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DOCKETING DIVISION
Public Utilities Commission of Ohio

**Public Utilities
Commission of Ohio**

Memo

To: Docketing Division
From: George Martin, Grade Crossing Planner, Rail Division
Re: In the matter of the authorization of the Columbus & Ohio River Railroad to install new active grade crossing warning devices in the City of Newark, Licking County
Date: November 22, 2010

The Ohio Rail Development Commission (ORDC) has authorized funding for the Columbus & Ohio River Railroad (CUOH) to replace the existing mast-mounted flashers and roadway gates with a new assembly at Cedar St/SR 79, City of Newark, Licking County. The scope of this project also includes traffic signal installation and preemption at the SR 79/SR 16 on and off ramp, and roadway construction at the Cedar St crossing. The timing requirements for the preemption and the diagnostic survey form are attached.

The funding for the warning device portion of the project is local funds channeled through ORDC.

ORDC has requested and approved the plan and estimate. Staff requests an Entry with completion of the project within nine months. A suggested case coding and heading would be:

PUCO Case No. 10- 2787 -RR-RCP In the matter of the authorization of the Columbus & Ohio River Railroad to install new active grade crossing warning devices in the City of Newark, Licking County

This is to certify that the images appearing are an accurate and complete reproduction of a case file document delivered in the regular course of business.
Technician SMB Date Processed 11/23/10

C: Legal Department

Please serve the following parties of record

Ms Susan Kirkland
Ohio Rail Development Commission
1980 West Broad St
Columbus, Oh 43223


Mr Chris Layman
Ohio Central System
47849 Papermill Rd
Coshocton, Oh 43812

Mr Brian Morehead
City Engineer
40 W Mian St
Newark, Oh

Mr Brian Bosch
ODOT District 5
9600 Jacksontown Rd
Jacksontown, Oh 43030

American Electric Power
1 Riverside Plaza
Columbus, Oh 43215

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

TO: George Martin, Planner, Railroad Division, PUCO
FROM: Susan Kirkland, Manager, Safety Section, ORDC
BY: Tod Darfus, Safety Section, ORDC 
SUBJECT: Licking County, Columbus & Ohio River Railroad,
Cedar Street, AAR DOT# 517 478U, ODOT PID 82757
DATE: November 22, 2010

The Ohio Rail Development Commission (ORDC) established a diagnostic review on behalf of the City of Newark and the Ohio Department of Transportation District #5 at the subject location on January 21, 2010. The Public Utilities Commission of Ohio (PUCO) attended the review. A copy of the diagnostic review form is attached.

As a result of the diagnostic team findings, a warning device project will be progressed in conjunction with a City of Newark highway realignment project. The project will also involve traffic signals at SR79/SR16 on/off ramp and will require traffic signal preemption. The railroad warning device portion of the project will be funded with local funds flowing through the Ohio Department of Transportation, District #5 and the project will be administered by ORDC.

The improvements required for this crossing are flashing lights and roadway gates. The advanced preemption of traffic signals will proceed in accordance with the new preemption standard published in the current edition of the Traffic Engineering Manual (TEM). Timing requirements for the traffic signal preemption are attached. Please have copies of the timing requirements and the diagnostic review form added to the PUCO formal docket and distribute copies of the forms to the C&ORR with the PUCO Order.

Because preliminary engineering is completed, we request PUCO issue a nine (9) month Order for the project outlined above. The ORDC understands that the railroad must work closely with ODOT, the City of Newark on the progression of the highway project. The project is currently scheduled to sell in May of 2011. Ideally ODOT District 5 would like to have the warning devices in place prior to the contractor starting their work.

This construction authorization is made with the stipulation and understanding that any field work needs prior approval before the work begins. This authorization is made with the stipulation and understanding that an approved estimate may contain entries for items or activities that may be cited and found to be ineligible for federal participation during the project audit.

Thank you for your assistance with these matters.

Attachments (2): Diagnostic Review, Railroad Configuration and Timing Requirements.

c: Chris Yount, ODOT District 5
Heather Gilbert, ODOT District 5
Brian Bosch, ODOT District 5
Dave Slatzer, ODOT District 5
Dan Birrell, Ohio Central Railroad
T. Darfus (file)



**OHIO DEPARTMENT OF TRANSPORTATION
OHIO RAIL DEVELOPMENT COMMISSION**

**HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEM INTERCONNECTION
RAILROAD CONFIGURATION AND TIMING REQUIREMENTS**

SEPTEMBER 15, 2009 - ISSUED

Revision 0

Railroad: _____ Columbus & Ohio River Rail Road _____

DOT: _____ 517478U _____

Crossing Name: _____ Cedar Street, SR79-15.65 _____

Date: _____ August 9, 2010 _____

Issued By: _____ 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 interconnect 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.

