

BEFORE THE PUBLIC UTILITIES COMMISSION OF OHIO

**In the Matter of the Joint Petition of
Norfolk Southern Railway Company and
CSX Transportation Inc., to Close the
Franklin Street Crossings (DOT Nos.
481482D & 518257V) in Orange Township,
Delaware County.**

Case No. 19-180-RR-UNC

**PRE-FILED TESTIMONY OF AMANDA DeCESARE
OF CSX TRANSPORTATION, INC.**

Petitioners Norfolk Southern Railway Company and CSX Transportation, Inc., intend to offer the sworn testimony of Amanda DeCesare as follows:

1. Please state your name.

Amanda DeCesare

2. By whom are you employed?

CSX Transportation, Inc.

3. What is your job title there?

Project Manager—Public Projects

4. How long have you held that position?

9 years

5. Where is your office located?

Taylor Mill, Kentucky

6. In your position, are you responsible for making recommendations regarding possible crossing closures and/or crossings that may require flashers and gates?

Yes.

7. Are you involved with implementation of crossing closures?

Yes.

8. Are you responsible for the CSXT territory that includes the Franklin Street grade crossing, located in Lewis Center, Ohio, that being DOT crossing nos. 481482D (Norfolk Southern Railway Company) and 518257V (CSX Transportation, Inc.)?

Yes.

9. How many tracks comprise that crossing?

Three; two owned and operated by Norfolk Southern Railway Company, and one owned and operated by CSX Transportation, Inc.

10. As established by the two crossing numbers referenced above, are there technically two crossings at this location?

Yes.

11. As a practical matter, can you close one without the other?

No. For all intents and purposes it is one crossing.

12. At this crossing, using the directions on the compass, which track belongs to CSX Transportation, Inc.?

CSXT owns and operates the track located furthest to the East at the crossing. The other two tracks at that location are owned and operated by Norfolk Southern.

13. What is the vehicular traffic count at this crossing based on the most current, available information?

The most current vehicular traffic count at this crossing based on data maintained by the Federal Railroad Administration (FRA) and the PUCO is 64 vehicles per day.

14. What is the train traffic count at this crossing based on the most recent, available FRA/PUCO information?

For CSX Transportation, Inc., the train traffic at this crossing is typically four trains per day. I also understand that Norfolk Southern Railway Company has many (38) trains per day that pass through their crossing at Franklin Street.

15. Are there alternate crossings in the vicinity of this crossing? If so, which crossings?

Yes.

Lewis Center Road crossing to the North
Shanahan Road crossing to the North
Orange Road crossing to the South

16. Would the daily train traffic at these crossings be the same as previously indicated for the Franklin Street crossing?

Yes.

17. What is the most current daily vehicular traffic count at these three alternative crossings based on the FRA/PUCO data?

Lewis Center Road crossing – 10,295 vehicles

Shanahan Road crossing – 1,034 vehicles

Orange Road crossing – 13,711 vehicles

18. If the Franklin Street crossing is closed, what would be the approximate daily increase in vehicular traffic at the three alternate crossings be?

It is estimated that these vehicles, as stated above approximately 64 per day, will be distributed between the Lewis Center, Shanahan and Orange Road crossings, with more vehicles likely utilizing the Lewis Center Road crossing because it is in such close proximity to Franklin Street. It is anticipated that the majority of the vehicles that would have otherwise used the Franklin Street crossing would likely be starting or ending their trip in Lewis Center, Ohio, as few drivers not intending to begin or end their trip in Lewis Center, Ohio would intentionally drive to this area and cross at the Franklin Street crossing.

19. What is the nature of the roadway at the three alternative crossings?

Lewis Center Road, Shanahan Road and Orange Road are all two lane roads, one lane in each direction, running generally east and west, surrounded by residential and/or light commercial properties. All three roads cross the tracks at between a 60 and 90 degree angle.

20. Are the three alternative crossings already protected by flashers and gates?

Yes, all three alternative crossings already have flashers and gates.

21. Which alternative crossings are within one linear mile of the Franklin Street crossing?

There are two crossings within one linear mile; Lewis Center Road crossing (less than .1 mile north) and the Shanahan Road crossing (one mile north). The Orange Road crossing is located 1.65 linear miles to the south.

22. Are there any sight distance obstructions at the three alternative crossings?

No. There do not appear to be any permanent sight obstructions at any of the three alternative crossings and, as previously indicated, all three crossings are already protected by flashers and gates.

