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Public Utilities
Commission of Ohio

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Memo PUCO

To: Docketing Division

From: Jill Henry, Rail Specialist, Rail Division

Cc: PUCO Legal Department

Date: 10/27/14

Re: PUCO Case No. 14-425-RR-STP- In the matter of a request for a consolidation project in the Village of Columbus Grove, Putnam County, Ohio.

On February 26, 2014, Commission Staff (PUCO), the Ohio Rail Development Commission (ORDC), CSX Transportation, Inc. (CSX), and the Village of Columbus Grove (LHA) entered into a letter agreement (attached) whereby active grade crossing warning devices would be installed at Pearl Street (DOT#155-707J) and Broadway Street (DOT#155-709X) and the crossing at Maple Street (DOT#155-708R) would be permanently closed.

On April 9, 2014, the Commission issued a Finding and Order approving the project, requiring plans and estimates by July 9, 2014, and ordering project completion by April 9, 2015.

On July 21, 2014, CSX filed with the Rail Division plans and estimates for the project.

The plans and estimates submitted by CSX have been reviewed and authorization is recommended. (See attached documentation.)

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Technician Date Processed OCT 27 2014



Public Utilities Commission

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October 27, 2014

Ms. Amanda DeCesare
Project Manager
CSX Transportation, Inc.
1717 Dixie Highway
Suite 400
Fort Wright, KY 41011

Re: CSX Grade Crossings, Columbus Grove
Broadway (DOT#155-709X)
Pearl (DOT#155-707J)

Ms. DeCesare:

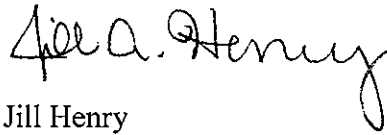
CSX Transportation, Inc. (CSX) is now authorized to proceed with field construction for the above referenced projects. This authorization is contingent upon accepting the following:

- 1) CSX will make any adjustments to the plans noted in the field report docketed October 27, 2014 (Attached).
- 2) CSX will provide PUCO Staff with the final estimates and the material package itemization once bidding for the material package is complete.
- 3) CSX will furnish e-mail, fax, or phone notification five (5) working days prior to the date work will start at the project site. Notification to be made to Jill Henry, PUCO, at E-MAIL jill.henry@puc.state.oh.us, FAX 614-995-5535, or PHONE 614-466-0435 **and** Don Damron, ORDC, at E-MAIL Don.Damron@dot.state.oh.us, or PHONE 614-466-2509.
- 4) CSX will arrange for utilities to be relocated and/or dropped (as soon as possible) at the project site through the applicable utility company.
- 5) CSX 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 OUPS service must be contacted directly by CSX.
- 6) CSX's project foreman will notify the PUCO Railroad Inspector and ORDC's Don Damron of any changes in the scope of work, cost overruns, material changes, etc. which are not included in the approved plan and estimates and secure approval of same before the work is performed.
- 7) CSX will furnish three (3) copies of each partial bill to the PUCO and ORDC.

- 8) CSX will furnish three (3) copies of the final-inclusive bill to PUCO and ORDC stating that exact dates of starting and completing work, the initial and final dates of construction and location where the accounts may be audited.
- 9) CSX will furnish as-built detailed circuit plans directly to the PUCO.
- 10) CSX is to schedule and complete the subject project by April 9, 2015. If any extraordinary circumstances unique to this project occur, please notify the Commission's rail staff immediately.

Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in cursive script that reads "Jill A. Henry".

Jill Henry
Rail Specialist
PUCO Rail Division

Enclosure

cc: File

**PUBLIC UTILITIES COMMISSION OF OHIO
TRANSPORTATION DEPARTMENT
RAIL DIVISION**

Date of Assignment: July 21, 2014

Subject: Plans and estimates review for active warning devices at rail grade crossings Pearl Street (DOT#155-707J) & Broadway (DOT#155-709X), CSX Transportation, Inc. (CSX), Columbus Grove, Putnam County, Ohio

DOT #: 155-707J & 155-709X

FINDINGS

On July 21, 2014, the plans and estimates for the above mentioned crossings were received from CSX Transportation, Inc. They were reviewed by Don Damron, Project Manager Ohio Rail Development Commission, Shawn Zurfley, FRA/PUCO Field Inspector, and Jill Henry, PUCO Rail Specialist.

Pearl Street

Pearl Street is a 2-lane roadway traveling East/West and intersecting a single track of CSX traveling North/South across Pearl Street. Existing warning devices include advanced warning signs, pavement markings, stop signs, and crossbucks.

Broadway Street

Broadway Street is a 2-lane roadway traveling East/West and intersecting a single track of CSX traveling North/South across Broadway Street. Existing warning devices include advanced warning signs, flashers, and crossbucks.

SUMMARY AND CONCLUSIONS

We reviewed the plans and estimates for the proposed project. The plans and estimates appear to be fundamentally correct. Construction authorization should be granted for this project with the following conditions:

For Pearl Street: Plans approved as submitted.

For Broadway Street:

- 1) The Ohio Manual of Uniform Traffic Control Devices (OMUTCD) Figure 8C-2 requires only 12' from the centerline of the tracks to the edge of the gate mechanism. CSX has 15' for the gate mechanisms on the plans. Due to the large space between the two gates and the new Fairview Street feeding into Broadway near the crossing, CSX needs to move both gate mechanisms to 12' from the center of tracks.

- 2) The foundation in the NE Quadrant should be placed perpendicular to the roadway to provide the proper warning to the traveling public on Broadway Street. CSX crews should slightly turn the gate as allowed by the foundation so that the gate is closer to the tracks.
- 3) The NE Quadrant gate mechanism should be located 8'3" from the edge of the pavement and not the 9'3" indicated on the plans.
- 4) The SW Quadrant gate mechanism should be located 4'3" from the curb. We have spoken with the Village of Columbus Grove and they are agreeable to installing a curb around the gate mechanism.
- 5) The house placement in the SE quadrant needs to be placed further back than 22' as indicated on the plans. The OMUTCD recommends a 25' placement. While this may not be possible due to the ROW width of 33', placement should be as close as possible to the 25'.

Jill Henry
PUCO Rail Specialist
Date: October 10, 2014