

Public Utilities
Commission of Ohio

Memo

14-337-RR-FED

RECEIVED - DOCKETING DIV
2014 FEB 27 PM 3:11
PUCO

To: Docketing Division
From: George Martin, Grade Crossing Planner, Rail Division
Re: In the matter of the authorization of Norfolk Southern Railway to install an active grade crossing warning device in the City of Alliance, Stark County
Date: February 27, 2014

The Ohio Rail Development Commission (ORDC) has authorized funding for Norfolk Southern Railway (NS) to install **mast-mounted flashing lights and gates** at Stark County, City of Alliance, Keystone St, 503012K.

On March 8, 2011, the crossing at Park Ave., DOT# 503011D, was surveyed due to its hazard rank. Due to the roadway configuration of Park, Keystone, and the NS tracks, the survey team determined that five gates with flashing lights would be needed to upgrade the location.

On September 8, 2012, a second survey was conducted at the crossing. The determination was made to close Park Ave north of the tracks, and upgrade Keystone St. Park Ave was closed as of November 18, 2013.

The project will be paid for with federal funds, and is actual cost. As the plan and estimate for the project has been submitted and approved, staff requests an Entry with completion due in nine months. Construction may commence at once. Staff requests that the following language be incorporated in the Entry:

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.**

A suggested case coding and heading would be:

PUCO Case No. 14- ¹³³⁷ -RR-FED In the matter of the authorization of Norfolk Southern Railway to install an active grade crossing warning device in the City of Alliance, Stark County

C: Legal Department

Please serve the following parties of record.

Ms Cathy Stout

Ohio Rail Development Commission

1980 W Broad St, Mailstop # 3140

Columbus, Oh 43223

Ms Cayela Wimberly

Norfolk Southern Railway

1200 Peachtree St NE, Box 123

Atlanta, Ga 30309-3597

Mr Casey Talbot

Eastman & Smith Ltd

One SeaGate, 24th Floor

PO Box 10032

Toledo, Oh 43699-0032

Mr Curtis Bungard, PE

City of Alliance Engineer

504 E Main St

Alliance, Oh 44601

Ohio Edison

OHIO RAIL DEVELOPMENT COMMISSION

INTER-OFFICE COMMUNICATION

TO: Randall Schumacher, Rail Division Chief, PUCO

FROM: Cathy Stout, Manager, Safety Section, ORDC

BY: Mike Forte', Project Manager, ORDC *M. Forte*

SUBJECT: Keystone Street
City of Alliance, Stark County
Norfolk Southern
US DOT 503 012K
PID 94369

DATE: February 24, 2014

The Public Utilities Commission of Ohio (PUCO) established a diagnostic survey at the subject location on March 8, 2011 and September 8, 2012. The Ohio Rail Development Commission (ORDC) attended the review. The Diagnostic Team recommended the improvement of warning devices to flashing lights and roadway gates. Copies of the diagnostic review form and the plan and estimate are attached.

PE has already been provided by the railroad. ORDC approves the site plans and estimates as provided. Please issue a construction-only order for the project outlined above. 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.

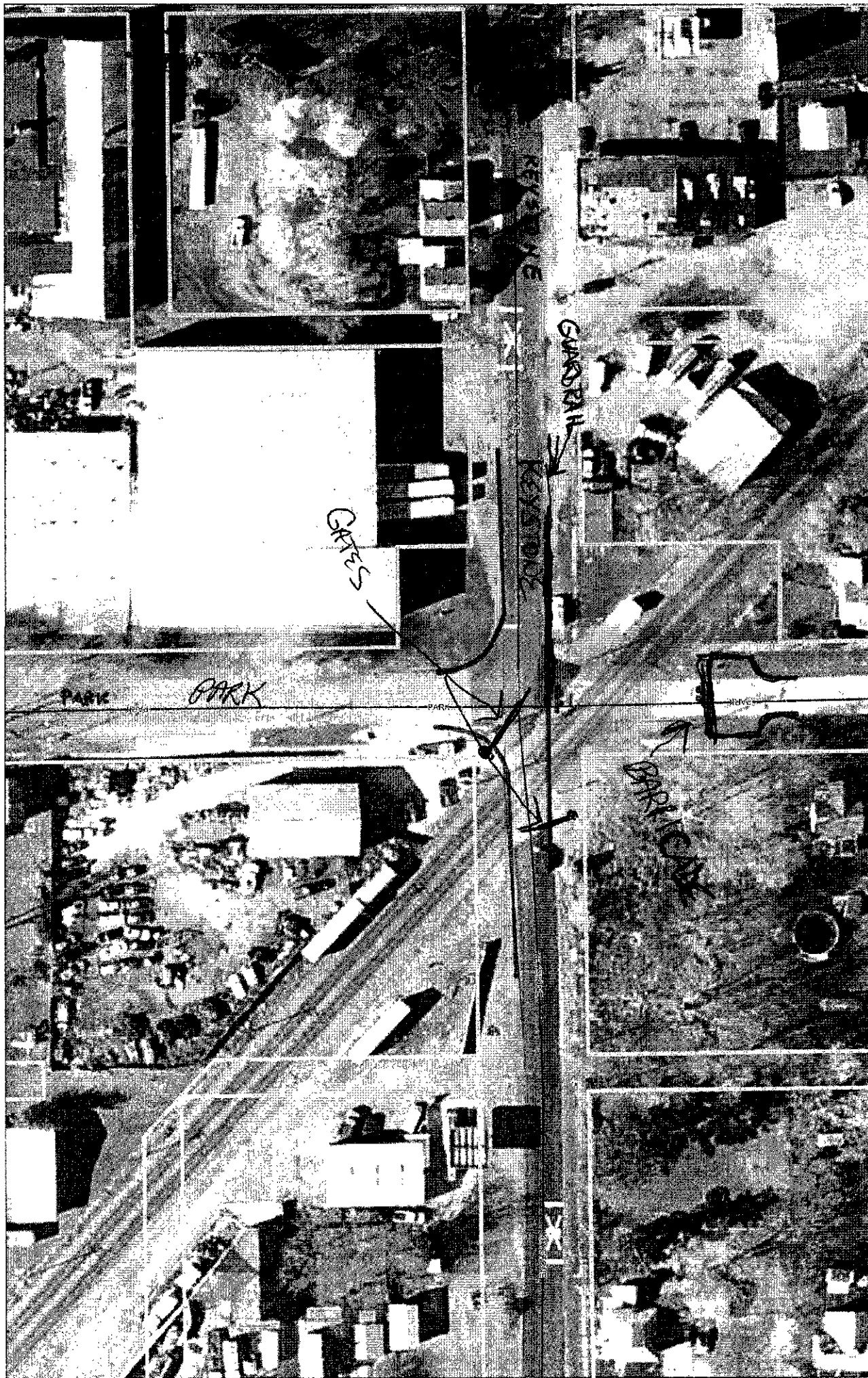
It is expected that all work necessary for FHWA acceptance of the warning devices will be completed by the in-service due date and that the railroad will be responsible for this work. This work includes, but is not limited to:

- 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.

