

Memo

To: Docketing Division
From: Jill Henry, Rail Specialist, Rail Division
Cc: PUCO Legal Department
Date: 06/28/2019

Re: PUCO Case No. 19-1390-RR-FED- In the Matter of a Request for the Upgrade of the Active Warning Devices, Surface Reconstruction, and the Installation of Traffic Preemption at the Columbus & Ohio River Railroad Crossing, Parrot Street DOT#152-068H in Knox County, Ohio.

On April 24, 2018, the Ohio Rail Development Commission (ORDC) authorized funding for Columbus & Ohio River Railroad (CUOH) to upgrade the lights and gates, reconstruct the crossing surface, and install traffic preemption at Parrot Street, DOT#152-068H in Knox County, Ohio. The crossing was surveyed on October 12, 2017 and found to warrant the upgrades. The electric utility provider for this crossing is AEP Ohio.

The project will be paid for with federal and railroad funds and is actual cost. The plans and estimates for the project in the amount of \$253,953.47 have been approved. ORDC will be responsible for \$110,457.46 for the warning devices (100% federal funding) and \$129,146.41 (90% federal funding) for the surface reconstruction. CUOH will be responsible for \$14,349.60 (10% railroad funding) for the surface reconstruction. 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:

Northeast Region-Genesee & Wyoming
Len Wagner
Senior Vice President
201 N. Penn Street
Punxsutawney, PA 15767

Columbus & Ohio River Railroad
Gene Hensley
Supervisor C&S
47849 Papermill Road
Coshocton, OH 43812

Genesee& Wyoming Railroad Services, Inc.
Jacob Smith
Director of Public Projects
13901 Sutton Park Drive, STE 345
Jacksonville, FL 32224

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

City of Mt. Vernon
Brian Ball
City Engineer
40 Public Square
Mt. Vernon, OH 43050-3241

AEP Ohio

**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: KNO Parrott St. DOT# 152068H PID# 106570

DATE: June 7, 2019


The Ohio Rail Development Commission (ORDC) established a diagnostic survey at the subject location on October 12, 2017. The Public Utilities Commission of Ohio (PUCO) attended the review. The Diagnostic Team recommended warning device circuitry upgrade, relocation of the warning devices and surface reconstruction. Copies of the diagnostic review form and the plan and estimate are attached.

PE has already been provided by the railroad. ORDC accepts the site plans and estimates as provided. Please issue a construction-only order for the project outlined above. ORDC recommends a nine (9) month construction timeline. 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
Letter Agreement
PE Authorization
Plan, Estimate & Material List
Construction Authorization

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



OHIO RAIL DEVELOPMENT COMMISSION

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

Mike DeWine, Governor • Mark Policinski, ORDC Chairman

June 26, 2019

Johnny Varner
Assistant Vice President – Regional Engineering
Genesee & Wyoming/CUOH
201 N. Penn St
Punxsutawney, PA 15767

RE: ***Amended*** Construction Authorization Signals & Surface
KNO Parrott St. DOT# 152068H PID# 106570

Dear Mr. Varner:

The plan dated May 24, 2018 and estimate dated February 11, 2019 for the referenced project has been reviewed and is acceptable. Genesee & Wyoming/CUOH may proceed with the construction of the proposed grade crossing warning system and surface reconstruction in accordance with the abbreviated plan. Construction may include but is not limited to circuitry design, installation of service poles, procurement of materials and signal construction. Please note ODOT Railroad Audit Circular No.4 Subcontracted Costs for Railroads and accordingly provide ORDC with any relevant bid documents and bid tabs pertaining to this project. 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. ***Amended reimbursement of eligible actual cost for the warning devices are limited to \$110,457.46 and will be adjusted based on bid tabulations if applicable. Amended reimbursement of eligible actual cost for the surface reconstruction are limited to \$129,146.41 (\$143,496.01 minus 10% City of Mount Vernon share) and will be adjusted based on bid tabulations if applicable. Warning device preliminary engineering ("PE") and construction costs will be borne 100% by ORDC. Surface reconstruction and asphalt approach costs will be borne 90% by ORDC and 10% by the City of Mount Vernon.*** 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 Genesee & Wyoming/CUOH accepting the following instructions:

1. Genesee & Wyoming/CUOH'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 Gregory.Gronbach@dot.ohio.gov, and to the Public Utilities Commission of Ohio at Jill.Henry@puc.state.oh.us. Genesee & Wyoming/CUOH'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.



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phone: 614.644.0306

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2. Genesee & Wyoming/CUOH 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 Genesee & Wyoming/CUOH.
3. Genesee & Wyoming/CUOH's project foremen will notify Greg Gronbach at 614-745-6760 (telephone) or Gregory.Gronbach@dot.ohio.gov (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. 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. Genesee & Wyoming/CUOH will furnish two (2) copies of each partial bill to ORDC. Please find the enclosed ODOT Purchase Order to reference when billing.
6. Genesee & Wyoming/CUOH 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.

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
Heather Hamilton, ORDC
ORDC (file)



OHIO RAIL DEVELOPMENT COMMISSION

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

Mike DeWine, Governor • Mark Policinski, ORDC Chairman

June 7, 2019

Johnny Varner
Assistant Vice President – Regional Engineering
Genesee & Wyoming/CUOH
201 N. Penn St
Punxsutawney, PA 15767

RE: Construction Authorization Signals & Surface
KNO Parrott St. DOT# 152068H PID# 106570

Dear Mr. Varner:

The plan dated May 24, 2018 and estimate dated February 11, 2019 for the referenced project has been reviewed and is acceptable. Genesee & Wyoming/CUOH may proceed with the construction of the proposed grade crossing warning system and surface reconstruction in accordance with the abbreviated plan. Construction may include but is not limited to circuitry design, installation of service poles, procurement of materials and signal construction. Please note ODOT Railroad Audit Circular No.4 Subcontracted Costs for Railroads and accordingly provide ORDC with any relevant bid documents and bid tabs pertaining to this project. 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 \$253,953.47 and will be adjusted based on bid tabulations if applicable. 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.

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1. Genesee & Wyoming/CUOH'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 Gregory.Gronbach@dot.ohio.gov, and to the Public Utilities Commission of Ohio at Jill.Henry@puc.state.oh.us. Genesee & Wyoming/CUOH'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. Genesee & Wyoming/CUOH 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 Genesee & Wyoming/CUOH.



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phone: 614.644.0306

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3. Genesee & Wyoming/CUOH's project foremen will notify Greg Gronbach at 614-745-6760 (telephone) or Gregory.Gronbach@dot.ohio.gov (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.
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6. Genesee & Wyoming/CUOH 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.
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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
Heather Hamilton, ORDC
ORDC (file)

SIGNAL VENDOR BID ANALYSIS

**Mt Vernon, Knox County, OH – Signal Upgrades at Parrot St - 152068H;
CUOH MP 23.37; NE Region; PID# 106570; 18CUOH13R**

Preliminary Estimate: **\$184,900.00**

Vendor	Vendor Estimate
Progress Rail	\$110,457.46
Railroad Signal Services	\$116,470.64
Interrail	\$123,446.42
Saratoga Railroad Engineering	\$128,490.08
TCR	\$137,031.00
CTC	\$154,743.80
RJ Corman	\$162,562.20
CDL Electric	\$164,150.00

DUE DATE: 4/22/2019

Lowest Bid Amount:	\$110,457.46
Lowest Bidder:	Progress Rail
Lowest By Amount:	\$6,013.18
Second Lowest Bid:	\$116,470.64
Second Lowest Bidder:	Railroad Signal Services

