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Public Utilities Commission of Ohio  
Docketing Division  
180 E Broad Street, 13<sup>th</sup> Floor  
Columbus, OH 43215-3793

March 16, 2007

RE: Oxford, Butler County, OH - Installation of Grade Crossing Warning Devices for crossing at East Chestnut Street, DOT 154079C; BD-38.90; Case No. 06-457-RR-FED; CSXT OP OH0548

Oxford, Butler County, OH - Installation of Grade Crossing Warning Devices for crossing at SR 732 (Main Street), DOT 154080W; BD-38.97; Case No. 06-457-RR-FED; CSXT OP OH0547

Oxford, Butler County, OH - Installation of Grade Crossing Warning Devices at the crossing at West Central Avenue, DOT 154081D; BD-39.06; Case No. 06-457-RR-FED; CSXT OP OH0550

Oxford, Butler County, OH - Installation of Grade Crossing Warning Devices at the crossing at West Spring Street, DOT 154083S; BD-39.45; Case No. 06-457-RR-FED; CSXT OP OH0549

On April 10, 2006 the Public Utilities Commission issued an entry and Order for sites included in the above Case, with the expected conclusion of each project by April 10, 2007.

CSX Transportation respectfully requests that an extension be granted in the construction of the four above sites in Oxford, until May 10, 2007.

The following information is offered so there is an understanding for CSXT's request for the May 10, 2007 extension in the Ordered construction.

1. The four above project sites have existing flashing light signals and the site at West Spring Street has existing flashing light signals with roadway gates. Adjacent crossing sites with existing constant warning time circuitry and flashing light signals with roadway gates within Oxford include: College Avenue, Locust Street, and High Street. The 7 sites are close in proximity to each other and the new warning system design for constant warning time equipment had to be mutually compatible for all 7 of the resultant warning system sites on our single main line through Oxford.

That design process was initiated on April 12, 2006. But after the field reports from Safetran, the signal engineering design contractor, were received on May 19, 2007 and reviewed, those contractor provided reports created some unexpected indecision at CSXT about the ORDC staff and City intentions about the existing warning devices and proposed control system at Spring Street. After email discussions with the ORDC staff, re-evaluation of the field site by the ORDC staff about contemplated changes and the possible price, the original scope and intentions for Spring Street were reaffirmed by the ORDC staff on August 2, 2006. As result of the temporary indecision, about 10 weeks were lost in preparation for the project. And on August 21, 2006 the proposed design was received by CSXT for the 7 streets, but the set included an erroneous over-design for Spring Street. After the receipt of a corrected design and an through inspection of the design by CSXT, the acceptable re-design and detail estimate were released to ORDC staff on September 29 2006.

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On October 2, the PUCO staff were sent a duplicate copy of the detail circuit design for the entire project. On November 3, 2006, the ORDC acknowledged receipt of the detail plans and issued the letters of authority to proceed with the field construction of the 4 site project, but the letters of authority were not received in U.S. Mail until November 10, 2006.

2. Shop wiring of the relay houses was started February 8 and field construction work started at the sites on February 14, and care has been taken by the signal construction team for conformance with FRA regulations and safe operation of the 7 existing warning systems until the proposed four new warning control systems can be brought "on line". The warning system construction team effort at Oxford has progressed rapidly despite winter snow cover and spring thawing conditions and they have overcome some of the timeline difficulties that had accumulated in these projects before November 10, 2006.

3. CSXT anticipates the constant warning time equipment required at each of the four above sites and the gate warning system at West Central Avenue will be cut in service on April 5, 2007. However due to low overhead power lines above the site of the proposed warning gate devices at East Chestnut and Main Street we cannot safely place the gate arms in service at these two crossings until the power company can arrange for raising their lines to provide 10 foot of electrical clearance of the vertical gate arms and the signal Maintainer atop the service walkway for on the new cantilever signal at Chestnut Street.

Negotiations are being pursued which would either raise the power lines at the expense of the Main and Chestnut Street projects or at the expense of Duke Power (if the power line occupies the street alignment by city permit in lieu of a dedicated public easement.)

Sincerely,



Mel McNichols

Cc: George Martin PUCO  
Cc: Susan Kirkland ORDC  
Cc: Tim Perkins ORDC