Attachment: Diagnostic Review
Plans & Estimates

c: George Martin, PUCO
Susan Arduini, ORDC
ORDC Project Manager (file)



North



OHIO RAIL DEVELOPMENT COMMISSION

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

John R. Kasich, Governor • James G. Bradley, Chairman

February 24, 2014

Ms. Cayela J. Wimberly
Norfolk Southern Railway
Public Projects Engineer
1200 Peachtree Street, Box 123
Atlanta, Ga. 30309

RE: Grade Crossing Warning Project
Keystone Street, USDOT 503 012K
City of Alliance, Stark County
PID 94369

Dear Ms. Wimberly:

The plan and estimate submitted with your November 6, 2013 letter, for the referenced project has been reviewed and is acceptable. Norfolk Southern (NS) may proceed with the construction of the proposed grade crossing warning system in accordance with the abbreviated plan. 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 \$408,060.00. Additional costs must be approved in writing by the 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 NS accepting the following instructions:

1. NS's project foreman will furnish written notification five (5) working days prior to the date work will start at the project site to the Public Utilities Commission of Ohio at George.martin@puc.state.oh.us. NS'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. NS's project foreman will furnish written notification five (5) working days prior to the date work will start at the project site to Mike Fortè, Ohio Rail Development Commission (ORDC), email Mike.forte@dot.state.oh.us or telephone 614- 374-9287. NS'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.



www.rail.ohio.gov

phone: 614.644.0306

IMPROVING RAIL TODAY FOR TOMORROW'S ECONOMY

3. NS 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 NS.
4. NS's project foremen will notify Mike Fortè 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.
5. NS will furnish two (2) copies of each partial bill to ORDC. Please find the enclosed Purchase Order to reference when billing.
6. NS 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.

Thank you for your assistance with these matters.

Sincerely,



Michael Fortè
Project Manager

Attachments: letter agreement, purchase order

- C: Randall Schumacher, Rail Division Chief, PUCO
George Martin, Grade Crossing Planner, PUCO
Susan Arduini, ORDC
ORDC (file)



OHIO RAIL DEVELOPMENT COMMISSION

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

John R. Kasich, Governor • James G. Bradley, Chairman

Executed

February 26, 2013

Mr. John Gross
Director of Public Safety & Service
City of Alliance
504 E. Main Street
Alliance, OH 44601

Norfolk Southern Railway Company
Ms. Cayela Wimberly
Administrator Highway Grade Crossing Modifications
1200 Peachtree Street
Atlanta, GA 30309-3597

Subject: Grade Crossing Consolidation, Closure and Warning Device Modifications
Stark County, City of Alliance, PID 94369
Closure: Park Avenue, DOT# 503011D
Modifications: Keystone Street, DOT# 503012K

Dear Ms. Wimberly and Mr. Gross:

A diagnostic review was conducted at the Park Avenue grade crossing on 3/8/2011. The diagnostic review indicated that both the Park Avenue and Keystone Street grade crossings should be addressed for safety modifications with one crossing being closed and one crossing being modified.

Subsequently the City agreed to the closure of Park Avenue and with modifications at the Keystone Street crossing and incentives from NS and ORDC. Following receipt of public input, the City has enacted an Ordinance number 81-12, dated August 27, 2012, that expresses its commitment to this action, the form and substance of which are acceptable to ORDC and PUCO.

This Letter Agreement sets forth the scope of the project and the understanding of all parties to the Letter Agreement.

This project shall be completed in accordance with Agreement Number 17450, Master Agreement for the Modification of Warning Devices between NS and State of Ohio, dated December 19, 2012 (attached) and incorporated as if fully rewritten herein. The City agrees to



www.rail.ohio.gov

phone: 614.644.0306

IMPROVING RAIL TODAY FOR TOMORROW'S ECONOMY

the meet the provisions of Agreement Number 17450 as they pertain to any work to be performed or caused to be performed by the CITY unless otherwise provided for in this Letter Agreement.

The work to be performed, incentives and cost allocations are as follows:

Highway ID	DOT #	Modification
Park Avenue	503 011D	Permanent closure of the roadway to all vehicular and pedestrian traffic of any kind

The CITY shall install guardrails on each side of the tracks, at the grade crossing to be closed. This work must be completed within ninety (90) days of a Construction Authorization being issued by ORDC. Construction Authorization will be issued upon execution of this Agreement and the securing of federal funds by the ORDC. The guardrails shall be in conformance with the Manual on Uniform Traffic Control Devices ("MUTCD").

The application of barricades on public right of way at the NS right-of-way and removal of roadway surface approaching the closed Park Avenue crossing may be accomplished by CITY forces or contracted out by the CITY. Appropriate MUTCD signage shall be installed by the CITY in conjunction with the guardrails. The cost of this work shall be on a reimbursement basis from ORDC to CITY and is limited to \$4,000.

The CITY shall remove the advance warning signs and pavement markings from the crossing to be closed. The actual costs for the removal of advance warning signs and pavement markings for the grade crossings to be closed will be borne one hundred percent (100%) by the CITY

NS shall remove all pavements from the crossing area within NS right-of-way and remove all existing warning devices from the crossing to be closed. The actual costs for the removal of warning devices at the grade crossing to be closed will be borne one hundred percent (100%) by NS.

Highway ID	DOT #	Modifications
Keystone Street	503 012K	Installation of Flashing Lights and Roadway Gates

The Modifications to the Keystone Street warning devices will be borne one hundred percent (100%) by ORDC using federal funds. The total actual cost of these Modifications borne by the ORDC shall not be greater than three hundred and eighty thousand dollars (\$380,000.00) without prior written authorization.

