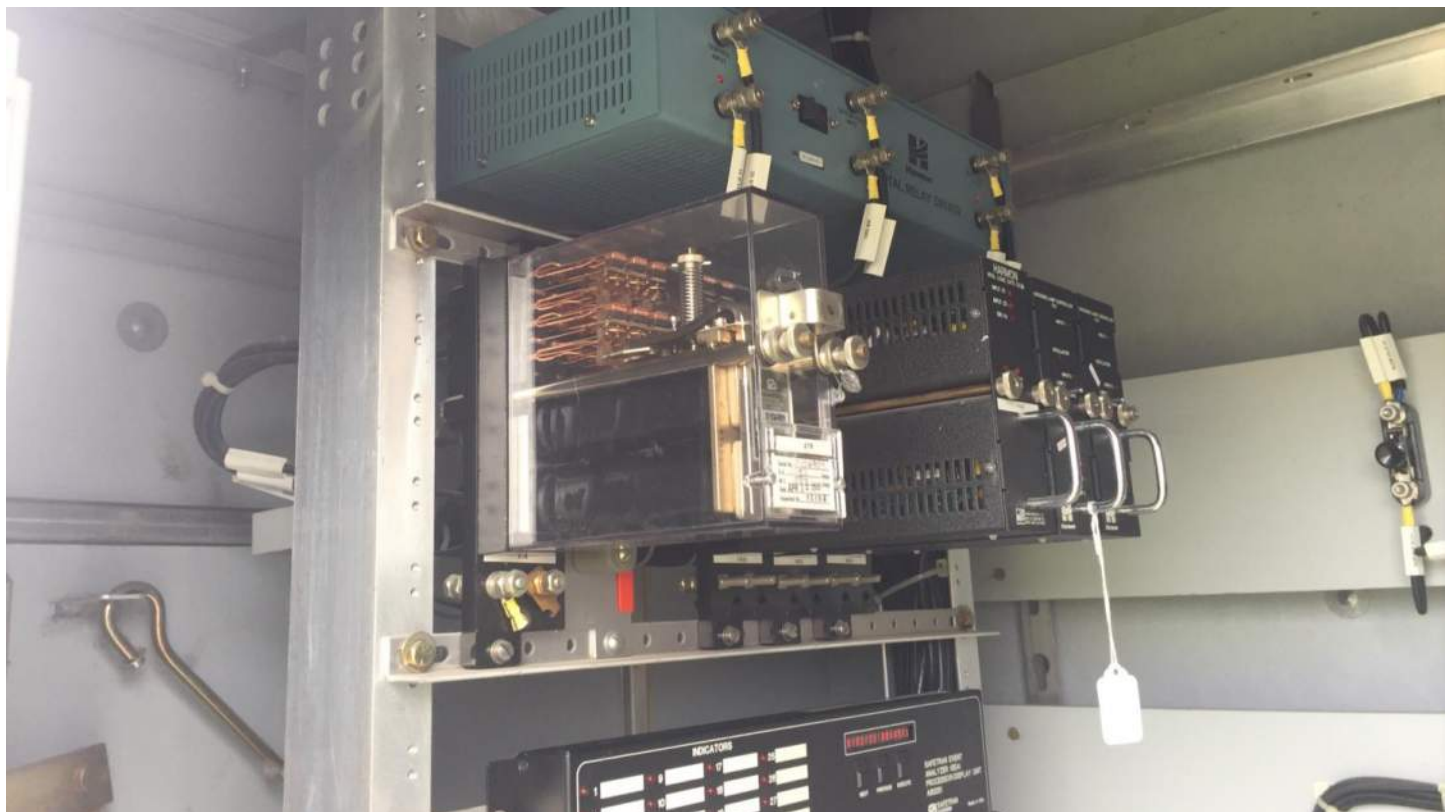
SR-55 004 – SR55 Signal Enclosure and Flashing Lights – NE QUAD looking West



SR-55 005 – SR55 Signal Circuitry (Inside)



SR-55 005 – SR55 Signal Circuitry (Inside)



SR-55 005 – SR55 Signal Circuitry (Inside)

Urbana, OH – Hampton-Donnelsville Road  
DOT# 258738U

RR M.P. 182.587

Project# 17IORY12R





SR-55 005 – SR55 Signal Circuitry (Inside)



SR-55 005 – SR55 Signal Circuitry (Inside)



SR-55 010 – SR55 Flashing Lights and Southern Approach – NW QUAD looking South

March 6, 2017

John Hilborn, PE  
Vice President-Engineering, Ohio Valley Region Railroads  
Indiana & Ohio Railroad (IORY)  
4349 Easton Way, Suite 110  
Columbus, OH 43219

RE: Railroad PE Authorization  
Champaign County, N. Hampton - Donnelsville Rd, IORY DOT # 258738U, PID 104306

Dear Mr Hilborn:

A diagnostic review was held at the above grade crossing on 10/12/2016. The crossing has been recommended for the installation of lights/gates and surface reconstruction.