	INTERCONNECT #1	INTERCONNECT #2
TYPE OF INTERCONNECTION		
ADVANCE	X	
SIMULTANEOUS		
NOT REQUIRED		X
ADVANCE PREEMPTION TIME PER AREMA 3.3.10	42	



Diagnostic Review Team Survey

Date

1/21/10

Location Data

Street or Road Name:

Cedar Street

Route/Road Number

(i.e. Twp., Co., SR or US) SR 79 (include SLM if State or US route)

15.65

AAR-DOT No.:

517 478 U

County:

Licking

Township:

City:

(In or Near)

Newark

Railroad

Name:

Ohio Central (GWRR)

Railroad

Division:

Columbus & Ohio River

Branch/Line

Name:

Pan-Sub

Nearest RR

Timetable Station:

RR Milepost:

159.9

On-Site Review Team

(Include: Name - Organization - Phone Number)

1. Todd Darfus ORDC todd.darfus@dot.state.oh.us 614-644-9306
614-374-9298
2. Todd Hensley Ohio Cent. RR 740-522-7214
3. DAN BIRRELL OHCR 740 215 4122
4. GARRY SNAVELLY NEWARK 740 670 7737
5. BJ VARNER NEWARK 740 670 7737
6. BRIAN MCKENNA NEWARK ENGR. 740-670-7725
7. Chris Yount ODOT Design 740-323-5137
8. KATHLEEN GILBERT ODOT OS PROD. 740-923-5113
9. BRIAN BOSCH " " " 740-323-5182

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
'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	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
Number of Tracks Signs	<input type="checkbox"/> Yes	<input checked="" 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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
Cantilever Flashing Lights	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number: Length:
Side Lights	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2 bike path
Automatic Gates	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Number: Length:
Bells	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2
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 checked="" type="checkbox"/> No	

① RICK CAMPBELL
UPDATED (12/2006)

CTC

817 564 1806

⑩ GARY MCKENNA
614-752-9107

Safety Data (Obtain crash reports, if possible, prior to review)		
	Initial Information (from database)	Revised
Number & dates of crashes in previous 5 years		
Hazard Ranking	Date Run:	
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day		
< 1 per day		
Day thru trains		
Night thru trains		
Daytime switching movements	NO	NO
Nighttime switching movements	NO	NO
Total number of tracks	ONE	ONE
Number of main tracks	ONE	ONE
Number of other tracks	NO	NO
Maximum train speed	25	25
Typical train speed	25	25
Amtrak	NO	NO
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) <input type="checkbox"/> Yes <input type="checkbox"/> No <u>gated</u>		
If multiple tracks, can two trains occupy crossing at the same time? <input type="checkbox"/> Yes <input type="checkbox"/> No <u>N/A</u>		
Can one train block the motorists' view of another train at crossing? <input type="checkbox"/> Yes (Explain below) <input type="checkbox"/> No <u>N/A</u>		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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: <u>State Route within city of Newark</u>		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic		
Highway paved	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" 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: _____ ft.		
Number of highway lanes	2 plus turn	2 plus turn
Urban or Rural	urban	urban
Vehicle Speed: _____ MPH	35	35
School Bus Operation: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes _____ Amount		
Hazardous Materials Trucks: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes _____ Amount		
Shoulders: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
Is the shoulder surfaced? <input type="checkbox"/> No <input checked="" 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) _____		

Quadrant <u>NW</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>SE</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 type="checkbox"/> No <input checked="" 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 checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
Is it the consensus of the Diagnostic Review Team that this is a potential closure project? <input type="checkbox"/> No <input type="checkbox"/> Yes Explain reasons:	

FUTURE PROJECT WILL INVOLVE SIGNALIZED TRAFFIC INTERSECTION

Type of Development

- | | |
|--|--|
| <input type="checkbox"/> Open Space | <input type="checkbox"/> Institutional |
| <input checked="" type="checkbox"/> Industrial | <input checked="" type="checkbox"/> Commercial |
| <input type="checkbox"/> Residential | |

Location of nearby schools:

Utility Information

- Is commercial power available? ☐ No ☒ Yes
- Utility Provider (Company Name) AEP Phone Number _____
- Nearest Available Power Source @ Crossing
- What other utilities are present? gas - water - sewer - electric
- Is there potential utility conflict(s) ☐ Yes ☒ No ☐ Unknown

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"/> Upgrade circuitry	
<input type="checkbox"/> Sidelights	
<input type="checkbox"/> Guardrail Needed	
<input type="checkbox"/> Install/Replace curb	
<input type="checkbox"/> Other (define)	
Comments:	
<input type="checkbox"/> Install/upgrade traffic signal preemption	
<input type="checkbox"/> No improvements needed	
<input type="checkbox"/> Other (define)	

Field Dimensions

The diagram shows a cross-section of a street with a central vertical line. Horizontal lines represent the boundaries of different street areas. From top to bottom, the areas are labeled: Sidewalk, Parkway, Roadway, Roadway, Parkway, and Sidewalk. Dashed vertical arrows with horizontal tick marks indicate measurement points at the boundaries between these areas. A box in the top right corner is labeled "Show North Direction".

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

Measurements by: TJD see attached drawing

Granville Milling Co.

Shield Works

Everett St.

Vine Street

Kitchen

St. Rt. 16 on ramp

Chester St.

Granville Builders Supply

Columbia Gas

Signal House

Chain Link

Bike Path

Side Walk

St. Rt. 16 off ramp

North Arrow

Sketch by: TON DARFUS

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.