Preliminary Estimate	Variance Cost	Variance%
\$184,900.00	(\$ 74,442.54)	-40.26%
\$184,900.00	(\$ 68,429.36)	-37.01%
\$184,900.00	(\$ 61,453.58)	-33.24%
\$184,900.00	(\$ 56,409.92)	-30.51%
\$184,900.00	(\$ 47,869.00)	-25.89%
\$184,900.00	(\$ 30,156.20)	-16.31%
\$184,900.00	(\$ 22,337.80)	-12.08%
\$184,900.00	(\$ 20,750.00)	-11.22%
\$184,900.00		
\$184,900.00		
\$184,900.00		
\$184,900.00		
\$184,900.00		

Ohio Central Railroad										
Parrot Street										
FORCE ACCOUNT ESTIMATE										
EFFECTIVE DATE: 4/18/2019					DOT # 152 068H					
STATE PROJECT #:		NA			MILE POST:		BQ 23.42			
OP #:		NA			CONTRACTOR:		INTERRAIL			
LOCATION NAME:		Parrot Street, Mount Vernon, OH			ESTIMATE #:		1			
LOCATION DESCRIPTION:		Install 6*6 House, PMD4R with Adv Preempt, (2) S60 Gate Flasher Combo, Meter Service								
QTY	ITEM	DESCRIPTION					COST			
1	MATERIAL	SHOP MATERIAL					\$40,601.36			
1	MATERIAL	CONSUMABLES MATERIAL					\$0.00			
1	MATERIAL	FIELD MATERIAL					\$42,928.01			
1	MATERIAL	SUB TOTAL MATERIAL					\$83,529.37			
1	TAX	SALES TAX					\$5,220.59			
1	FREIGHT	5% OF MATERIAL					\$4,176.47			
					GRAND TOTAL MATERIAL					\$92,926.42
DAYS	LABOR	DESCRIPTION					COST			
30	CONSTRUCTION	1 MANDAY = 10 HOUR WORKDAY PER MAN = \$350.00 PER MANDAY					\$10,500.00			
5	SHOP	1 MANDAY = 10 HOUR WORKDAY PER MAN = \$350.00 PER MANDAY					\$1,750.00			
34	MEALS & LODGING	SUBSISTENCE FOR CONSTRUCTION FORCES - \$105.00 PER DAY					\$3,570.00			
4	SUPERVISION	INTERRAIL IN SERVICE TESTING AND SUPERVISION @ \$90.00 PER HOUR					\$3,600.00			
	BORING-FT	100	@ \$30 PER FOOT					\$3,000.00		
					TOTAL MANPOWER					\$22,420.00
DAYS	ITEM	DESCRIPTION					COST			
6	BACKHOE	4 WHEEL DRIVE					\$900.00			
0	DUMP TRUCK	2-1/2 TON					\$0.00			
6	TRUCK & TRAILER	Utility Truck with tools					\$900.00			
6	BOOM TRUCK	75' HYDRO-BOOM					\$900.00			
0	60 HP TRENCHER	HERTZ/VERMEER					\$0.00			
6	TRUCK & TRAILER	EQUIPMENT TRUCK AND TRAILER					\$900.00			
0	AIR COMPRESSOR	350 CFM COMPRESSOR W/PAVEMENT BREAKER JACKHAMMER					\$0.00			
0	DUMPSTER	REFUSE CONTAINER AND DISPOSAL FEE PER MONTH					\$0.00			
0	PORT-A-JON	PORTABLE REST ROOM PER MONTH					\$0.00			
					TOTAL EQUIPMENT					\$3,600.00
					UP-TO-DATE PLANS					\$1,500.00
					CONTRACT ENGINEERING					\$3,000.00
					GSWR RR- CROSSING TOTAL ESTIMATED Signal COST					\$123,446.42
NOTE: THIS ESTIMATE DOES INCLUDE INSTALLATION OF POWER SERVICE, PLACING SYSTEM IN SERVICE. Does not include any aid to construction for A.C.power. It does not include any aid in construction to relocating overhead lines.										
DISCLAIMER: THIS ESTIMATE SHOULD BE CONSIDERED VOID ONE YEAR FROM THE DATE OF ESTIMATE. IT DOES NOT INCLUDE LABOR AND MATERIAL FOR AC POWER OR ANY OTHER UTILITY AID TO CONSTRUCTION.										

Preliminary Estimate: **\$179,695.00**

[illegible]



OHIO RAIL DEVELOPMENT COMMISSION

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

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

December 10, 2018

Johnny Varner
Assistant Vice President – Regional Engineering
Genesee & Wyoming/CUOH
201 N. Penn St
Punxsutawney, PA 15767


RE: PE Submitted RR Solicit Bids
KNO Parrott St. DOT# 152068H PID# 106570

Dear Mr. Varner:

The plan and estimate transmitted October 11, 2018 for the referenced project has been reviewed and is acceptable. Genesee & Wyoming/CUOH may proceed with soliciting bids for the proposed grade crossing active warning upgrades in accordance with the abbreviated plan. Separate grade crossing surface bid authorization to follow, once ORDC receives final surface design. 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.

A construction authorization will be sent once the bid documents have been received and approved. No field work may be started without a construction authorization from this office.

Sincerely,


Greg Gronbach
Project Manager

Ohio Railroad Development Commission

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



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phone: 614.644.0306

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OHIO RAIL DEVELOPMENT COMMISSION

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

Mike DeWine, Governor • Mark Policinski, ORDC Chairman

February 11, 2019

Johnny Varner
Assistant Vice President – Regional Engineering
Genesee & Wyoming/CUOH
201 N. Penn St
Punxsutawney, PA 15767

RE: PE Submitted RR Solicit Bids Surface
KNO Parrott St. DOT# 152068H PID# 106570

Dear Mr. Varner:

The plan and estimate transmitted February 11, 2019, for the referenced project has been reviewed and is acceptable. Genesee & Wyoming/CUOH may proceed with soliciting bids for the proposed grade crossing surface in accordance with the abbreviated plan. A separate PE Submitted RR Solicit Bid letter for the active warning signals was sent on December 10, 2018. 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.

A construction authorization will be sent once the bid documents have been received and approved. No field work may be started without a construction authorization from this office.