Indiana & Ohio Railroad (IORY) is authorized to proceed with the site plans and cost estimates (PE) or bid package for this project. This 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 diagnostic review form is attached. Please note any recommendations (page 5), if any, made by the team with regard to requirements for this location. Any minor roadway work necessary for MUTCD compliance should be incorporated into the PE and such costs will flow through the railroad reimbursement process.

The Project Manager for this project is Greg Gronbach. Mr. Gronbach can be reached at (614) 395-1824, or Greg.Gronbach@dot.ohio.gov, if you have any questions.

Sincerely,



Greg Gronbach  
Project Manager

C: Randall Schumacher, Supervisor, Rail Division, PUCO  
Jill Henry, Rail Specialist, PUCO  
Susan Arduini, ORDC  
ORDC (file)

Attachment: 1 (diagnostic review form)





## Diagnostic Review Team Survey

**Reason for Survey:**

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

Formula

Date: 10/12/2016

### Location Data

Street or Road Name: N. Hampton-Donnelsville Rd.			
Route/Road Number (i.e. Twp., Co., SR or US) TR 22		US DOT No.: 258738U	
County: CHP	Township: Jackson	City: (In or Near) Near Maitland	
Railroad Name: Indiana & Ohio Railway		Railroad Division: IORY	Branch/Line Name: DTI Middle
Nearest RR Timetable Station: Maitland		RR Milepost: 182.58	

### On-Site Review Team

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

- GREG. GRONBACH ORDC 614-395-1824 GREG.GRONBACH@DOT.OHIO.GOV
- Adam Richter IORY 513 335-4812 Adam.Richter@GWRR.com
- Tim Flessner IORY 937-505-7731 timothy.flessner@GWRR.com
- STEPHEN McALL CHAMPAIGN COUNTY 937-653-4848 ENGINEER@CO.CHAMPAIGN.OH.US
- MARK MOWREY " " "
- KEITH SHAFFER JACKSON TWP 937-663-4919
- Herb Luttrell Jackson Twp. 937-216-9960 heavy.4@att.net
- Keith W'gal PUCCO
- 

### Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs (condition?)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	ONLY TO SOUTH - GOOD
'Stop' Signs	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
'Stop Ahead' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Pavement Markings (condition?)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	COUNTY CNEI SAID PAVEMENT TO
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	NARROW.
Number of Tracks Signs	<input checked="" type="checkbox"/> Yes	<input 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 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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
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 (1985)	
Hazard Ranking	1419 Date Run: 9/30/16	1415 10/22/16

**Railroad Data**

Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	6	
< 1 per day		
Day thru trains	3 ✓	
Night thru trains	3 ✓	
Daytime switching movements		
Nighttime switching movements		
Total number of tracks	3	
Number of main tracks	2	
Number of other tracks	1 Passing Si	
Maximum train speed	<del>49</del> 25	
Typical train speed	<del>49</del> 25	
Amtrak		

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: Jackson Township		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	286 (2010) ✓	
Highway paved	X 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: 18 ft.		
Number of highway lanes	2	
Urban or Rural	Rural	
Vehicle Speed: 55 MPH		
School Bus Operation: <input type="checkbox"/> No X Yes 4 Amount		
Hazardous Materials Trucks: <input type="checkbox"/> No X Yes .05 Amount		
Shoulders: <input type="checkbox"/> No <input checked="" 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) _____		

\* LARGE GRAIN SILO BUSINESS NEAR CROSSING, WITH SWITCHING MOVES AT CROSSING TO DROP RAIL CARS AT AG. BUSINESS.