Incentives

NS and ORDC will provide the following incentives to the CITY:

- 1) The payment of funds in the amount of \$28,500 solely from NS to the CITY which may be used in any manner desired by the CITY. The \$28,500.00 payment from NS will be delivered to the CITY following the permanent closure of the Park Avenue crossing unless otherwise agreed between NS and the CITY.

OK W.P. Aminger

- 2) The payment of incentive funds in the amount of \$15,000 being comprised of \$7,500 from the ORDC and \$7,500 from NS, to the CITY. These funds must be used for highway safety improvement projects preapproved by ORDC. The CITY shall provide written certification to the ORDC that the improvements have been completed within one (1) year of payment of the incentive funds. If the safety improvements are not completed within one (1) year of the incentive payment the CITY shall promptly return the incentive payment of \$7,500.00 to the ORDC.

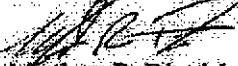
In total the actual costs to be borne by ORDC set forth in this Letter Agreement shall not be greater than three hundred and ninety-one thousand, five hundred dollars (\$391,500.00) unless an ORDC-approved change order is issued for the Modifications to the Keystone Street warning devices.

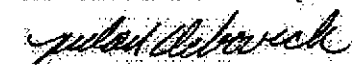
This Letter Agreement and the approved plans constitute the scope of the project. NS shall notify ORDC in writing of any changes in the scope of work which are not in the approved plans and estimates and secure approval in writing of same before the work is performed.

PE will not be commenced by NS prior to ORDC issuing a PE authorization. PE will be submitted by NS to ORDC within ninety (90) days or other time specified by ORDC in the PE authorization. Construction will not be commenced by NS prior to ORDC issuing a construction authorization. Construction will be completed by NS 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.

Sincerely,


Matthew R. Dietrich
Executive Director


Milan Orbovich
Director of Transportation
Public Utilities Commission of Ohio
Date: 2/28/2013

Norfolk Southern Railway Corporation

By: 

Title: Armin Amy General Manager

City of Alliance

By: _____

Title: _____



Diagnostic Review Team Survey

Date: 3/8/11 10 AM

Location Data			
Street or Road Name: PARK AVE			
Route/Road Number (i.e. Twp., Co., SR or US)		(Include SLM if State or US route)	
AAR-DOT No.: 503011D			
County: STARK	Township:	City (In or Near): ALLIANCE	
Railroad Name: NS	Railroad Division: PITTSBURGH	Branch/Line Name: CLEVELAND LINE	
Nearest RR Timetable Station: ALLIANCE		RR Milepost: 67.62	

On-Site Review Team		
(Include: Name - Organization - Phone Number)		
1.	GEORGE MARTIN	PUCO 614-752-9107
2.	Shawn McCreary	NS 330-831-2198
3.	MIKE FORTE	ORDC 614-384-9287
4.	Jayme McCreary	NS 330-204-9041
5.	John Blaser	City of Alliance 330-821-3110
6.		
7.		
8.		
9.		
10.		

Existing Traffic Control Devices			
Type of Warning Devices	Installed?		Quantity/Comments
Advance Warning Signs	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	5 OF XING
'Stop' Signs	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	4 - ALL QUADRANTS
'Stop Ahead' Signs	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2 ON PARK AVE
Pavement Markings	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	MISSING N. SIDE PARK
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	3
Number of Tracks Signs	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	3
Inventory Tags	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	3
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	3 PAIRS + 1 SIDE LIGHT
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	1
Automatic Gates	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number: Length:
Bells	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
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	2 STREET LIGHTS
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	1 10/9/10	
Hazard Ranking 92	Date Run: 2/2/11	41 3/21/11

Railroad Data

Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	26 (UNDATED)	62 - 2/4/11
< 1 per day		
Day thru trains	9	30 67 - 3/8/11 IN 24 HR
Night thru trains	9	30
Daytime switching movements	4	
Nighttime switching movements	4	
Total number of tracks	2	2
Number of main tracks	2	2
Number of other tracks		
Maximum train speed	40	
Typical train speed		
Amtrak		2 - 70 MPH

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

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

Are there other track(s) crossing this same roadway within 100 ft of this crossing? ☒ Yes ☒ No 503012K

If yes, Crossing DOT # (if different) ~~503012K~~

If yes, distance 50 ft (take measurement between track centerlines at closest point along roadway) ADT 645 KEYSTONE ST

Roadway Data

Local Highway Authority:
(Who maintains this roadway?)

CITY OF ALLIANCE

Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	702 (2005)	SAME
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. 20 - 30 ft - ROAD WIDENS AT XING		
Number of highway lanes	2	2
Urban or Rural?	URBAN	URBAN
Vehicle Speed: 25 MPH		
School Bus Operation: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes 3 Amount 7		
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 checked="" type="checkbox"/> No <input 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 _____ 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 type="checkbox"/> No <input checked="" type="checkbox"/> Yes BUT OFF XING	
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 checked="" 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 checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
Explain reasons: POTENTIAL IS FOR CLOSURE OF KEYSTONE ST.	

Type of Development

<input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Institutional <input checked="" type="checkbox"/> Commercial	Location of nearby schools: _____
--	--	-----------------------------------