23. Do you have an opinion regarding the impact of closure of the Franklin Street crossing on vehicular traffic, emergency vehicles, and/or commercial enterprises?

Yes.

24. What is your opinion?

It is my opinion that closure of the Franklin Street crossing would have minimal, if any, impact on vehicular traffic generally, on emergency vehicles, and/or on commercial enterprises. There are no commercial enterprises (excluding a Delaware County EMS station) in the vicinity of this crossing. Furthermore, based on my understanding of sworn testimony provided by Orange Township and Delaware County personnel, the impact of closure of the Franklin Street crossing on the operation of the Delaware County EMS station, located in the Northeast quadrant of the crossing, would be negligible.

25. What is the basis of your opinion?

I am familiar with this area and I have driven the various roads in the area, including the narrow roads (sometimes less than two full lanes) located in Lewis Center, Ohio, specifically including Franklin Street. I have also read or otherwise been advised of the sworn testimony of the various Delaware County or Orange Township officials who have been deposed in this matter.

Based on this information, it is my opinion that the relatively few motor vehicle operators who might use this crossing each day will not be significantly impacted by the closure of this redundant grade crossing, located less than .1 mile south of the Lewis Center crossing. It is also my opinion that closure of this crossing will not significantly affect emergency vehicle traffic or resulting response times anywhere in Delaware County, including Orange Township generally and the area compass west of the tracks, despite the current location of a Delaware County EMS station (Medic No. 3) in the Northeast quadrant of the crossing. Closure of the Franklin Street crossing will have little or no impact on Medic No. 3's ability to respond to calls east of the crossing, which geographically comprises most of Medic No. 3's territory, because they do not need to cross the tracks to get to those areas. Regarding Medic No. 3's response to the west of the crossing, I am aware that Delaware County and Orange Township emergency vehicles successfully responded to all areas of the community, with no documented impact on response times, despite prior contemporaneous closures of the Lewis Center and Franklin Street crossings for maintenance, and despite a lengthy closure of Lewis Center Road in both directions in 2019 for construction of a roundabout located west of the railroad tracks.

Additionally, there are no nearby commercial enterprises located in the proximity of the Franklin Street crossing that would be impacted by closure of that crossing.

26. Do you have an opinion as to whether the Franklin Street crossing meets the statutory requirements for closure under Ohio law?

Yes.

27. What is your opinion?

The Franklin Street crossing meets all of the criteria for closure set forth in R.C. 4907.474 and R.C. 4907.475, and should be closed to the motoring public because there is no demonstrable need for the Franklin Street crossing.

28. What is the basis of that opinion?

As discussed in my testimony above, all of the statutory criteria for closure are met. Moreover, this crossing is very hazardous because of its layout, including the large separation between the Norfolk Southern and the CSXT tracks, and the site view considerations. The crossing has been evaluated by the State of Ohio and currently ranks as the 39th most hazardous crossing in Ohio based on that analysis. A Diagnostic Review Team met at this crossing in 2012 and agreed to recommend that the Franklin Street crossing should be closed. Furthermore, if the Franklin Street crossing is not closed, the PUCO will likely order the installation of flashers and gates. That installation project would be very expensive because of the need to tie in the electrical wiring for this crossing with the existing electric wiring for the Lewis Center Road crossing, and because two different railroads are involved at both crossings. The cost of this project to install flashers and gates would not be at all commensurate with the vehicle usage (approximately 64 vehicles per day) at this crossing, and the federal and/or state funds that would be used to install flashers and gates here, if required, could be far better used at other, busier crossings.

29. Did you attend the diagnostic survey at this crossing?

Yes.

30. Attached hereto is Exhibit A to your testimony. Are you able to authenticate that Exhibit as a true and accurate copy of the Diagnostic Review Team Survey for this crossing?

Yes.

31. Did you sign this survey form?

Yes.

32. Did representatives of Orange Township also attend the Diagnostic Team survey and sign the Diagnostic Survey form?

Yes.

33. What were the findings of the Diagnostic Review Team that led to the recommendation that the crossing should be closed?

In addition to consideration of the crossing data referenced above concerning motor vehicle and train usage, the Diagnostic Review Team considered the roadway characteristics of Franklin Street, the lack of existing crossing protection, the width of the overall crossing, including the Norfolk Southern tracks and the CSXT track, the fact that there are three schools in the area and that it has been observed that high school students use this crossing to get around school buses backed up on Lewis Center Road, among other factors. All of these factors caused the Diagnostic Review team to conclude that the Franklin Street crossing is unsafe for the motoring public and meets the criteria for closure under the Ohio Revised Code.