Quadrant _____ 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 _____ 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 checked="" type="checkbox"/> No <input 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: <div style="text-align: center; margin-top: 10px;"> <p><i>MAIN ROAD INTO TOWN</i></p> </div>													
<b>Type of Development</b>													
<input checked="" 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="text-align: center; margin-top: 10px;"> <p><i>GRAHAM HIGH SCHOOL (4.7 MILES AWAY)</i></p> </div>												
<b>Utility Information</b>													
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes													
Utility Provider (Company Name) <u>DP+C</u> Phone Number _____													
Nearest Available Power Source <u>AT CROSSING</u>													
What other utilities are present? (add locations to sketch) <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Gas</td> <td><input type="checkbox"/> Cable</td> <td><input checked="" type="checkbox"/> Telephone</td> <td><input checked="" type="checkbox"/> Fiber Optic Cable</td> </tr> <tr> <td><input type="checkbox"/> Petroleum</td> <td><input type="checkbox"/> Water</td> <td><input type="checkbox"/> Sanitary Sewer</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Other _____</td> <td></td> <td></td> <td></td> </tr> </table>		<input type="checkbox"/> Gas	<input type="checkbox"/> Cable	<input checked="" type="checkbox"/> Telephone	<input checked="" type="checkbox"/> Fiber Optic Cable	<input type="checkbox"/> Petroleum	<input type="checkbox"/> Water	<input type="checkbox"/> Sanitary Sewer		<input type="checkbox"/> Other _____			
<input type="checkbox"/> Gas	<input type="checkbox"/> Cable	<input checked="" type="checkbox"/> Telephone	<input checked="" type="checkbox"/> Fiber Optic Cable										
<input type="checkbox"/> Petroleum	<input type="checkbox"/> Water	<input type="checkbox"/> Sanitary Sewer											
<input type="checkbox"/> Other _____													
Is(are) there potential utility conflict(s) <input type="checkbox"/> Yes <input checked="" 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

{ UPGRADE CONTROLLER ON SR55, IF LIGHTS/GATES  
INSTALLED AT THIS CROSSING.

Roadway and/or Sidewalks:

NO

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

→ SEE ABOVE

Environmental:

NO

Other:

## Diagnostic Team Recommendations

Quadrants Needed

- ☐ Install/upgrade active devices
- ☒ Automatic Flashing Lights (AFLS)
- ☐ AFLS / Cants
- ☒ AFLS / Gates
- ☐ AFLS / Gates / Cants
- ☒ Bells / number
- ☒ Upgrade circuitry / type
- ☐ Sidelights
- ☐ Guardrail Needed
- ☐ Install/Replace curb
- ☐ Bungalow placement & offset from rail & highway
- ☒ Other (define)

@ SR55 TO CONTROLLER

Comments: INSTALL ADV WARNING SIGNS TO NORTH OF CROSSING.  
- CLEAR BRUSH & TREES IN NW QUAD, FOR BETTER SIGHT DISTANCE.

☐ Install/upgrade traffic signal preemption

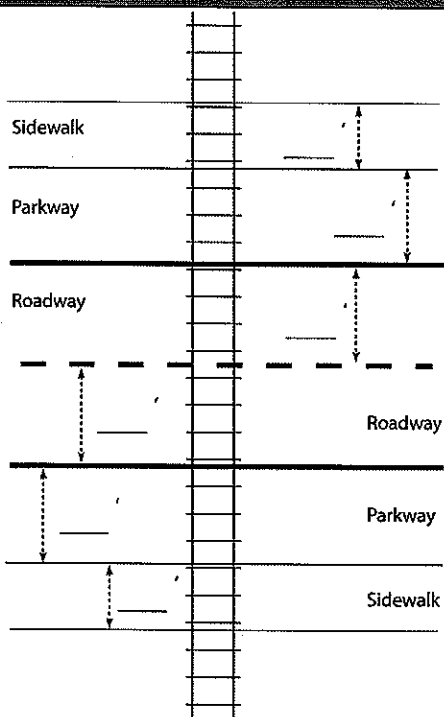
☐ No improvements needed

☒ Other (define) POSSIBLE SURFACE REPLACEMENT.

Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement):