Utility Information

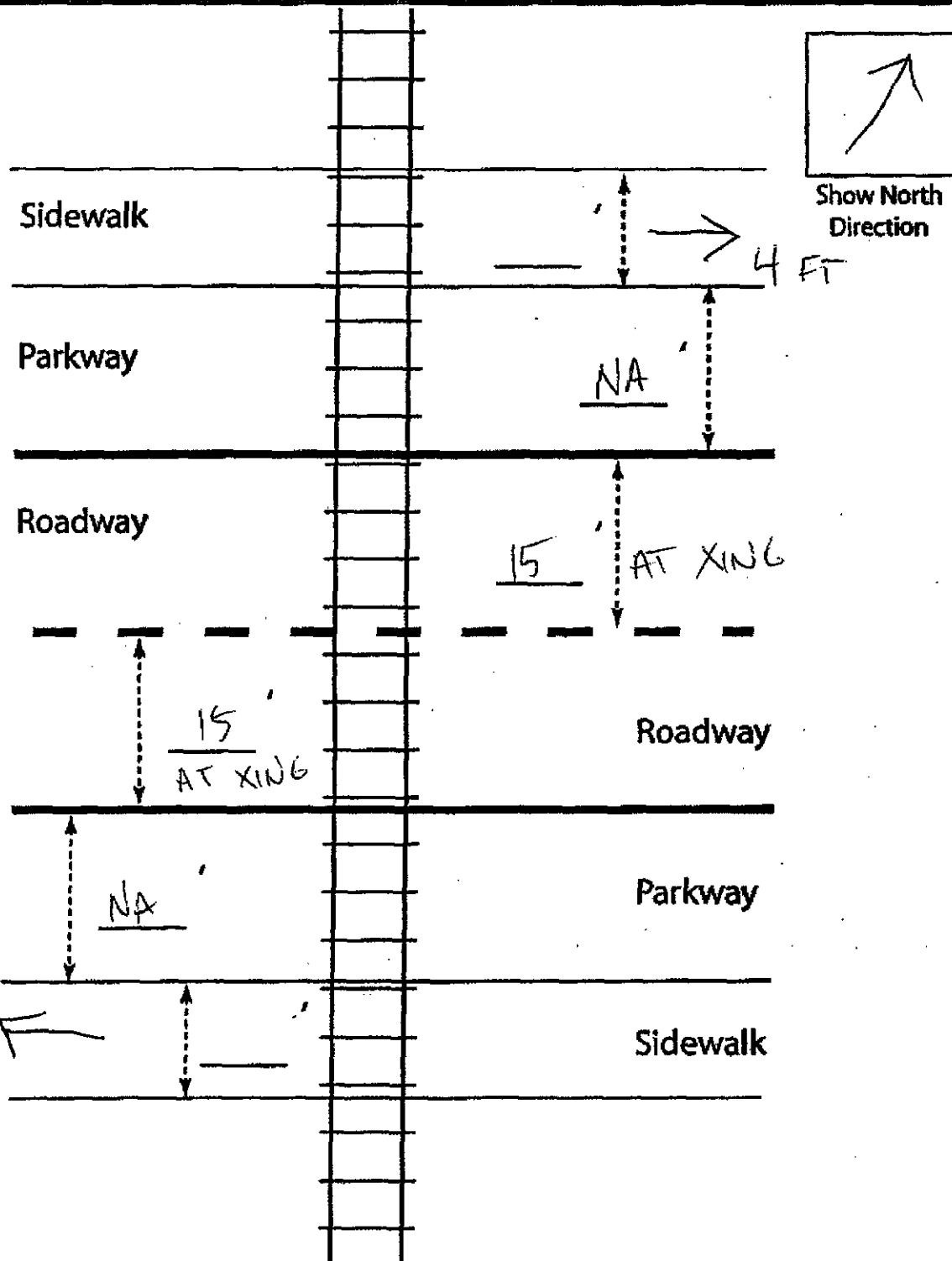
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
Utility Provider (Company Name) OHIO EDISON	Phone Number _____
Nearest Available Power Source AT XING	
What other utilities are present? UG FIBER, OTHERS	
Is there potential utility conflict(s) <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown	

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	5 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)	

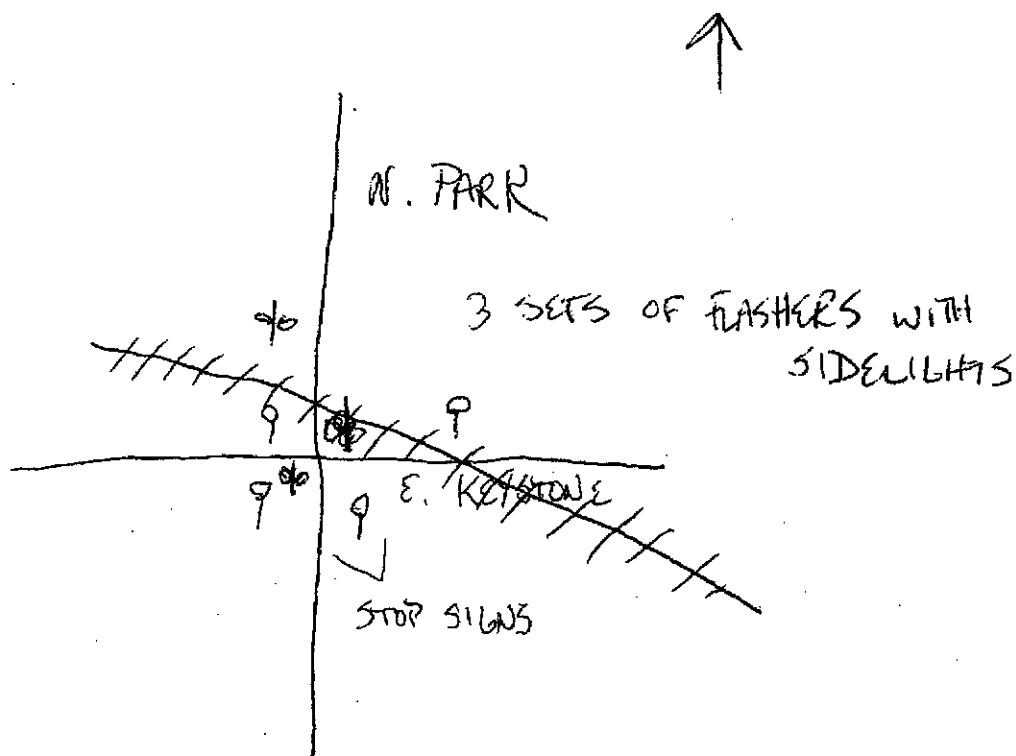
Field Dimensions



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

Measurements by BM

Field Sketch



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

Sketch by GM

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.

