

**Public Utilities
Commission of Ohio**

Memo

To: Docketing Division
From: George Martin, Grade Crossing Planner, Rail Division
Re: PUCO Case No. 12-2198-RR-RCP
Date: August 29, 2012

PUCO

2012 AUG 29 AM 9:20

RECEIVED-DOCKETING DIV

On July 30, 2012, Norfolk Southern Railway (NS) filed in this docket a request to temporarily downgrade the existing warning devices at State Street, DOT# 473711A, in Fremont, Sandusky County. Specifically, NS requested that it be allowed to remove the cantilever that existed in the northeast quadrant of the crossing.

The cantilever was "irreparably damaged" when it was struck by a motor vehicle. NS and ORDC are working towards new warning device installations at the crossing that will be interconnected with highway traffic signals. In the interim, NS will install a new mast-mounted flashing light and gate unit with additional flashing lights on a standoff bracket.

On August 28, 2012, NS amended its filing to reflect that it is requesting authority to defer the replacement of the cantilever for a period of 18 months from the date of a Commission order, if granted.

Staff recommends that the Commission grant this request, as the crossing will still be equipped with mast-mounted flashing lights and roadway gates, with additional flashing light pairs taking the place of the subject cantilever.

C: Legal Department

Parties of record

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

Ms Cayela Wimberly
Norfolk Southern Railway
1200 Peachtree St NE, Box 123
Atlanta, Ga 30309-3597

Mr Aaron Hunt, City Engineer
323 S Fremont St
Fremont, Oh 43420

Mr D Casey Talbot
Eastman & Smith Ltd
One SeaGate, 24th Floor
PO Box 10032
Toledo, Oh 43699-0032



Diagnostic Review Team Survey

Date: 8/14/2012

Location Data

Street or Road Name: State As Street			
Route/Road Number (i.e. Twp., Co., SR or US)		US DOT No.: 473711A	
County: Sandusky	Township:	City: (In or Near)	Fremont
Railroad Name: Norfolk Southern Corp	Railroad Division: Lake	Branch/Line Name: Toledo Dist	
Nearest RR Timetable Station: Fremont			RR Milepost: 37.68

On-Site Review Team

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

1. Tod Darfus - ORDC - 614-728-5426 - Tod.Darfus@dot.state.oh.us
2. ~~TOD DUNN~~ PUCO 416 213 5316
3. AARON HUNT FREMONT AHUNT@FREMONT.ORG
4. William (PUNN) FREMONT wphn@fremont.ohio.org
5. A.J. PEASE NS AARON.PEASE@NSCORP.COM
6. JOHN CRAWFORD NS 419 217 5390
7. BRIAN SEDZIOŁ M-E Co. bssedzioł@mc.companies.com
8. _____
9. _____

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs (condition?)	☒ Yes	☐ No	2 1 N/E approach
'Stop' Signs	☐ Yes	☒ No	
'Stop Ahead' Signs	☐ Yes	☒ No	
Pavement Markings (condition?)	☒ Yes	☐ No	good
Crossbucks	☒ Yes	☐ No	2
Number of Tracks Signs	☐ Yes	☒ No	
Inventory Tags	☒ Yes	☐ No	2
Interconnected Highway Traffic Signal	☐ Yes	☒ No	
Mast-Mounted Flashing Lights	☒ Yes	☐ No	2
Cantilever Flashing Lights	☐ Yes	☐ No	Number: 2 Length:
Side Lights	☐ Yes	☒ No	
Automatic Gates	☒ Yes	☐ No	Number: Length: 30
Bells	☐ Yes	☐ No	Number: 2
Sidewalk Gate Arms	☒ Yes	☐ No	2
'No Turn' Signs	☐ Yes	☒ No	
Illumination	☒ Yes	☐ No	
Is crossing flagged by train crew?	☐ Yes	☒ No	
Other	☐ Yes	☒ 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	
Hazard Ranking	300	Date Run: 8/2/2012

Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	18	18
< 1 per day		
Day thru trains	8	12
Night thru trains	8	6
Daytime switching movements	0	1 every 2 wks
Nighttime switching movements	2	
Total number of tracks		
Number of main tracks	1	1
Number of other tracks	0	
Maximum train speed	35	30
Typical train speed		30 -
Amtrak		NO

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

If multiple tracks, can two trains occupy crossing at the same time? ☐ Yes ☒ No

Can one train block the motorists' view of another train at crossing? ☐ Yes (Explain below) ☒ No

Can one or more tracks be eliminated through the crossing? ☐ Yes ☒ No

Are 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 Fremont		
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	22884 (2008)	22884
Highway paved	☒ Yes ☐ No	☒ Yes ☐ No
Roadway Surface: ☒ Blacktop ☐ Gravel ☐ Concrete ☐ Other _____		
Roadway width: _____ ft.		
Number of highway lanes	4	6
Urban or Rural	Urban	Urban
Vehicle Speed: <i>75</i> MPH		
School Bus Operation: ☐ No ☒ Yes <i>3</i> Amount <i>City will email bus count</i>		
Hazardous Materials Trucks: ☐ No ☐ Yes _____ Amount		
Shoulders: ☒ No ☐ Yes		
Is the shoulder surfaced? ☒ No ☐ Yes		
Is there existing guardrail along roadway in crossing vicinity? ☒ No ☐ Yes <i>Guardrail in SW Quad.</i>		
Is stopping site distance adequate? (See Table 2) ☒ Yes ☐ No If no, deficient approach(es) _____		

Quadrant: <u>NE</u> Curb and Gutter: ☒ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☐ None	Quadrant: <u>SW</u> Curb and Gutter: ☒ Functional (Curb height = 4" or more) ☐ Non-functional (Curb height = Less than 4") ☐ None
Pedestrians: ☐ No ☒ Yes	
Is sidewalk present? ☐ No ☒ Yes	
Is there a nearby intersection that could cause queuing over the crossing? ☐ No ☒ Yes If yes, Distance _____ Is this intersection signalized? ☐ No ☒ Yes Are the signals currently interconnected with the existing crossing warning devices? ☒ No ☐ Yes Is there a 'Do not Stop on Track' sign? ☒ No ☐ 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? ☐ No ☐ Yes If yes, Improvement type <u>Bridge Repair</u> Lead Agency <u>Sundusk Co</u> Timeline/completion <u>Sep 2012</u>	
Is it the consensus of the Diagnostic Review Team that this is a potential closure project? ☒ No ☐ Yes Explain reasons:	
Type of Development	
☐ Open Space ☒ Industrial ☒ Residential	☒ Institutional ☒ Commercial Location of nearby schools: <u>St. Joe High School 2 miles</u>
Utility Information	
Is commercial power available? ☐ No ☒ Yes Utility Provider (Company Name) <u>AEP</u> Phone Number _____ Nearest Available Power Source <u>@ Crossings</u> What other utilities are present? <u>Fiber Optic Telephone</u> (add locations to sketch)	
Is(are) there potential utility conflict(s) ☐ Yes ☐ No ☒ Unknown	
Comments:	

Potential Red Flags / Project Challenges

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

None Now - Will be as part of project

Crossing Consolidation or Closure:

No

Real Estate or ROW:

City of Fremont

RR - ROW 60' ?
0

Culverts / Drainage / Ballast Conditions:

NA

Roadway and/or Sidewalks:

N/A

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

Software for City's Lines

econalite 2100 2

Lighted & Overlapping

3000 in Dunbar now

Environmental:

No

Other:

Diagnostic Team Recommendations

	Quadrants Needed
☒ Install/upgrade active devices	
☐ Automatic Flashing Lights (AFLS)	
☒ AFLS / Cants	
☐ AFLS / Gates	
☒ AFLS / Gates / Cants	
☒ Bells / number	2
☒ Upgrade circuitry / type	
☐ Sidelights	
☐ Guardrail Needed	
☐ Install/Replace curb	
☒ Bungalow placement & offset from rail & highway	North West Quad
☐ Other (define)	