Sincerely,


Greg Gronbach
Project Manager

Ohio Railroad Development Commission

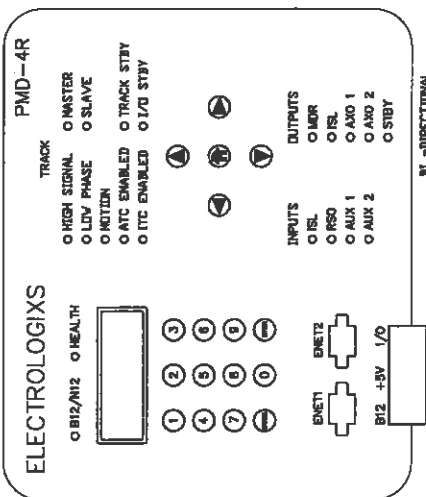
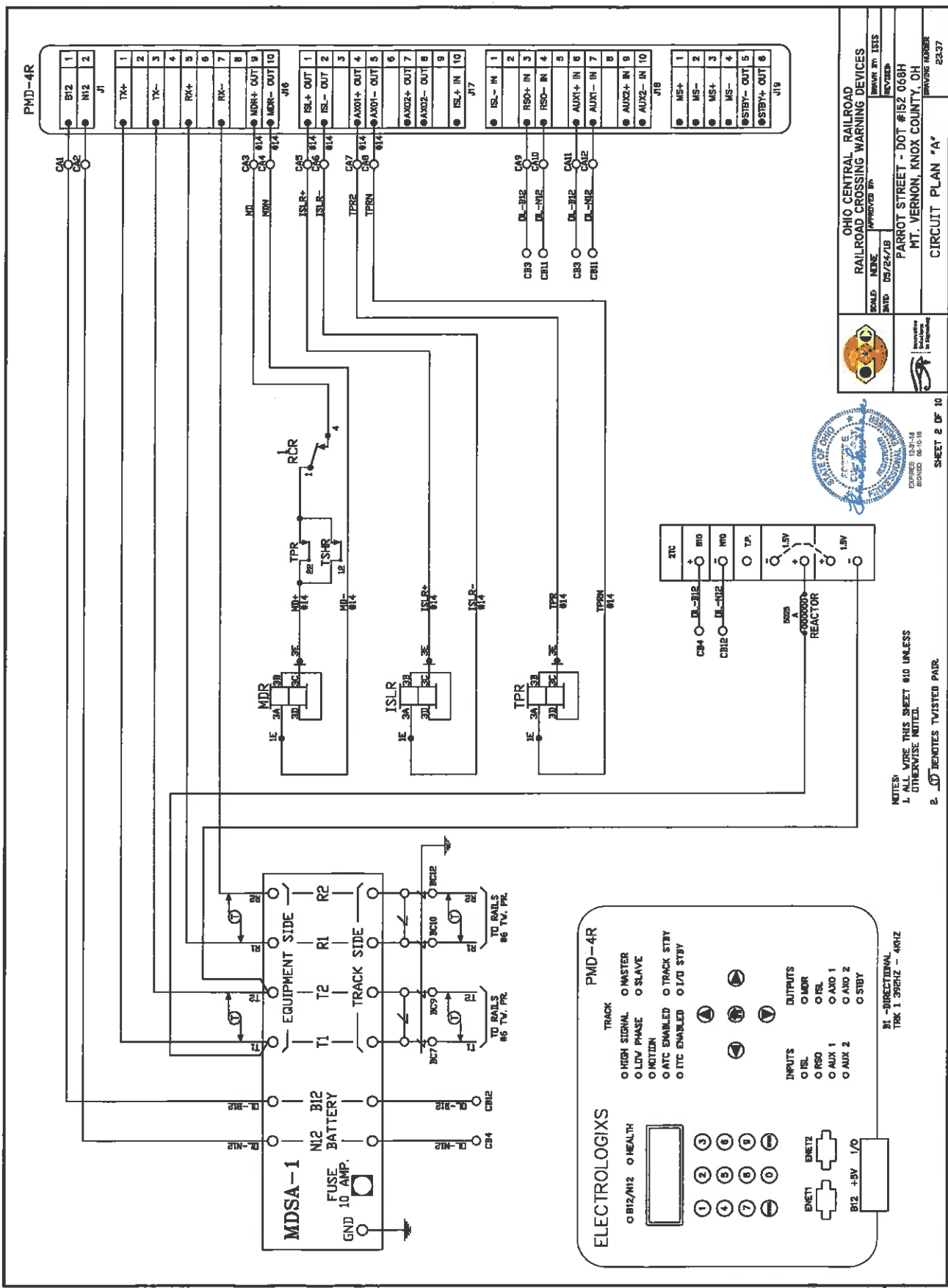
C: Randall Schumacher, Supervisor, Rail Division, PUCO
Jill Henry, Rail Division Specialist, PUCO
Cathy Stout, ORDC
Heather Hamilton, ORDC
Jacob Smith, GWRR
Gene Hensley, GWRR
ORDC (file)



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phone: 614.644.0306

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NOTES:
1. ALL WIRE THIS SHEET #10 UNLESS OTHERWISE NOTED.
2. 10 TWISTED PAIR.

B1 - DIRECTIONAL
TRK 1 3PHZ - 4KHZ

OHIO CENTRAL RAILROAD	
RAILROAD CROSSING WARNING DEVICES	
REVISION	REVISION
DATE	DATE
BY	BY
APPROVED BY	APPROVED BY
PARROT STREET - DOT #152 066H	
MT. VERNON, KNOX COUNTY, OH	
CIRCUIT PLAN "A"	
DRAWING NUMBER	
2237	



18	DATE	APPROVED BY	DESIGNED BY	REVISIONS
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CUIT PLAN "B"	DRAWING NUMBER
	23.37

23:37

PROGRAM INFORMATION PMD-4R

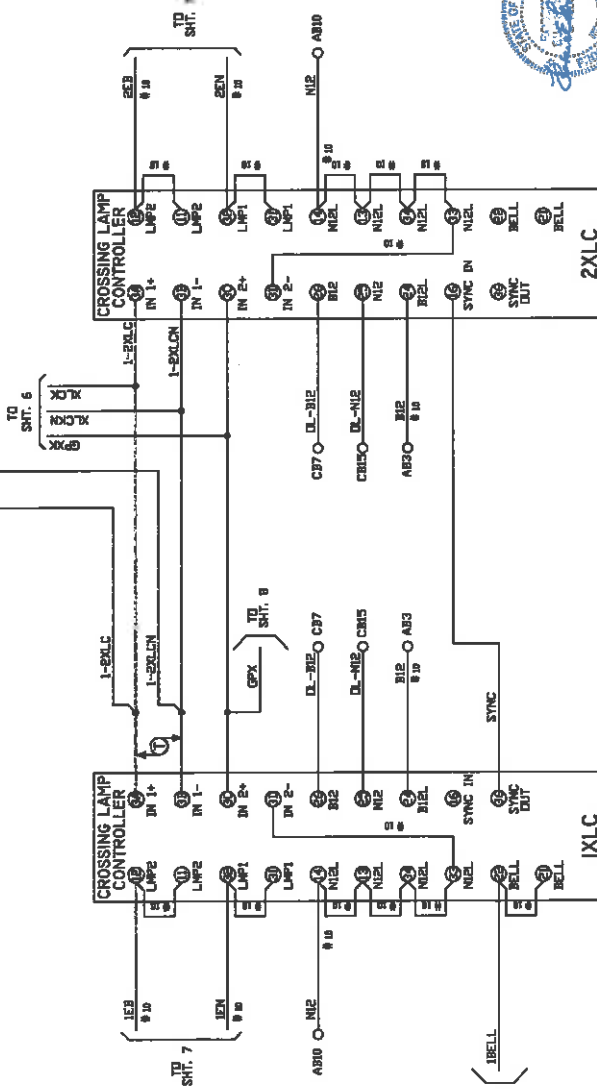
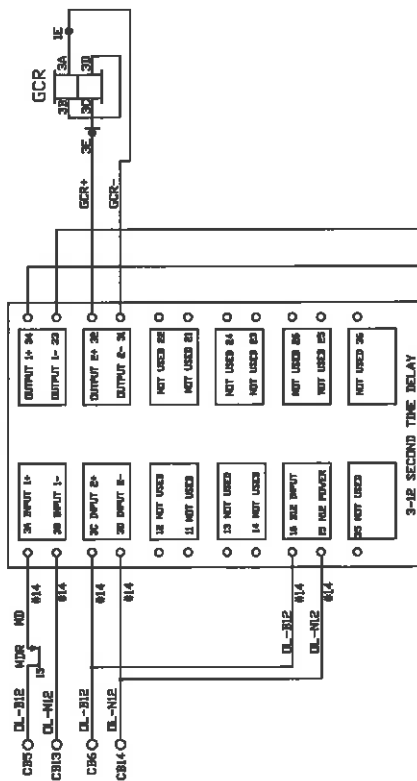
Parameter Name	Track 1
Approach Length	851 ft
Approach Frequency	392Hz
Transmitter Check Value (-7.0 to 13.0 Ohms)**	
Master/Slave Option	Master
Approach Direction Mode Uni/Bi	ADL(BI)
Lumped Impedance Adjustment Value (-9 to +9)**	
LOS Time (seconds)	ADL(16 sec)
False Shunt Detection Enable/Disable	ADL(Disable)
False Shunt Detection RX Level	ADL(80 RX)
False Shunt Detection Delay Time	ADL(0 min)
Approach Release Enable/Disable	ADL(Disable)
Approach Release RX Level	ADL(80 RX)
Approach Release Delay Time	ADL(0 min)
Constant Warning/Motion Detector Mode	ADL(CW)
Requested Warning Time*	30 sec
Advance Preempt Time*	23 sec
AUX Recovery Delay	ADL(5 sec)
Parameter Name	Site ID
Approach Track Circuit Enable/Disable	FDL(Parrot Street)
Maximum Approach Track Disable Time	FDL(DISABLED)
Approach Transmitter Gain Normal, Short, and Very Short Approach	FDL(2 hours)
Transmitter Check Adjustment	FDL(Zero (0))
Ballast Compensation Value	FDL(Zero (0))
Phase Compensation Value	143
Auto RX	FDL(Zero (0) Degrees)
Island Type	FDL(Enabled)
Island Track Circuit Enable/Disable	FDL(Internal)
Island Frequency (KHz)	FDL(Enabled)
Island Transmitter Gain	4KHz
Island LOS (seconds)	FDL(0)
Island Fault Setting	FDL(2 sec)
Island Fault Setting	FDL(2)