S1AKK, N>, PARK AVE, 303011 D

OH-1 (Rev. 10/08)

TRAFFIC CRASH REPORT



LOCAL REPORT #										CRASH SEVERITY		PRIVATE PROPERTY		HIT/SLIP		PHOTOS TAKEN		OH-2		OH-3		OH-1P		OTHER			
1 0 0 3 3 4 3										3 1 FATAL 2 DEADLY 3 PDO 4 UNKNOWN		X 1 FATAL 2 DEADLY 3 PDO 4 UNKNOWN		1 1 NOT HIT/SLIP 2 SOLID 3 UNSOLVED		X		X		X		X		X		X	
REPORTING AGENCY #										# UNITS		UNIT ENDED		DATE OF CRASH #													
0 7 6 0 1										ALLIANCE POLICE		0 2		0 1		1 0 0 9 2 0 1 0											
TIME OF CRASH										DAY OF WEEK		CITY		VILLAGE		TWP		NAME (OF CITY, VILLAGE OR TOWNSHIP)		COUNTY		LATITUDE		LONGITUDE			
1 8 2 4										SAT		X				ALLIANCE		7 6									

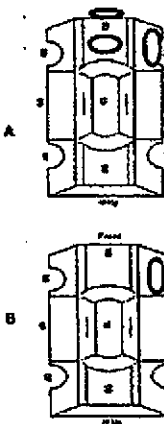
CRASH OCCURRED ON										TYPE LOC		TYPE LOCATION		POINT USED		LOCAL INFORMATION	
N PARK AVE										1		1 NAMED STREET		3 NUMBERED ROUTE		101	
DATE REFERENCE										REF POINT		REFERENCE POINT USED		LOCAL INFORMATION			
E KEYSTONE ST										02		01 STATE LINE 02 INTERSECTION 2 STREETS 03 COUNTY LINE		04 HOUSE NUMBER 05 TOWNSHIP BOUNDARY 06 MILE POST 07 CORPORATION LIMIT		08 PLACE NAME W/O REFERENCE 09 DRIVEWAY 10 STREET OR ROUTE W/O REFERENCE	

DRIVER #										LIC. NO.		NAME (LAST, FIRST, MIDDLE)											
0 1 0 1										A		CARROLL ZION											
ADDRESS (STREET, CITY, STATE, ZIP CODE)																							
16333 COURTNEY RD										ALLIANCE OH		44601											
SOCIAL SECURITY NUMBER										DATE OF BIRTH		AGE		SEX		HOME PHONE #		WORK PHONE #					
										0 3 2 7 1 9 4 0		7 0		M		330-823-4120							
DL STATE										DL #		LP STATE		LP #		INSURED TAKEN BY		TRANSPORTED BY		INSURED TAKEN TO			
OH										RU011827		OH		DWD2937		2		1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE		EMT		AULTMAN	
OWNER NAME (IF SAME, WRITE "SAME")										ADDRESS (STREET, CITY, STATE, ZIP CODE)													
SAME																							
YEAR										MAKE		MODEL		COLOR		INSURANCE COMPANY		TOWNSHIP SERVICE		OWNER PHONE #			
2 0 0 4										CHEV		SLV		SIL		STATE FARM		MELS					
OFFENSE CHARGES										OFFENSE DESCRIPTION													

DRIVER #										LIC. NO.		NAME (LAST, FIRST, MIDDLE)											
0 2 0 1										B		GOINS LONAS M											
ADDRESS (STREET, CITY, STATE, ZIP CODE)																							
1932 CO RD 4										SWANTON OH		43558											
SOCIAL SECURITY NUMBER										DATE OF BIRTH		AGE		SEX		HOME PHONE #		WORK PHONE #					
										0 8 2 4 1 9 7 0		4 0		M		800-453-2530							
DL STATE										DL #		LP STATE		LP #		INSURED TAKEN BY		TRANSPORTED BY		INSURED TAKEN TO			
																1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE							
OWNER NAME (IF SAME, WRITE "SAME")										ADDRESS (STREET, CITY, STATE, ZIP CODE)													
SOUTHERN NORFOLK																							
YEAR										MAKE		MODEL		COLOR		INSURANCE COMPANY		TOWNSHIP SERVICE		OWNER PHONE #			
																		800-453-2530					
OFFENSE CHARGES										OFFENSE DESCRIPTION													

DRIVER #										LIC. NO.		NAME (LAST, FIRST, MIDDLE)		HOME PHONE #		DATE OF BIRTH		AGE		SEX			
												C		SCHAFERT SABRINA L		330-829-0289		0 4 2 4 1 9 7 8		3 2 F			
ADDRESS (STREET, CITY, STATE, ZIP CODE)																							
14117 GREENBOWER										ALLIANCE OH		44601											
INSURED TAKEN BY										TRANSPORTED BY		INSURED TAKEN TO											
1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE																							
DRIVER #										LIC. NO.		NAME (LAST, FIRST, MIDDLE)		HOME PHONE #		DATE OF BIRTH		AGE		SEX			
												D		BLAKE AMY L		330-581-4165		0 1 2 9 1 9 7 6		3 4 F			
ADDRESS (STREET, CITY, STATE, ZIP CODE)																							
716 N FREEDOM AVE										ALLIANCE OH		44601											
INSURED TAKEN BY										TRANSPORTED BY		INSURED TAKEN TO											
1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE																							