34. Does this complete your pre-filed testimony?

Yes. I reserve the right to file rebuttal testimony as warranted based upon further developments in this case.

Respectfully submitted,

/s/ R. Leland Evans

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(Trial Attorney)
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CERTIFICATE OF SERVICE

A copy of the foregoing *Pre-Filed Testimony of Amanda DeCesare of CSX Transportation, Inc.* was filed electronically with the PUCO this 5th day of October, 2021. Notice of this filing has been sent via electronic mail to the following:

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/s/ R. Leland Evans
R. Leland Evans
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CSX Transportation, Inc.



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

Diagnostic Review Team Survey

Date: Follow up 10/19/2012

Location Data			
Street or Road Name: Franklin St			
Route/Road Number (i.e. Twp., Co., SR or US) TR 1041		US DOT No: 481482D	
County: Delaware	Township: Orange	City: (In or Near) Lewis Center	(Adjacent CSX 51828-7V)
Railroad Name: Norfolk Southern Corp	Railroad Division: Lake	Branch/Line Name: Sandusky	
Nearest RR Timetable Station: Lewis Center		RR Milepost: 16.43	
On-Site Review Team			
(Include: Name - Organization - Phone Number - Email)			
1. Cathy Stout, ORDC, Catherine.stout@dot.state.oh.us, 614-644-0313			
2. George Martin, PUCO, George.martin@puc.state.oh.us, 614-203-4714 (c), 614-752-9107 (o) <i>GM</i>			
3. SCOTT OVERTURE Orange Township 614-204-1428			
4. Beth Hush - Orange Township bhush@orangetwp.org 740-657-2630			
5. TARA J. ELLIOT - ELLIOT te.elliott@elliot.com 614-775- 5765 4615			
6. CASEY TOLBERT det@buckeyeactionnetwork.com 614-241-6000			
7. GAIL MESSNER gmessner@orangetwp.org 614-679-2488			
8. RAND PATTERSON PUCO RAIL DIVISION 614-466-115			
9. AMANDA DECESARE CSX 859-424-624			
Existing Traffic Control Devices			
Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs (condition?)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
'Stop' Signs	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
'Stop Ahead' Signs	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Pavement Markings (condition?)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Crossbucks	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Number of Tracks Signs	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Inventory Tags	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Interconnected Highway Traffic Signal	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Mast-Mounted Flashing Lights	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Cantilever Flashing Lights	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Number: Length:
Side Lights	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Automatic Gates	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Number: Length:
Bells	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Number:
Sidewalk Gate Arms	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
'No Turn' Signs	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Illumination	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Is crossing flagged by train crew?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Other	<input type="checkbox"/> Yes	<input type="checkbox"/> No	

EXHIBIT

A

W. L. Barringer NS 404 582-5295 William.Barringer@NSCorp.com
M. C. Braehler NS 614-771-2183 Michael.Braehler@NSCorp.com



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

Diagnostic Review Team Survey

Date: 9/21/2012

Location Data

Street or Road Name: Franklin St		
Route/Road Number (i.e. Twp., Co., SR or US)	TR 1041	US DOT No.: 481482D
County: Delaware	Township: Orange	City (In or Near) Lewis Center
Railroad Name: Norfolk Southern Corp	Railroad Division: Lake	Branch/Line Name: Sandusky
Nearest RR Timetable Station: Lewis Center	RR Milepost: 16.43	

On-Site Review Team

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

- MIKE FORTE ORDC 614-644-0283
- George Martin, PUCO, George.martin@puc.state.oh.us, 614-203-4714 (c), 614-752-9107 (o) Gm
- GAIL MESSMER ORANGE TWP gmesmer@orangetwp.org
- SPIT OVERTURE " RPOTURK@AOL.COM
- Ros Quigley " RQuigley@orangetwp.org
- Debbie Taranto " DTaranto@orangetwp.org
- Beth Hugh 4 bhugh@orangetwp.org
- TAVIS Eifert EMHT tEIFERT@emht.com 614-775-4615
- Amanda J. Oleson CSX 859-426-6924