Note: ADL = Application Default Setting
 FDL = Factory Default Setting
 NA = Non Applicable
 * = Limited Predict Mode Only
 ** = Field Adjustment to be made according to the PMD-4R Instruction Manual and supplements



	OHIO CENTRAL RAILROAD	
	RAILROAD CROSSING WARNING DEVICES	
DATE: 05/24/18 DESIGNED BY: NUNE APPROVED BY:	DRAWN BY: TSIS REVISION:	PARROT STREET - DOT #152 068H MT. VERNON, KNOX COUNTY, OH
PROGRAM INFORMATION		DRAWING NUMBER: 2237

VLG



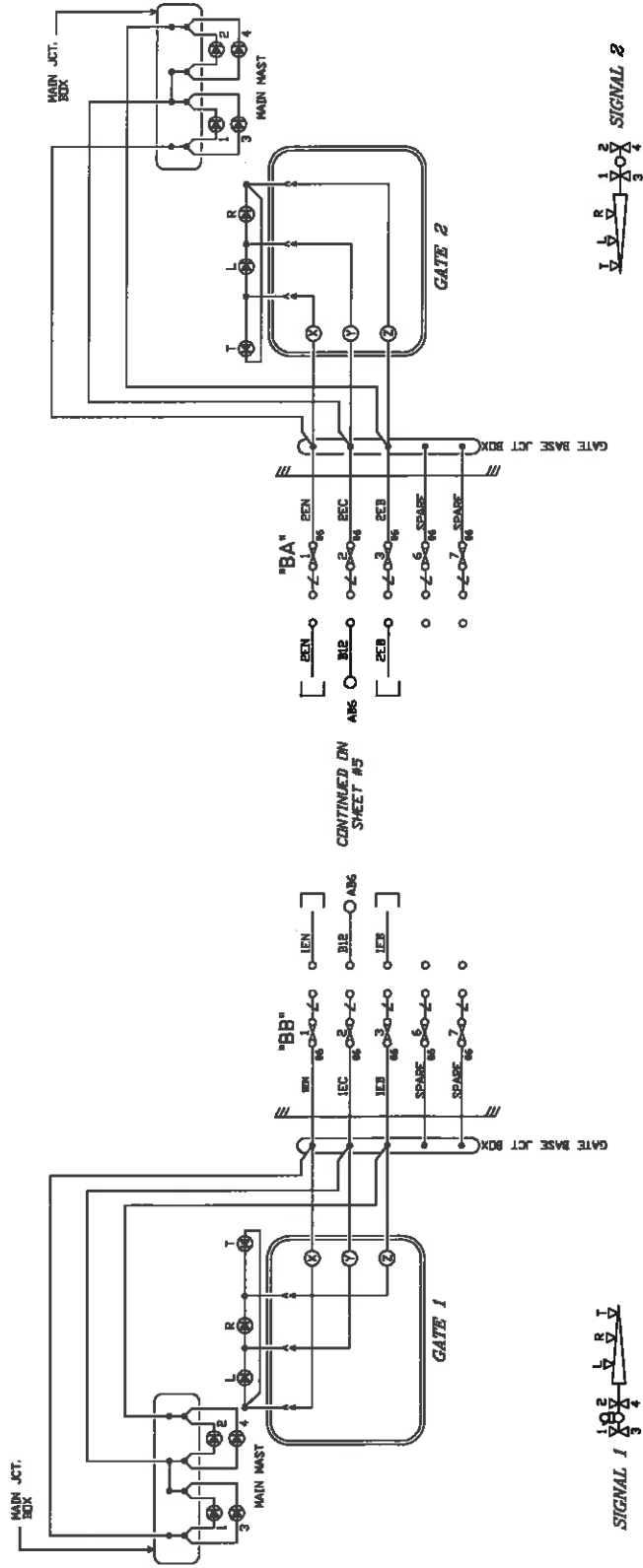
NOTES:
1. ALL WIRE THIS SHEET IS #14 AWG FLEX
UNLESS OTHERWISE NOTED.
2. _OT DENOTES TWISTED PAIR.