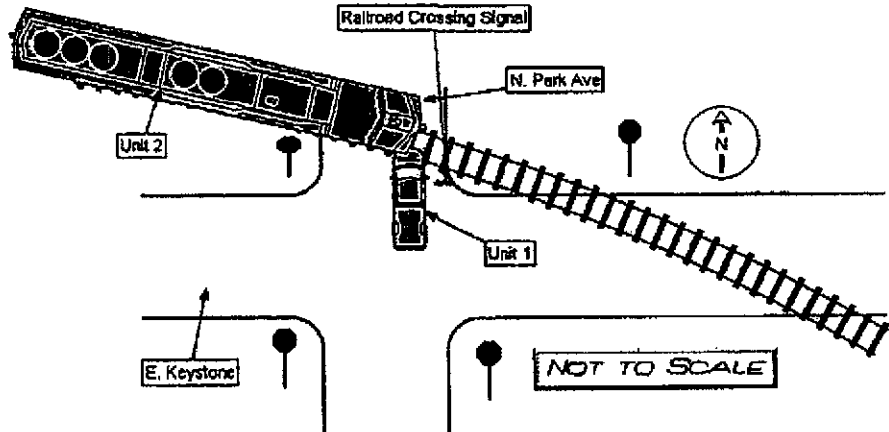
SEATING POSITION										SAFETY EQUIPMENT										AIR BAG										AIR BAG SWITCH										EJECTION										TRAPPED										INJURIES									
0 1 01 FRONT - LEFT (DRIVER) 02 FRONT - MIDDLE 03 FRONT - RIGHT 04 SECOND - LEFT (PASS) 05 SECOND - MIDDLE 06 SECOND - RIGHT 07 THIRD - LEFT (N/A PASSENGER/SEAT) 08 THIRD - MIDDLE 09 THIRD - RIGHT 10 SLEEPER SECTION OF CAB 11 ENCLOSED CARGO AREA 12 UNLOCATED CARGO AREA 13 TRAILING UNIT 14 EXTENSION 15 OTHER 16 NON-MOTORIST 17 UNKNOWN										0 4 01 NONE USED 02 SHOULDER BELT ONLY 03 LAP BELT ONLY 04 SHOULDER/LAP BELT 05 CHILD SAFETY SEAT 06 NRC HELMET USED 07 USE UNKNOWN 08 NONE USED 09 HELMET USED 10 PROTECTIVE PAIR 11 REFLECTIVE CLOTHING 12 LIGHTING 13 OTHER 14 UNKNOWN										2 1 NOT DEPLOYED 2 DEPLOYED-FRONT 3 DEPLOYED-SIDE 4 DEPLOYED BOTH 5 NOT APPLICABLE 6 UNKNOWN										1 1 NOT PRESENT 2 IN ON POSITION 3 IN OFF POSITION 4 UNKNOWN										1 1 NOT ELECTED 2 TOTALLY ELECTED 3 PARTIALLY ELECTED 4 NOT APPLICABLE 5 UNKNOWN										1 1 NOT TRAPPED 2 EXTRICATED BY MECHANICAL MEANS 3 FREED BY NON-MECHANICAL MEANS 4 UNKNOWN										1 1 NO INJURY 2 POSSIBLE 3 NON-DECAPITATING 4 DECAPITATING 5 FATAL INJURY 6 UNKNOWN									
1 6 01 FRONT - LEFT (DRIVER) 02 FRONT - MIDDLE 03 FRONT - RIGHT 04 SECOND - LEFT (PASS) 05 SECOND - MIDDLE 06 SECOND - RIGHT 07 THIRD - LEFT (N/A PASSENGER/SEAT) 08 THIRD - MIDDLE 09 THIRD - RIGHT 10 SLEEPER SECTION OF CAB 11 ENCLOSED CARGO AREA 12 UNLOCATED CARGO AREA 13 TRAILING UNIT 14 EXTENSION 15 OTHER 16 NON-MOTORIST 17 UNKNOWN										0 7 01 NONE USED 02 SHOULDER BELT ONLY 03 LAP BELT ONLY 04 SHOULDER/LAP BELT 05 CHILD SAFETY SEAT 06 NRC HELMET USED 07 USE UNKNOWN 08 NONE USED 09 HELMET USED 10 PROTECTIVE PAIR 11 REFLECTIVE CLOTHING 12 LIGHTING 13 OTHER 14 UNKNOWN										5 1 NOT DEPLOYED 2 DEPLOYED-FRONT 3 DEPLOYED-SIDE 4 DEPLOYED BOTH 5 NOT APPLICABLE 6 UNKNOWN										1 1 NOT PRESENT 2 IN ON POSITION 3 IN OFF POSITION 4 UNKNOWN										1 1 NOT ELECTED 2 TOTALLY ELECTED 3 PARTIALLY ELECTED 4 NOT APPLICABLE 5 UNKNOWN										1 1 NOT TRAPPED 2 EXTRICATED BY MECHANICAL MEANS 3 FREED BY NON-MECHANICAL MEANS 4 UNKNOWN										1 1 NO INJURY 2 POSSIBLE 3 NON-DECAPITATING 4 DECAPITATING 5 FATAL INJURY 6 UNKNOWN									
BLANK FOR WITNESS																																																																					