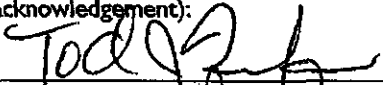
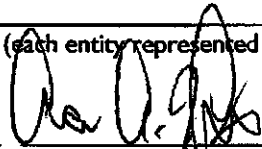
Comments:

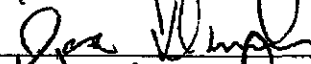
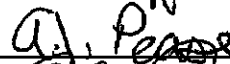
No First Responders pre

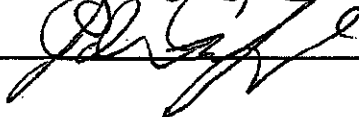
interconnect affects adjacent Highway Intersect. Crossing (4)

- ☒ Install/upgrade traffic signal preemption
- ☐ No improvements needed
- ☐ Other (define)

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

Field Dimensions

Sidewalk

Parkway

Roadway

Roadway

Parkway

Sidewalk

Show North Direction

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

Measurements by: _____

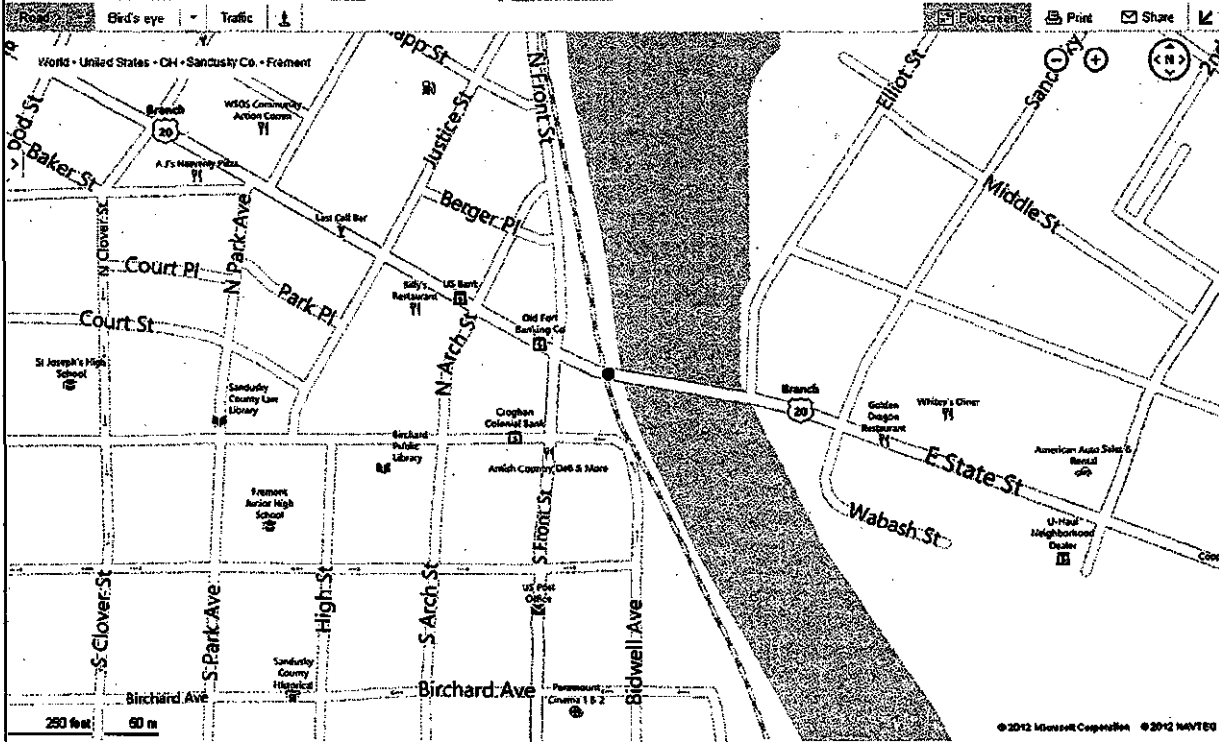
SAN

State Ave

473711A

bing

41.347048,-83.1128324



Google

41.347048,-83.1128324



Sign in

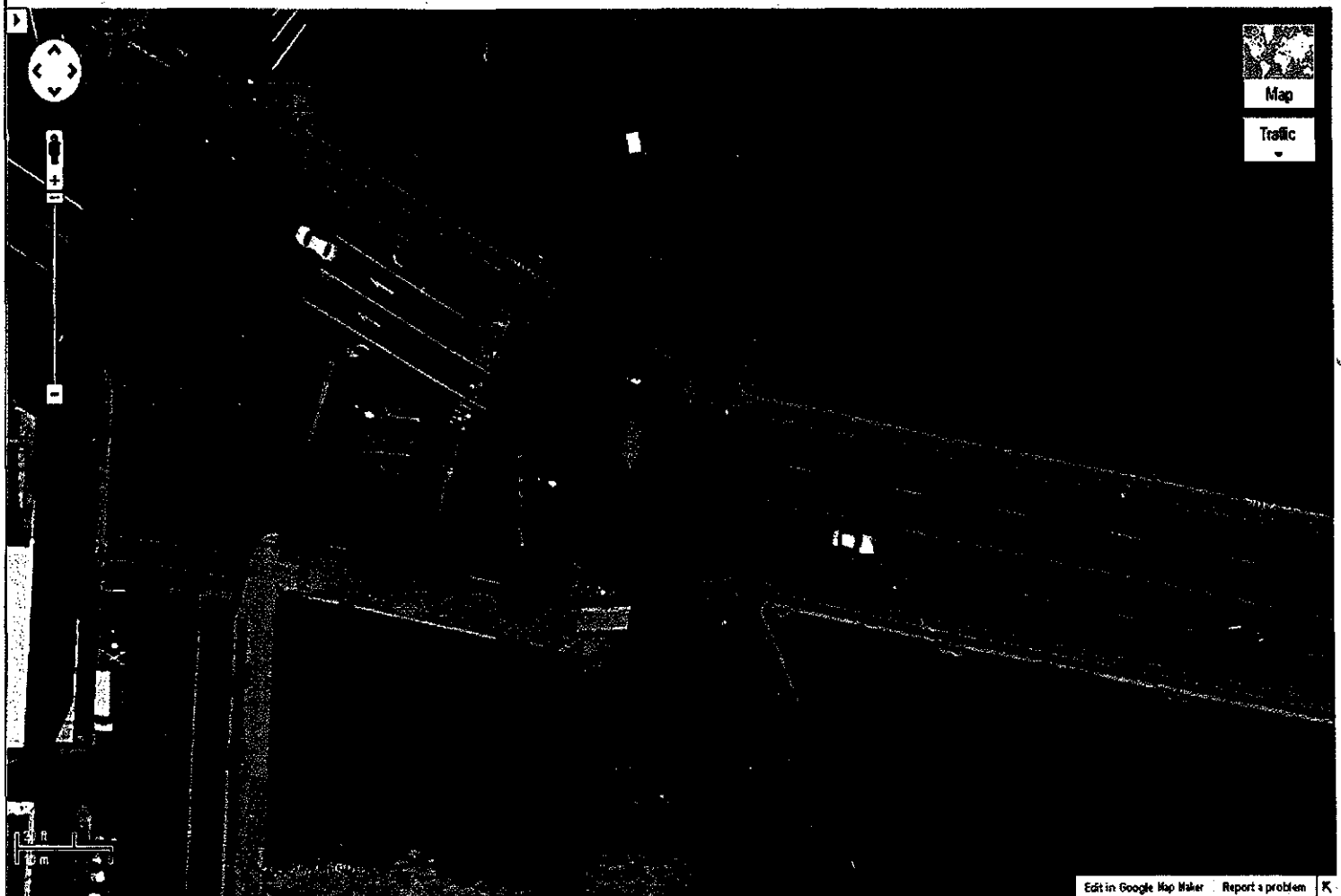


TABLE 1**Clearing Sight Distances**

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.