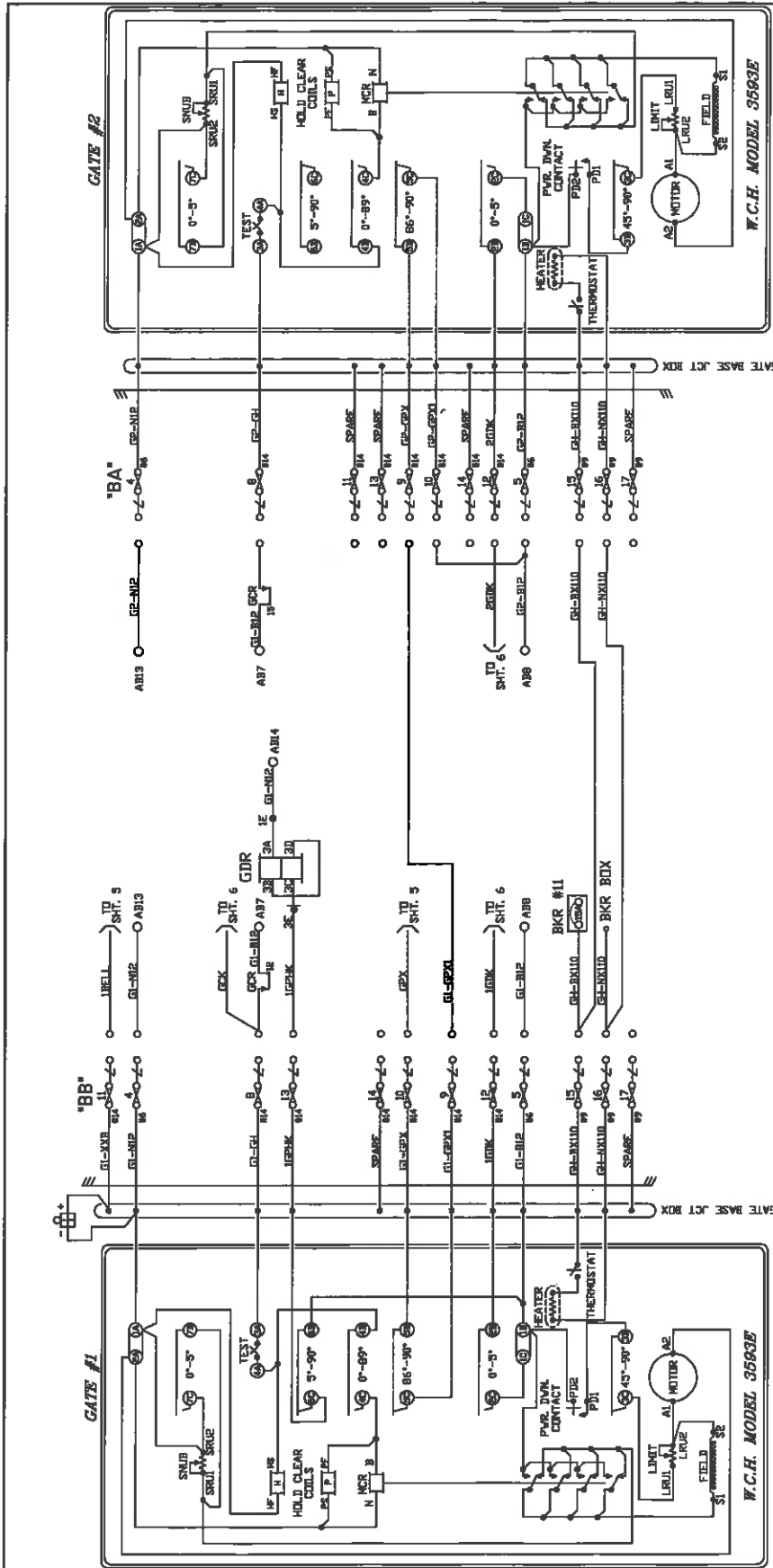
OHIO CENTRAL RAILROAD RAILROAD CROSSING WARNING DEVICES	
SCALE: NONE	APPROVED BY: _____
DATE: 05/24/18	DESIGNED BY: _____
PARROT STREET - DOT #152 068H MT. VERNON, KNOX COUNTY, OH	
CIRCUIT PLAN 'C'	
SHEET 3 OF 10	



NOTE:
1. ALL WIRING TO BE 80 AWG UNLESS OTHERWISE NOTED



OHIO CENTRAL RAILROAD	
RAILROAD CROSSING WARNING DEVICES	
DRAWN BY: JES	DATE: 05/24/18
REVIEWED BY:	DATE: 05/24/18
PARROT STREET - DOT #152 068H	
MT. VERNON, KNOX COUNTY, OH	
CIRCUIT PLAN "E"	
SHEET 7 OF 10	

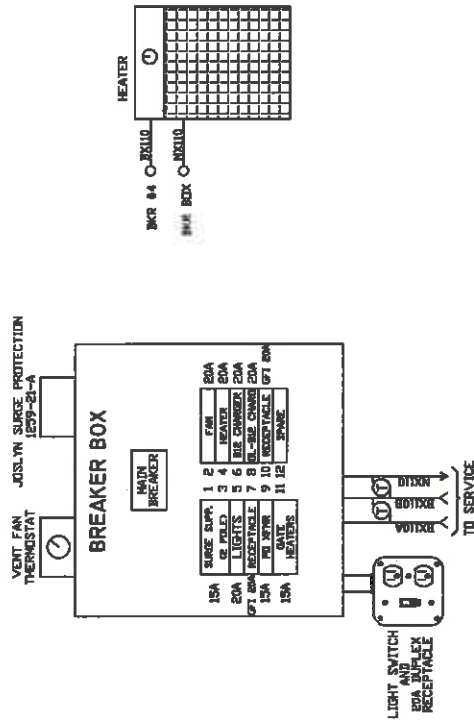
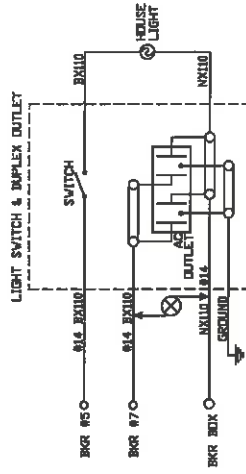
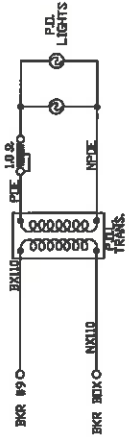


CONTACT	CLOSED	FUNCTION
2	0-5	GATE DOWN
3	45-90	MOTOR DOWN
4	0-89	MOTOR UP
5	86-90	GATE NORM
6	5-90	BELL
7	0-5	SNUB

NOTES
1. ALL WIRING TO BE 864 AWG UNLESS OTHERWISE NOTED.



OHIO CENTRAL RAILROAD RAILROAD CROSSING WARNING DEVICES	
DESIGNED BY DATE 05/24/18	REVIEWED BY DATE 05/24/18
PARROT STREET - DOT #152 068H MT. VERNON, KNOX COUNTY, OH	
CIRCUIT PLAN "F"	
DRAWN BY 26.37	



NOTES:

1. ALL WIRE THIS SHEET IS 90 AVG FLEX UNLESS OTHERWISE NOTED.
2. MINIMUM WIRE SIZE
10 AWG - NO. 14 AVG THHN OR THWN SOLD
12 AWG - NO. 12 AVG THHN OR THWN SOLD
16 AWG - NO. 10 AVG THHN OR THWN SOLD
3. GROUND FAULT INTERRUPT (GFI) MUST BE USED ON ALL CIRCUITS SERVING ANY EQUIPMENT OUTSIDE THE BUILDING.

Force Account Estimate

Estimate to Complete

Railroad:	The Columbus & Ohio River Rail Road Company (CUOH)	Region:	MIDWEST
Agency:	ORDC	State:	OH
DOT #:	152068H	COUNTY:	Knox
ROADWAY:	Parrot St	CITY:	Mt Vernon
DESCRIPTION:	Mt Vernon, Knox County, OH – Signal and Surface Upgrades at Parrot St - 152068H; CUOH MP 23.37; NE Region; PID# 106570; 18CUOH13R		
AGENCY PROJECT NUMBER:	PID 106570	ESTIMATE SUBJECT TO REVISION AFTER:	08/07/19

PRELIMINARY ENGINEERING:

Contracted & Administrative Engineering Services	\$	-
Subtotal	\$	-

CONSTRUCTION & CLOSEOUT:

Contracted & Administrative Engineering Services	\$	18,400
Subtotal	\$	18,400

FLAGGING SERVICE:

Contracted or Railroad Flagmen Services	0	Days	\$	-
Subtotal			\$	-

UTILITY WORK:

Power Service	\$	-
Other	\$	-
Subtotal	\$	-

CONTRACT WORK:

Outside Services	\$	-
Design & Labor & Material	\$	364,595
Subtotal	\$	364,595

RAILROAD TRACK:

Labor & Material	\$	-
Subtotal	\$	-

RAILROAD SIGNAL & COMMUNICATION:

Labor & Material	\$	-
Subtotal	\$	-

PROJECT SUBTOTAL:

		\$	382,995
Public Project Admin:	3.00%	\$	11,490
Contingencies:	0.00%	\$	-

PROJECT TOTAL:

	*****	\$	394,485
CURRENT AUTHORIZED BUDGET:	*****	Signals	\$ 184,900
TOTAL SUPPLEMENT REQUESTED:	*****	Surface	\$ 209,585

DIVISION OF COST:

Agency	100.00%	\$	209,585
Railroad	0.00%	\$	-

NOTE: Estimate is based on FULL CROSSING CLOSURE during work by Railroad Forces & Contractors.

This estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower and resource availability, and other factors known as of the date prepared. The actual cost for the railroad work may differ based upon the agency's requirements, their contractor's work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work.

Estimated prepared by: BPB Approved by: JAS Public Project Department
DATE: 02/08/19 REVISED: 02/08/19 DATE: 02/11/19

Force Account Estimate

Estimate to Complete

Railroad:	The Columbus & Ohio River Rail Road Company (CUOH)	Region:	MIDWEST
Agency:	ORDC	State:	OH
DOT #:	152068H	COUNTY:	Knox
ROADWAY:	Parrot St	CITY:	Mt Vernon
DESCRIPTION:	Mt Vernon, Knox County, OH – Signal and Surface Upgrades at Parrot St - 152068H; CUOH MP 23.37; NE Region; PID# 106570; 18CUOH13R		
AGENCY PROJECT NUMBER:	PID 106570	ESTIMATE SUBJECT TO REVISION AFTER:	08/07/19

PRELIMINARY ENGINEERING:

Contracted & Administrative Engineering Services	\$	-
Subtotal	\$	-

CONSTRUCTION & CLOSEOUT:

Contracted & Administrative Engineering Services	\$	18,400
Subtotal	\$	18,400

FLAGGING SERVICE:

Contracted or Railroad Flagmen Services	0	Days	\$	-
Subtotal			\$	-

UTILITY WORK:

Power Service	\$	-
Other	\$	-
Subtotal	\$	-

CONTRACT WORK:

Outside Services	\$	-
Design & Labor & Material	\$	364,595
Subtotal	\$	364,595

RAILROAD TRACK:

Labor & Material	\$	-
Subtotal	\$	-

RAILROAD SIGNAL & COMMUNICATION:

Labor & Material	\$	-
Subtotal	\$	-

PROJECT SUBTOTAL:

		\$	382,995
Public Project Admin:	3.00%	\$	11,490
Contingencies:	0.00%	\$	-

PROJECT TOTAL:

	*****	\$	394,485
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CURRENT AUTHORIZED BUDGET:

	*****	\$	184,900
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TOTAL SUPPLEMENT REQUESTED:

	*****	\$	209,585
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DIVISION OF COST:

Agency	100.00%	\$	209,585
Railroad	0.00%	\$	-

NOTE: Estimate is based on FULL CROSSING CLOSURE during work by Railroad Forces & Contractors.

This estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower and resource availability, and other factors known as of the date prepared. The actual cost for the railroad work may differ based upon the agency's requirements, their contractor's work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work.

Estimated prepared by: BPB Approved by: JAS Public Project Department
DATE: 02/08/19 REVISED: 02/08/19 DATE: 02/11/19



**OHIO DEPARTMENT OF TRANSPORTATION
OHIO RAIL DEVELOPMENT COMMISSION
HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INTERCONNECTION
RAILROAD CONFIGURATION AND TIMING REQUIREMENTS**

Railroad: CUOH Date: 7/30/2018
DOT: 152068H Crossing Name: Parrott Street
Issued By: Cathy Stout, ORDC

This crossing warning system is proposed to be interconnected with an adjacent highway traffic control signal. In some cases, the warning system may be interconnected with two highway traffic control signals, usually one on each side of the grade crossing. The #2 interconnection circuits are only required if indicated below.

The purpose of this document is to advise the railroad of the number of interconnection circuits required and the type and timing requirements of each circuit. The railroad should refer to the OHIO DOT HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INTERCONNECTION STANDARD Part 5 for details concerning the requirements of the interface to be provided by the railroad.

TYPE OF INTERCONNECTION	INTERCONNECTION #1
ADVANCED	X
SIMULTANEOUS	
NOT REQUIRED	
ADVANCED PREEMPTION TIME PER AREMA 3.3.10	23 seconds
Interface Functions (804-4.2):	
Advanced Preemption Circuit with Supervision	Required
Simultaneous Preemption Circuit	Required
Island Occupied	Optional
Gate Down Circuit	Required
Gate Up Circuit	Optional
Traffic Signal Health (Agency will make this circuit available to railroad)	Optional



OHIO RAIL DEVELOPMENT COMMISSION

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

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

April 24, 2018

Dan Birrell
Genesee & Wyoming/COUH
Manager C&S
47849 Papermill Road
Coshocton, OH 43812

RE: Knox County, Parrott Street, DOT 152068H, PID# 106570

Dear Mr. Birrell:

A diagnostic review was held at the above grade crossing on October 12, 2017. The crossing have been recommended for an upgrade of the existing lights and gates to include advance preemption with the traffic signals at the intersection of Parrot and S. Main Streets, and a surface reconstruction.

The Genesee & Wyoming/COUH is authorized to proceed with the site plans and cost estimates (PE) 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 ORDC is not requesting that the PUCO issue an Order at this time. When the ORDC receives the PE it will be evaluated and a construction-only Order will be requested from PUCO. Please submit the PE to ORDC within 90 days of receipt of this letter.

The diagnostic review forms are 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

I am the Project Manager for this project. I can be reached at (614) 752.0399, or Eric.Neff@dot.ohio.gov, if you have any questions.

Sincerely,

Eric T. Neff

Eric Neff
Project Manager

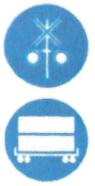
C: Jill Henry, PUCO, Grade Crossing Planner
ORDC (file)



www.rail.ohio.gov

phone: 614.644.0306

IMPROVING RAIL TODAY FOR TOMORROW'S ECONOMY



OHIO RAIL DEVELOPMENT COMMISSION

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

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

January 23, 2018

Johnny Varner
Genesee & Wyoming/CUOH
4349 Easton Way, Ste. 110
Columbus, OH 43219

Brian Ball
City Engineer
40 Public Square
Mt. Vernon, OH 43050

Re: Grade Crossing Warning Device and Surface Project
Knox County, Parrott Street
DOT# 152068H, PID# 106570

Dear Messrs. Varner and Ball:

Following a meeting between Columbus and Ohio River Railroad (CUOH), City of Mt. Vernon (CITY) and Ohio Rail Development Commission (ORDC) representatives on February 9, 2017 and a diagnostic review on October 12, 2017, the referenced grade crossing has been identified for an upgrade to the railroad warning devices to include advance preemption with the traffic signals at the intersection of Parrot and S. Main Streets, and a surface reconstruction.

Work performed by CUOH will be completed in compliance with master Warning Device Agreement No. 0009-A dated May 28, 2001, entered into by the State of Ohio and CUOH and master Reconstruction Agreement number 11635 dated July 11, 2002, between the State of Ohio and CUOH except as defined by the terms of this letter agreement, and all applicable state and federal laws governing grade crossing safety programs.

Warning device preliminary engineering ("PE") and construction costs will be borne 100% by ORDC. Surface reconstruction and asphalt approach costs will be borne 90% by ORDC and 10% by CITY. Reimbursable costs will be limited by the ORDC based on approved estimates and bid tabulations, if applicable. These limits will be quantified by the ORDC in its construction authorizations to CUOH and CITY and may be amended by the ORDC based on revised estimates and bid tabulations.