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs (condition?)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
'Stop' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
'Stop Ahead' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Pavement Markings (condition?)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	ONE MISSING STOP BAR
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	4 2 w/ YIELD
Number of Tracks Signs	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Inventory Tags	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
Interconnected Highway Traffic Signal	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Mast-Mounted Flashing Lights	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Cantilever Flashing Lights	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number: Length:
Side Lights	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Automatic Gates	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number: Length:
Bells	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number:
Sidewalk Gate Arms	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
'No Turn' Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Illumination	<input 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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	1 AV-#

Safety Data (Obtain crash reports, if possible, prior to review)		
	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years	0	
Hazard Ranking	1003	Date Run: 8/24/12
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	28 ✓	
< 1 per day		
Day thru trains	14	
Night thru trains	14	
Daytime switching movements	0	
Nighttime switching movements	0	
Total number of tracks	2 ✓	
Number of main tracks	2 ✓	
Number of other tracks	0	
Maximum train speed	60 ✓	
Typical train speed		
Amtrak		
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) <input type="checkbox"/> Yes <input type="checkbox"/> No		
If multiple tracks, can two trains occupy crossing at the same time? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Can one train block the motorists' view of another train at crossing? <input checked="" type="checkbox"/> Yes (Explain below) <input type="checkbox"/> No		
Can one or more tracks be eliminated through the crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
If yes, Crossing DOT #(if different) <u>518257V CSX</u>		
If yes, distance _____ (take measurement between track centerlines at closest point along roadway)		
Roadway Data		
Local Highway Authority: <u>Orange Township</u>		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	64 (2012)	
Highway paved	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Roadway Surface: <input checked="" type="checkbox"/> Blacktop <input type="checkbox"/> Gravel <input type="checkbox"/> Concrete <input type="checkbox"/> Other _____		
Roadway width: <u>15 ft. (17' E. BOUND APPROACH)</u>		
Number of highway lanes	2	
Urban or Rural	<u>Rural</u>	<u>URBAN</u>
Vehicle Speed: <u>25</u> MPH		
School Bus Operation: <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Yes Amount <u>20</u>		
Hazardous Materials Trucks: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Amount _____		
Shoulders: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		
Is the shoulder surfaced? <input type="checkbox"/> No <input type="checkbox"/> Yes		
Is there existing guardrail along roadway in crossing vicinity? <input type="checkbox"/> No <input type="checkbox"/> Yes		
Is stopping site distance adequate? (See Table 2) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, deficient approach(es) _____	

Quadrant _____ 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 type="checkbox"/> No <input checked="" type="checkbox"/> Yes Explain reasons: HIGH SCHOOL KIDS RUNNING AROUND BUSES STOPPING ON LEWIS CENTER	
Type of Development	
<input type="checkbox"/> Open Space <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Institutional <input type="checkbox"/> Commercial Location of nearby schools: HIGH 3 SCHOOLS ON LEWIS CENTER
Utility Information	
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
Utility Provider (Company Name) _____ Phone Number _____	
Nearest Available Power Source EITHER SIDE OF TRACK	
What other utilities are present? F.V.C (add locations to sketch)	
Is(are) there potential utility conflict(s) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	
Comments:	

Potential Red Flags / Project Challenges

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

Crossing Consolidation or Closure:

Real Estate or ROW:

Culverts / Drainage / Ballast Conditions:

Roadway and/or Sidewalks:

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

Environmental:

Other:

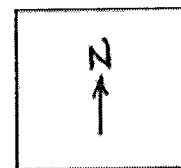
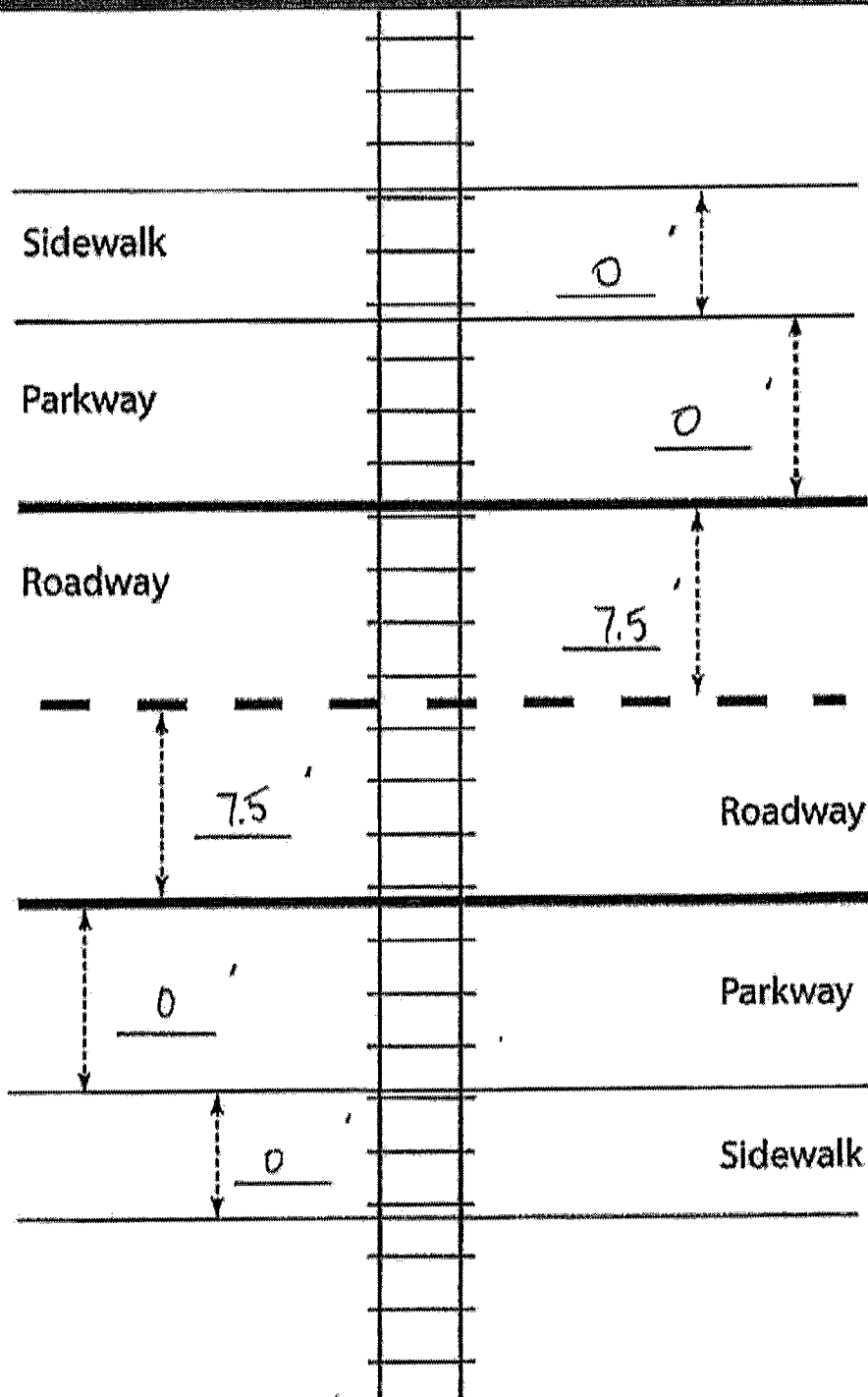
10-19-2012

Diagnostic Team Recommendations	
	Quadrants Needed
<input type="checkbox"/> Install/upgrade active devices	
<input type="checkbox"/> Automatic Flashing Lights (AFLS)	
<input type="checkbox"/> AFLS / Cants	
<input type="checkbox"/> AFLS / Gates	
<input type="checkbox"/> AFLS / Gates / Cants	
<input type="checkbox"/> Bells / number	
<input type="checkbox"/> Upgrade circuitry / type	
<input type="checkbox"/> Sidelights	
<input type="checkbox"/> Guardrail Needed	
<input type="checkbox"/> Install/Replace curb	
<input type="checkbox"/> Bungalow placement & offset from rail & highway	
<input type="checkbox"/> Other (define)	
Comments: Agree to pursue closure if unable to close will improve (L&S) if crossing still qualifies after data is rerun.	
<input type="checkbox"/> Install/upgrade traffic signal preemption	
<input type="checkbox"/> No Improvements needed	
<input type="checkbox"/> Other (define)	
Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement): <p> <u>DeMoss</u> <u>Gary M. [Signature]</u> <u>Cathy Stout</u> <u>Alman</u> <u>W. Barringer</u> </p>	

- Rerun data - revised ADT, possibly link CSX + NS crossing.
- EMS station
- Home Road realignment in the future
- NS would like to see closure, would offer incentives (+ CSX)
- Divides Lewis Center in half.
- Orange Township bike path - will work with Twp on closing timetable.
- If close - agreement to close should occur within 6 mths of letter from ORDC with combined NS, CSX, ORDC offer.