GWG ACR MDM ALR  
TF K.S. SEM

## Field Dimensions



PROJECT = YES

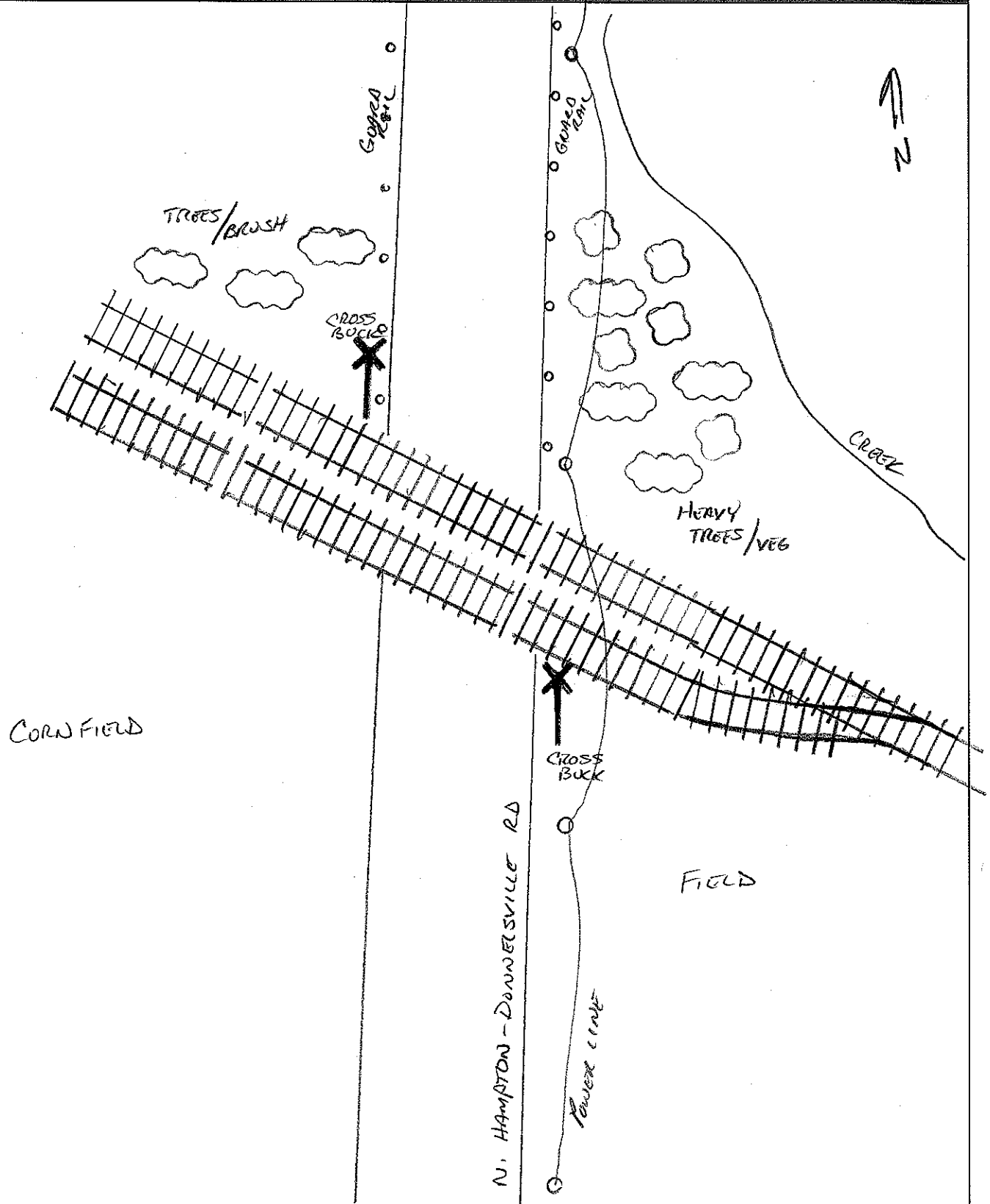
County: CHP Route: N. HAMPTON - DONNELSVILLE RD DOT#: 2587380

<b>Surface type</b> <input type="checkbox"/> Rubber seal and asphalt <input checked="" type="checkbox"/> Timber and asphalt <input type="checkbox"/> Asphalt <input type="checkbox"/> Composite <input type="checkbox"/> Concrete panel <input type="checkbox"/> Full-depth timber <input type="checkbox"/> Full-depth rubber <input type="checkbox"/> Other _____	<b>Condition</b> <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor Comments: <u>VERY ROUGH - TRAFFIC</u> <u>MUST SLOW TO CROSS</u>
Is the surface good and sufficient? <u>(Yes)</u> / No	
Vehicle type (cars, trucks, etc.): <u>TRUCK + CARS</u>	
Surface conditions: Can vehicles cross at posted speed? <u>NO</u> Local observations/driver behaviors: <u>SLOW TO CROSS</u>  Relevant crash history: <u>1985</u>	
Do existing surface conditions have negative effects on the current or proposed warning devices? Explain: <u>IF LIGHTS/GATES ARE TO BE INSTALLED - SURFACE MAY</u> <u>NEED REPLACED FOR CIRCUITRY.</u>	
Comments:	

Form completed by: BREG GRONBACH

Date: 10/12/16

# Field Sketch



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

Sketch by: Gwb



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.

**This foregoing document was electronically filed with the Public Utilities**

**Commission of Ohio Docketing Information System on**

**9/13/2017 2:55:33 PM**

**in**

**Case No(s). 17-1982-RR-FED**

Summary: Application In the Matter of a Request for the Installation of Active Warning Devices and Surface Reconstruction at the IORY Crossing, DOT# 258-738U, N. Hampton-Donnelsville Road in Champaign County, Ohio. electronically filed by Mrs. Jill A Henry on behalf of PUCO/ Rail Division