The CITY has a roadway improvement project planned for the 2018 construction season and the timing of the surface reconstruction shall be coordinated between the CUOH and CITY. Construction pertaining to the asphalt approaches shall be performed by CITY. Cost estimates and bid documents must be approved by ORDC to be eligible for reimbursement. CITY shall invoice CUOH for the approach construction.

Costs associated with the detours will be borne 100% by CITY.



www.rail.ohio.gov

phone: 614.644.0306

IMPROVING RAIL TODAY FOR TOMORROW'S ECONOMY

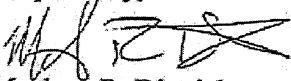
This Letter Agreement and the approved plans constitute the scope of the project. CUOH shall notify ORDC in writing of any changes in the scope of work which are not in the approved plans and estimates and secure approval in writing of same before the work is performed.

PE will not be commenced by CUOH prior to ORDC issuing a PE authorization. PE and project estimate will be submitted by CUOH to ORDC within ninety (90) days or other time specified by ORDC in the PE authorization. Construction will not be commenced by CUOH or CITY prior to ORDC issuing a construction authorization. Construction will be completed by CUOH within nine (9) months or other time specified in the time specified by ORDC in the construction authorization.

Please indicate your acceptance of the terms and conditions of this Letter Agreement by signing and returning one (1) copy to me at the address listed above and retain a copy for your files. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be a duplicate original, but all of which taken together shall be deemed to constitute a single Agreement.

Please sign and return a copy of this letter agreement. Thank you for your assistance.

Respectfully,



Matthew R. Dietrich
Executive Director

GWRR/Columbus and Ohio River Railroad

By: _____

Title: _____

Date: _____

City of Mount Vernon

By:  _____

Title: JOEL DANIELS
SAFETY SERVICE DIRECTOR

Date: 1/26/18

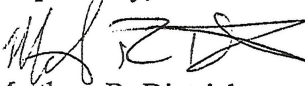
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PE will not be commenced by CUOH prior to ORDC issuing a PE authorization. PE and project estimate will be submitted by CUOH to ORDC within ninety (90) days or other time specified by ORDC in the PE authorization. Construction will not be commenced by CUOH or CITY prior to ORDC issuing a construction authorization. Construction will be completed by CUOH within nine (9) months or other time specified in the time specified by ORDC in the construction authorization.

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Please sign and return a copy of this letter agreement. Thank you for your assistance.

Respectfully,


Matthew R. Dietrich
Executive Director

GWRR/Columbus and Ohio River Railroad

City of Mount Vernon

By: 

By: _____

Title: 

Title: _____

Date: 

Date: _____

KNO Parrot St, CUOH, Mt. Vernon, PID 106570

RECEIVED
ORDC
2018 APR 13 PM 12:23



Diagnostic Review Team Survey

Reason for Survey:

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

Constituent:
Preemption/Road Project

Date: 10/12/2017

Location Data

Street or Road Name: Parrot Street			
Route/Road Number (i.e. Twp., Co., SR or US)		US DOT No.: I52068H	
County: KNO	Township:	City: (In or Near)	City of Mt. Vernon
Railroad Name: Columbus & Ohio River	Railroad Division: Louisville	Branch/Line Name:	
Nearest RR Timetable Station: Mt. Vernon		RR Milepost: 23.37	

On-Site Review Team

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

1. Cathy Stout ORDC 614-644-0313 catherine.stout@dot.ohio.gov
2. BRIAN BALL CITY OF MOUNT VERNON 740-393-9528 ENGINEER@MOUNTVERNONOHIO.ORG
3. Jill Henry PUCCO 614-466-0435 jill.henny@pucc.ohio.gov
4. DAN BIRRELL GWRR 740-295-4122 dbirrell@gwrr.com
5. ROBERT HENSEL GWRR 585-329-1154 rhensel@gwrr.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	No pavement markings SE Approach Sign skewed
'Stop' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
'Stop Ahead' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Pavement Markings (condition?)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	SE Approach Missing
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Number of Tracks Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Inventory Tags	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Interconnected Highway Traffic Signal	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	TBD - CTC on site earlier in year
Mast-Mounted Flashing Lights	<input checked="" type="checkbox"/> Yes	<input 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	Pointed to warn traffic through
Automatic Gates	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Number: Length:
Bells	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Number: 1
Sidewalk Gate Arms	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
'No Turn' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Illumination	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Is crossing flagged by train crew?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Other	<input type="checkbox"/> Yes	<input 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 (3/90) & (5/89)	
Hazard Ranking	3370 Date Run: 8/30/2017	

Railroad Data

Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	2 ✓	
< 1 per day		
Day thru trains	2 ✓	
Night thru trains		
Daytime switching movements		
Nighttime switching movements		
Total number of tracks	1 ✓	
Number of main tracks	1 ✓	
Number of other tracks	0	
Maximum train speed	10 ✓	
Typical train speed	10 ✓	
Amtrak		

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

N/A - AFCS

If 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: City of Mt. Vernon

Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	4568 (2011)	OK
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: 12 ft.		
Number of highway lanes	2	
Urban or Rural	Urban	
Vehicle Speed: 35 MPH		
School Bus Operation: <input type="checkbox"/> No X Yes 45 Amount ✓		
Hazardous Materials Trucks: <input type="checkbox"/> No <input type="checkbox"/> Yes .04 Amount		
Shoulders: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
Is the shoulder surfaced? <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Yes No shoulder		
Is there existing guardrail along roadway in crossing vicinity? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		
Is stopping site distance adequate? (See Table 2) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If no, deficient approach(es) OK from West TBD from East		

Quadrant <u>SW</u> Curb and Gutter: <input type="checkbox"/> Functional (Curb height = 4" or more) <input type="checkbox"/> Non-functional (Curb height = Less than 4") <input checked="" type="checkbox"/> None	Quadrant <u>NE</u> Curb and Gutter: <input type="checkbox"/> Functional (Curb height = 4" or more) <input type="checkbox"/> Non-functional (Curb height = Less than 4") <input checked="" type="checkbox"/> None
Pedestrians: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
Is sidewalk present? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
Is there a nearby intersection that could cause queuing over the crossing? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes If yes, Distance <u>4-50'</u>	
Is this intersection signalized? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Are the signals currently interconnected with the existing crossing warning devices? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Is there a 'Do not Stop on Track' sign? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
Is a roadway improvement project (e.g. widening, turn lanes, nearby new or upgraded traffic signal, sidewalk) planned at or near this location in the foreseeable future? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes If yes, Improvement type <u>Widen & add turn lanes to S. Main</u> Lead Agency <u>City of Mt. Vernon</u> Timeline/completion - <u>start 2018</u> <u>possible sidewalk project on (N) in the future.</u>	
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 checked="" type="checkbox"/> Industrial <input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Institutional <input checked="" type="checkbox"/> Commercial Location of nearby schools: <u>2 block east</u> <u>HS, middle + JVS</u>
Utility Information	
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Utility Provider (Company Name) <u>AEP</u> Phone Number _____ Nearest Available Power Source _____	
What other utilities are present? (add locations to sketch) <input checked="" type="checkbox"/> Gas <input type="checkbox"/> Cable <input type="checkbox"/> Telephone <input checked="" type="checkbox"/> Fiber Optic Cable <input type="checkbox"/> Petroleum <input checked="" type="checkbox"/> Water <input type="checkbox"/> Sanitary Sewer <input type="checkbox"/> Other _____	
Is(are) there potential utility conflict(s) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown Comments: <u>Overhead power north side</u>	

Potential Red Flags / Project Challenges

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

TS on Parrot + Main
Simultaneous interconnection

Crossing Consolidation or Closure:

N/A

Real Estate or ROW:

Parrot st ROW narrow but OK.