UNIT NUMBERS <div>01 02</div>		DAMAGE AREA 		PRIOR CRASH ACTIONS <div>02 01</div>		SEQUENCE OF EVENTS <div>16 20</div>		POSTED SPEED <div>25</div>		DRUG TEST STATUS <div>1 1</div>			
NON-MOTORIST LOCATION <div>A B</div>		TYPE OF UNIT <div>07 29</div>		CONTRIBUTING CIRCUMSTANCES <div>17 01</div>		TRAFFIC CONTROL <div>08 08</div>		DIRECTION <div>1 2 4 3</div>		DRUG TEST TYPE <div>1 1</div>			
MOTORIST 01 MARKED CROSSWALK AT INTERSECTION 02 INTERSECTION/NO CROSSWALK 03 NON-INTERSECTION CROSSWALK 04 DRIVEWAY ACCESS CROSSWALK 05 IN ROADWAY 06 NOT IN ROADWAY 07 MEDIAN (BUT NOT SHOULDER) 08 ISLAND 09 SHOULDER 10 SIDEWALK 11 WITHIN 10 FEET OF ROADWAY (NOT SHOULDER, MEDIAN, SIDEWALK, ISLAND) 12 BEYOND 10 FEET OF ROADWAY (WITHIN TRAFFICWAY) 13 OUTSIDE TRAFFICWAY 14 SHARED USE PATHS OR TRAILS 15 UNKNOWN		POINT OF IMPACT <div>03 03</div>		MOTORIST 01 NONE 02 CENTER FRONT 03 FRONT FRONT 04 FRONT SIDE 05 FRONT REAR 06 REAR CENTER 07 LEFT REAR 08 LEFT SIDE 09 LEFT FRONT 10 TOP AND WINDOWS 11 UNDERCARRIAGE 12 LOAD/TRAILER 13 TOTAL (ALL AREAS) 14 OTHER 15 UNKNOWN		NON-COLLISION 01 OVERHUNG/ROLLOVER 02 FIRE/EXPLOSION 03 INTRUSION 04 JAMMED 05 CARGO/EQUIPMENT LOSS/SHIFT 06 EQUIPMENT FAILURE 07 SEPARATION OF UNITS 08 RAN OFF ROAD RIGHT 09 RAN OFF ROAD LEFT 10 CROSS MEDIAN/CENTERLINE 11 DONOR/REARWARD 12 OTHER NON-COLLISION 13 UNKNOWN NON-COLLISION 14 COLLISION W/ PERSON, VEHICLE, OR OBJECT, NOT PLOTTED 15 PEDESTRIAN 16 PEDALCYCLE 17 RAILWAY VEHICLE 18 ANIMAL - FARM 19 ANIMAL - DODG 20 ANIMAL - OTHER 21 MOTOR VEHICLE IN TRANSPORT 22 PARKED MOTOR VEHICLE 23 WORK ZONE MAINTENANCE EQUIPMENT 24 OTHER MOVABLE OBJECT 25 COLLISION WITH FIXED OBJECT 26 IMPACT ATTENTION/CAUTION CHISOL 27 BRIDGE OVERHEAD STRUCTURE 28 BRIDGE PIER ON ADJUTMENT 29 BRIDGE PARAPET 30 BRIDGE RAIL 31 GUARDRAIL FACE 32 GUARDRAIL END 33 MEDIAN BARRIER 34 HIGHWAY TRAFFIC SIGN POST 35 OVERHEAD SIGN POST 36 LIGHT/UNDERPASS SUPPORT 37 UTILITY POLE 38 OTHER POST, POLE OR SUPPORT 39 CULVERT 40 CURB 41 EMBANKMENT 42 FENCE 43 MAILBOX 44 TREE 45 OTHER FIXED OBJECT 46 WORK ZONE MAINTENANCE EQUIPMENT 47 UNKNOWN FIXED OBJECT 48 OTHER 49 UNKNOWN		CONDITION <div>7 1</div>		ALCOHOL/DIAGNOSTIC SUSPECTED <div>1 1</div>		TYPE OF INTERSECTION <div>1 1</div>	
NON-MOTORIST 01 BUS/COMPACT 02 COMPACT 03 MID-SIZE 04 FULL-SIZE 05 MINIVAN 06 SPORT UTILITY VEHICLE 07 PICKUP 08 PANEL/VAN 09 SINGLE UNIT TRUCK 2 AXLES, 8 TIRES 10 SINGLE UNIT TRUCK, 3+ AXLES 11 TRUCK/TRAILER 12 TRUCK TRACTOR (SEMI-TRAIL) 13 TRACTOR/SEMI-TRAILER 14 TRACTOR/DOUBLE SHORT 15 TRACTOR/DOUBLE LONG 16 PITH WHEEL OR CONVERTIBLE BOLLT 17 TRACTOR/THIMPLE 18 MOTORCYCLE 19 MOTORIZED BICYCLE 20 SCHOOL BUS 21 CHURCH BUS 22 PUBLIC BUS 23 OTHER BUS 24 POLICE VEHICLE 25 FIRE TRUCK 26 AMBULANCE/RESCUE 27 TAXI 28 MOTOR HOME 29 TRAM 30 FARM VEHICLE 31 FARM EQUIPMENT 32 SNOWMOBILE 33 CONSTRUCTION EQUIPMENT 34 ALL OTHERS 35 NON-MOTORIST 36 ANIMAL W/DRIVER 37 BICYCLE 38 PEDESTRIAN 39 PEDALCYCLIST 40 SKATER 41 OTHER NON-MOTORIST 42 UNKNOWN		ACTION <div>4 3</div>		VEHICLE DEFECT CODE ONLY IF "15" SELECTED ABOVE <div>A B</div>		ALCOHOL TEST STATUS <div>1 1</div>		ROAD CONTOUR <div>1</div>		ROAD CONDITIONS <div>0 1</div>			
IN EMERGENCY RESPONSE <div>A B</div>		STRIKING VEHICLE: OVERSIDE/ UNDERLOIDE <div>A 1</div>		SPEED DETECTED <div>1 2</div>		ALCOHOL TEST TYPE <div>1 1</div>		ALCOHOL TEST RESULT <div>A B</div>		DRUG TEST RESULT <div>A B</div>			
DAMAGE SCALE <div>4 2</div>		VEHICLE DEFECT CODE ONLY IF "15" SELECTED ABOVE <div>A B</div>		SPEED <div>1 0</div>		ALCOHOL TEST TYPE <div>1 1</div>		ALCOHOL TEST RESULT <div>A B</div>		DRUG TEST RESULT <div>A B</div>			
1 NONE 2 NON-FUNCTIONAL DAMAGE 3 FUNCTIONAL DAMAGE 4 DAMAGING DAMAGE 5 SEVERE 6 UNKNOWN		1 NO UNDERCARRIAGE OR OVERSIDE 2 UNDERCARRIAGE, COMPARTMENT INTRUSION 3 UNDERCARRIAGE, NO COMPARTMENT INTRUSION 4 UNDERCARRIAGE, COMPARTMENT INTRUSION UNKNOWN 5 OVERCARRIAGE, MOTOR VEHICLE IN TRANSPORT 6 OVERCARRIAGE, OTHER VEHICLE 7 UNKNOWN		01 TURN SIGNALS 02 HEAD LAMPS 03 TAIL LAMPS 04 BRAKES 05 STEERING 06 TIRE BLOWOUT 07 WORK ON SUEK TIRES 08 TRAILER EQUIPMENT DEFECTIVE 09 MOTOR TROUBLE 10 DISABLED FROM PRIOR CRASH 11 OTHER DEFECTS		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER		1 NONE 2 MAINTENANCE 3 COCAINE 4 CRACKS 5 AMPHETAMINES 6 PCP 7 OTHER 8 UNKNOWN AT TIME OF REPORTING	
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE 2 TEST REFUSED 3 TEST GIVEN, CONTAMINATED SAMPLE/UNRELIABLE 4 TEST GIVEN, RESULTS KNOWN 5 TEST GIVEN, RESULTS UNKNOWN 6 UNKNOWN		1 NONE 2 BLOOD 3 URINE 4 BREATH 5 OTHER		1 NONE 2 BLOOD 3 URINE 4 OTHER			
1 NO 2 YES 3 UNKNOWN		1 NO 2 YES 3 UNKNOWN		1 STATED 2 ESTIMATED SPEED		1 NONE</							

Narrative

Unit 1 was travelling northbound on N. Park and stopped on the railroad tracks at the intersection of E. Keystone. Unit 2 was travelling eastbound on the railroad tracks. Unit 1 attempted to back off the railroad tracks and was struck by Unit 2. OH-2 completed.