DeMoss
Orange

Field Dimensions



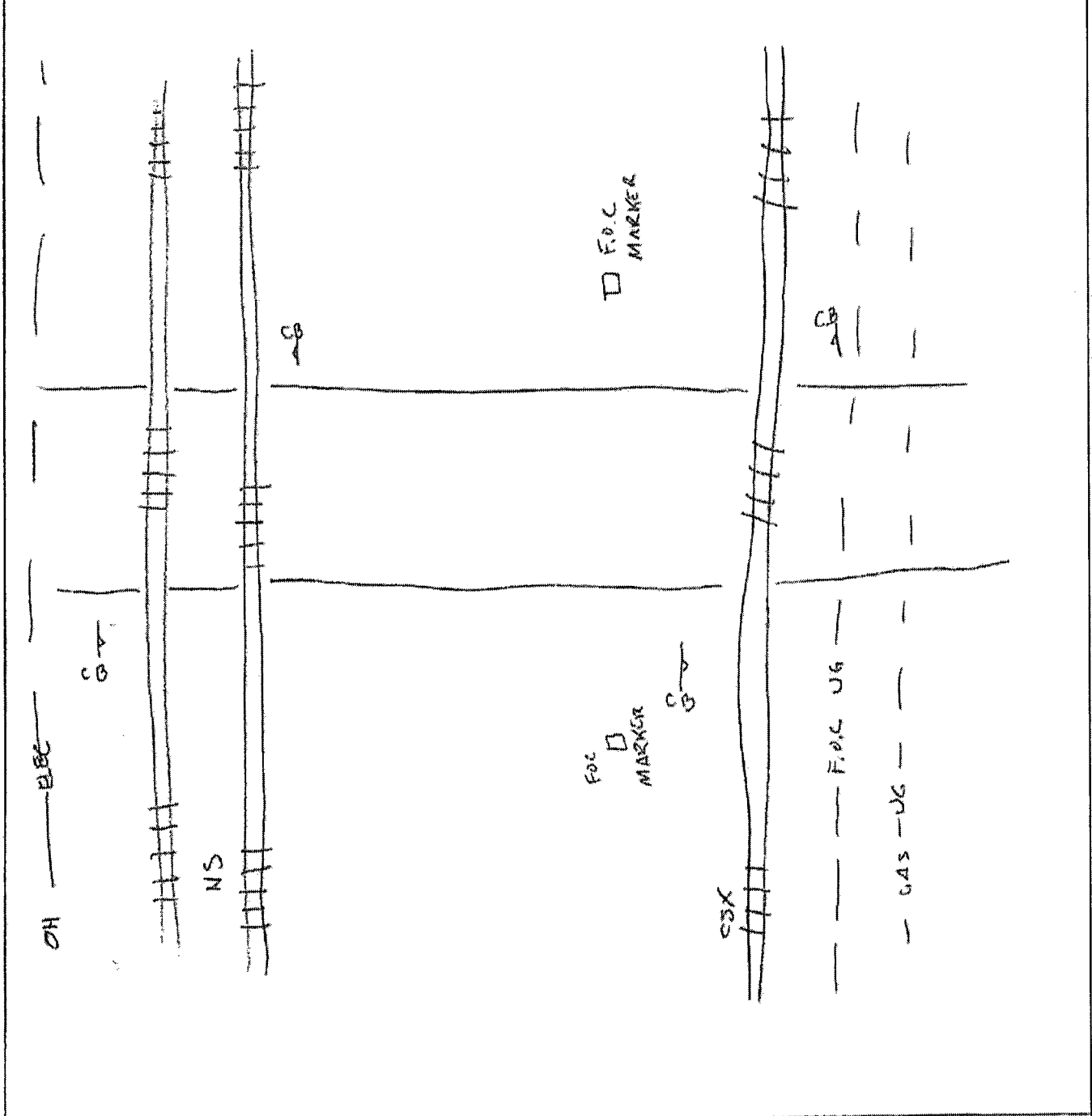
Show North Direction

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

Measurements by: MDP

Field Sketch

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



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

Sketch by: MDF

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

10/5/2021 3:01:46 PM

in

Case No(s). 19-0180-RR-UNC

Summary: Testimony Pre-filed Testimony of Amanda DeCesare of CSX Transportation, Inc.
electronically filed by Mr. R. Leland Evans on behalf of CSX Transportation, Inc.