Culverts / Drainage / Ballast Conditions:

winter drainage concern.

Roadway and/or Sidewalks:

sw pole being removed
possible sidewalk in future.

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

none current overlap
will overlap S. Main when upgraded.

Environmental:

—

Other:

electric relocation (N) may be moving with roadway project.
utility AEP willing to work w/city. Move or raise power

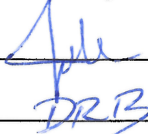
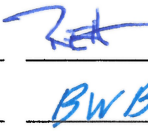

Diagnostic Team Recommendations

	Quadrants Needed
<input checked="" type="checkbox"/> Install/upgrade active devices	
<input type="checkbox"/> Automatic Flashing Lights (AFLS)	
<input type="checkbox"/> AFLS / Cants	
<input checked="" type="checkbox"/> AFLS / Gates	All new mechanisms
<input type="checkbox"/> AFLS / Gates / Cants	
<input type="checkbox"/> Bells / number	
<input checked="" type="checkbox"/> Upgrade circuitry / type	CWT + Advance preempt
<input type="checkbox"/> Sidelights	
<input type="checkbox"/> Guardrail Needed	
<input checked="" type="checkbox"/> Install/Replace curb	possible curb for MUTCD & placement of gate
<input type="checkbox"/> Bungalow placement & offset from rail & highway	
<input type="checkbox"/> Other (define)	

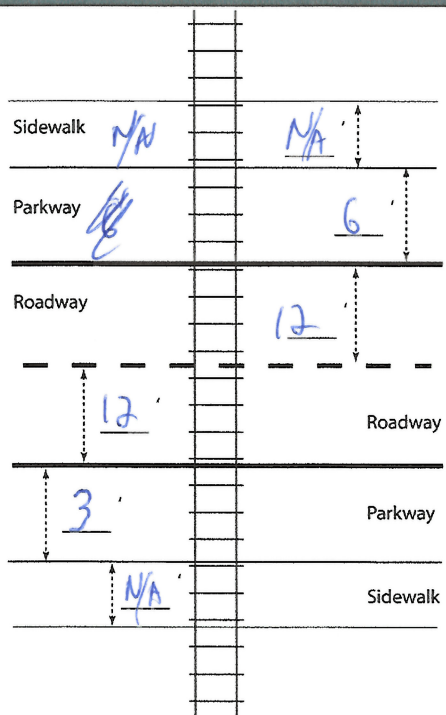
Comments:

<input checked="" type="checkbox"/> Install/upgrade traffic signal preemption	Advance green-p.
<input type="checkbox"/> No improvements needed	
<input checked="" type="checkbox"/> Other (define)	Surface - raise track approx 6" (TBD) Surface type concrete slab preferred - need 3 days with road closed Timing - coordinate with city prefer S. when school is out

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

 DRB
  BWB
  Cms

Field Dimensions

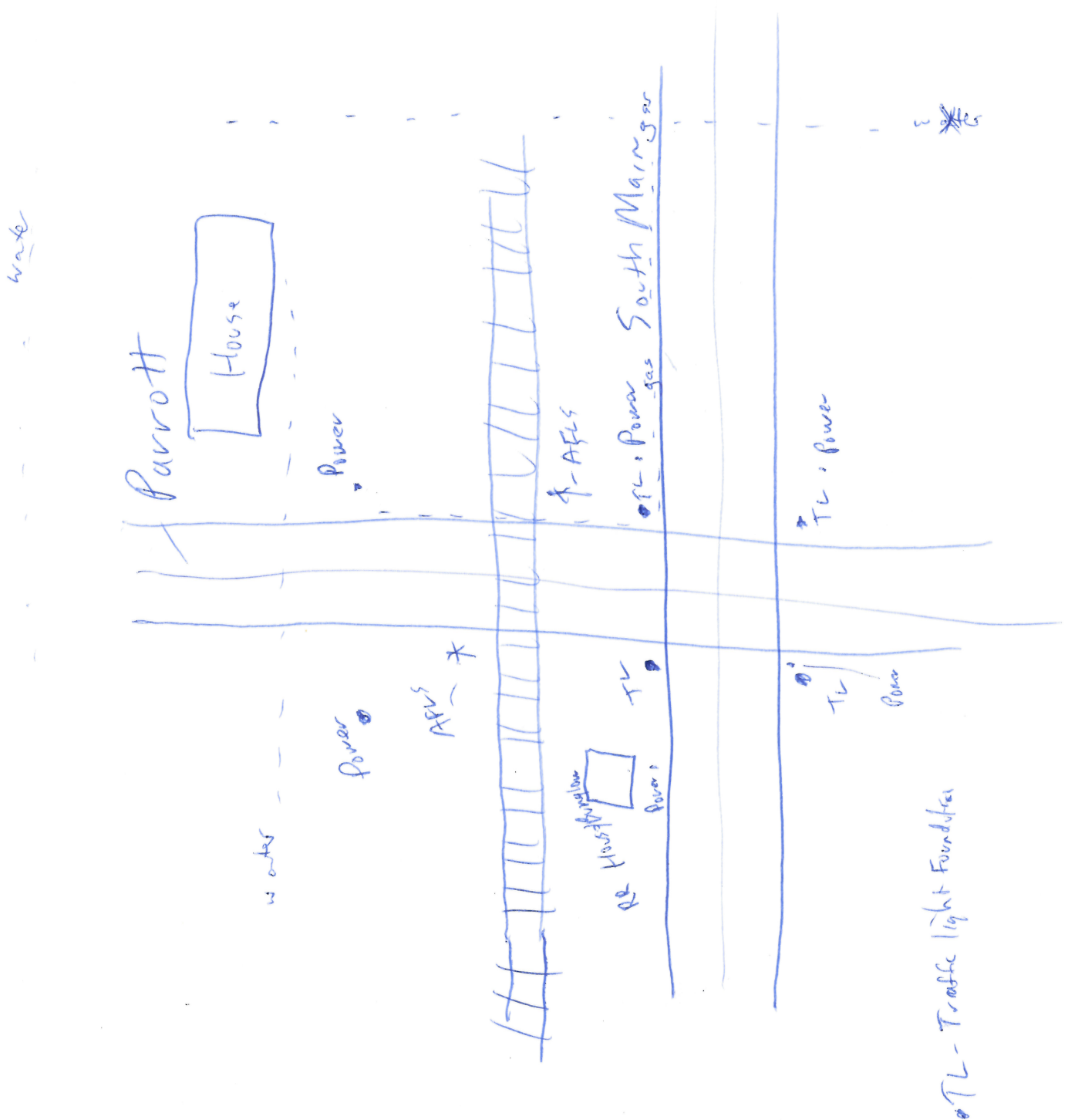


Intersect design final spring (mays)
then finalize APT time before RR
authorized for PE.

possible scissor gate on NE quad

add surface on (N) side for pedestrians.

Field Sketch



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

Sketch 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.

This foregoing document was electronically filed with the Public Utilities

Commission of Ohio Docketing Information System on

6/28/2019 1:25:34 PM

in

Case No(s). 19-1390-RR-FED

Summary: Application In the Matter of a Request for the Upgrade of the Active Warning Devices, Surface Reconstruction, and the Installation of Traffic Preemption at the Columbus & Ohio River Railroad Crossing, Parrot Street DOT#152-068H in Knox County, Ohio.
electronically filed by Mrs. Jill A Henry on behalf of PUCO/Rail Division