MANHOLE OF COLLISION OR IMPACT 6 1 NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT 2 REAR-ON 3 HEAD-ON 4 REAR-TO-REAR 5 BACK-ON 6 ANGLE 7 SIDEWIND, SAME DIRECTION 8 SIDEWIND, OPPOSITE DIRECTION 9 UNKNOWN	SCHOOL BUS RELATED 1 1 NO 2 YES, DIRECTLY INVOLVED 3 YES, INDIRECTLY INVOLVED 4 UNKNOWN
WEATHER 01 01 CLEAR 02 CLOUDY 03 FOG, SMOG, SMOKE 04 RAIN 05 SLEET, HAIL (FREEZING RAIN DRIZZLE) 06 SNOW 07 SEVERE CLOUDS 08 BLOWING SAND, SOIL, DIRT, SNOW 09 OTHER 10 UNKNOWN	WORK ZONE RELATED 1 1 NO 2 YES 3 UNKNOWN
LIGHT CONDITIONS 1 1 DAYLIGHT 2 DAWN 3 DUSK 4 DARK - LIGHTED ROADWAY 5 DARK - NOT LIGHTED 6 DARK - UNKNOWN LIGHTING 7 GLARE 8 OTHER 9 UNKNOWN	TYPE OF WORK ZONE 1 1 LANE CLOSURE 2 LANE SHIFT/CROSSOVER 3 WORK ON SHOULDER OR MEDIAN 4 INTERMITTENT MOVING WORK 5 OTHER LOCATION OF CRASH IN WORK ZONE 1 1 BEFORE FIRST WORK ZONE 2 WARNING SIGN 3 ADVANCE WARNING AREA 4 TRANSITION AREA 5 ACTIVITY AREA WORKERS PRESENT 1 1 NO 2 YES 3 UNKNOWN



Truck/Bus

Unit #

THE CRASH INVOLVED ONE OR MORE OF THE FOLLOWING:
 A TRUCK (MOTOR VEHICLE) WITH A GVWR MORE THAN 10,000 POUNDS; OR
 A TRUCK (MOTOR VEHICLE) WITH A HAZARDOUS MATERIALS PLACARD; OR
 A BUS DESIGNED FOR AT LEAST 8 PERSONS, INCLUDING DRIVER.

AND

THE CRASH RESULTED IN ONE OR MORE OF THE FOLLOWING:
 A FATALITY; OR
 AN INJURY REQUIRING TRANSPORTATION FOR IMMEDIATE MEDICAL TREATMENT; OR
 AT LEAST ONE VEHICLE WAS TOWED DUE TO DISABLING DAMAGE OR REQUIRED INTERVENING ASSISTANCE BEFORE PROCEEDING UNDER ITS OWN POWER.

COMPANY (FROM SHIPPING PAPERS)

COMPANY PHONE

ADDRESS (STREET, CITY, ST, ZIP CODE)

UNIT DOT	ICS REC	PLCO	TRAILER LP ST	TRAILER LP YEAR	TRAILER LP #	PLACARD #	# DR
CARGO BODY TYPE 01 NOT APPLICABLE 02 BUS (9-15 INCLUDING DRIVER) 03 VAN/ENCLOSED BOX 04 CRANE/CRAWLER	05 POLE 06 CARGO TAN 07 FLATBED 08 DUMP	09 CONCRETE MIXER 10 AUTO TRANSPORTER 11 GARBAGE/REFUSE 12 OTHER 13 UNKNOWN	Weight (GVWR) 1 LESS/EQUAL 10,000 2 10,001 - 25,000 3 MORE THAN 25,000	COL Class 1 CLASS A 2 CLASS B 3 CLASS C 4 CLASS M 5 CLASS D	Hazardous Materials Placard 1 NO 2 YES 3 UNKNOWN	Hazardous Material Released 1 NO 2 YES 3 NOT APPLICABLE 4 UNKNOWN	

Police Action

DATE CRASH REPORTED	TIME REC CALL	DISPATCH	ARRIVED	CLEARED	OTHER	TOTAL MINUTES
10092010	1824	1825	1825	1919	60	114
OFFICER'S NAME *	BADGE #	CHIEF'S BY	DATE REPORT FILED *			
PTL CHRIS MANSE	0290	Sgt. M. H. [Signature]	10122010			
REPORT TAKEN BY	REPORT TAKEN AT	SUPPLEMENT *	LOCAL REPORT #			
1	1	1	1003343			

Stout, Catherine

From: Forte, Mike
Sent: Monday, September 24, 2012 2:21 PM
To: Curtis Bungard (bungardcd@allianceoh.gov); Cayela Wimberly; Casey Talbott; Rob Reustle
Cc: Leah Dalton; George Martin; Stout, Catherine; Kirkland, Susan
Subject: Follow Up Diagnostic at the Keystone/Park-NS Grade Crossing 503 011D, City of Alliance

Among those attending the on-site meeting September 18, 2012 were:

Rob Rustle (PUCO)
Curtis Bungard (City of Alliance)
Wayne McCauley (NS)
Cathy Stout (ORDC)
Mike Forte' (ORDC)

Other persons from the city also attended.

The Diagnostic Team recommended the following:

In the northeast quadrant of Keystone Ave. & NS: NS will install a flashing light signal and roadway gate at NS/MUTCD standard offsets with the gate perpendicular to the highway. The city will remove vegetation in the Keystone Ave. right of way that reduces preview of the flashing lights for west bound traffic. NS should place an obstruction in the railroad right of way to discourage improper vehicle movement between Keystone Ave. and Park Ave (the flat ground in this area is largely stone and pavement).

In the southwest quadrant Keystone Ave. & NS (east of Park Ave.): NS will install a flashing light signal, including an auxiliary set of one way flashers, and roadway gate with a circular guardrail about 16' from the center of near NS track. The warning device will be offset from the highway travel way about 9'. There is a 4' paved shoulder; 2' of the shoulder will need to be removed to comply with MUTCD offset requirement. The auxiliary lights will be positioned for preview by north bound traffic on Park Ave.

Park Ave. north of the NS tracks: The city will install guardrail, signs, and make highway pavement modifications. This will be north of NS right of way.

Park Ave. between Keystone Ave. and NS tracks: During the meeting the Team marked a line on the pavement from the north edge of Keystone Ave., east of the tracks to a point west of Park Ave between the north edge of Keystone Ave. and the sidewalk. This line should be considered the proposed edge of highway pavement (the new north edge of pavement of Keystone Ave., after Park Ave. in closed). NS should consider the edge of Keystone Ave. crossing a few feet north of this line (crossing are normally a little wider then highways). The city will install guardrail a few feet north of the edge of pavement line. The east terminus of the guardrail will not be closer than 8' from the center of the near track (measured perpendicular). The west terminus will be west of the Park Ave. pavement edge.

Park Ave. railroad crossing: NS will remove the Park Ave. crossing and pavement within NS right of way. NS should make a saw cut at the Keystone crossing edge before removing the pavement.

I request that all Diagnostic Team participants confirm that the above is an accurate summation of the Team's recommendation.

Mike Forte'
Ohio Rail Development Commission
Cell 614.374.9287