

FILE

Public Utilities
Commission of Ohio

Memo

2016 JAN 25 PM 12:56

RECEIVED-DOCKETING DIV

PUCO

To: Docketing Division

From: Jill Henry, Rail Specialist, Rail Division

Cc: PUCO Legal Department

Date: 1/22/16

Re: PUCO Case No. 15-898-RR-STP- In the Matter of a Request for the Installation of Active Warning Devices at Wheeling & Lake Erie Railway Grade Crossing, DOT#002-078B, Smith Road in Medina County, Ohio

On April 27, 2015, Commission Staff (PUCO), the Ohio Rail Development Commission (ORDC), Wheeling & Lake Erie Railway Company (WE), and Medina County (LHA) entered into a stipulation agreement (attached) whereby active grade crossing warning devices would be installed at Pawnee Road (DOT#473-568S).

On May 20, 2015, the Commission issued a Finding and Order approving the project, requiring plans and estimates by August 28, 2015, and ordering project completion by May 20, 2016.

On August 27, 2015, WE filed with the Rail Division and the Ohio Rail Development Commission a complete set of plans and estimates for the project.

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

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 Am Date Processed 1/25/16



Public Utilities Commission

John R. Kasich, Governor
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Commissioners

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Thomas W. Johnson

January 22, 2016

Mr. Tim Andrews
Wheeling & Lake Erie Railway Company
Signals & Communications Supervisor
100 E. First Street
Brewster, Ohio 44613

Re: Crossing Upgrade /Smith Road
DOT#002-078B

Dear Mr. Andrews:

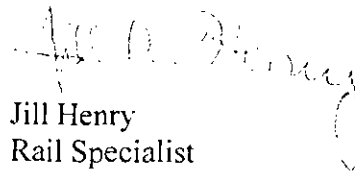
Wheeling & Lake Erie Railway (WE) is now authorized to proceed with field construction for the above referenced project. This authorization is contingent upon accepting the following:

- 1) WE will make any adjustments to the plans noted in the field report docketed January 22, 2016 (Attached).
- 2) WE 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 Joseph Reinhardt, ORDC, at E-MAIL joe.reinhardt@dot.state.oh.us , or PHONE 614-580-7728.
- 3) WE will arrange for utilities to be relocated and/or dropped (as soon as possible) at the project site through the applicable utility company if needed.
- 4) WE 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 WE.
- 5) WE's project foreman will notify the PUCO Railroad Inspector and ORDC's Joe Reinhardt of any changes in the scope of work, material changes, etc. which are not included in the approved plan and estimates and secure approval of same before the work is performed.
- 6) WE will furnish three (3) copies of each partial bill to the PUCO and ORDC.

- 7) WE 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.
- 8) WE will furnish as-built detailed circuit plans directly to the PUCO and ORDC.
- 9) WE is to schedule and complete the subject project by May 28, 2016. If any extraordinary circumstances unique to this project occur, please notify the Commission's rail staff and ORDC immediately.

Thank you for you cooperation in this matter.

Sincerely,



Jill Henry
Rail Specialist
PUCO Rail Division

Enclosure

cc: File

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

Date of Assignment: August 27, 2015

Subject: Plans and estimates review for active warning devices at Smith Road (DOT#002-078B), Wheeling & Lake Erie Railway, Medina County, Ohio

DOT #: 002-078B

FINDINGS

On August 27, 2015, the complete plans and estimates for the above mentioned crossing were received from Wheeling and Lake Erie Railway. They were reviewed by Jill Henry, PUCO Rail Specialist, Shawn Zurfley, FRA/PUCO Field Investigator, and Joseph Reinhardt, ORDC, Project Manager.

Smith Road

Smith Road is a heavily traveled two lane roadway traveling East/West and intersecting a single track of WE traveling Northeast/Southwest. Existing warning devices include pavement markings, advanced warning signs, flashing lights, and crossbucks.

SUMMARY AND CONCLUSIONS

We reviewed the plans and estimates for the proposed project. Staff asked the following questions concerning the Smith Road plans and estimates:

- 1) Batteries for the case- In reviewing these plans we noticed that Smith Road has 425 AH/250 AH in the estimates and 340 AH/250 AH on the plans. Could you please verify what the standard is for Wheeling in regards to the size of the batteries and what will be installed at these crossings?

Response: Each location is unique but the W&LE standard for battery sizing is to allow 48 hours minimum operation time for equipment battery and a minimum of 8 hours operating time for flasher battery (XB).

Staff Additional Question: Please clarify what type of batteries will be installed at Smith Road.

Response: 425 AH/250 AH batteries will be installed.

- 2) Crosier estimates differ between the two projects. This appears to be because there is not as much underground work at Smith Road. Crosier also doesn't have a conduit package on the Smith Road Estimate. We noticed that CTC has a conduit package on both estimate lists. Is this needed? Please explain what underground work that CTC is performing. It was our understanding that Crosier performed all of this work.

Response: CTC requires a conduit package for the conduit runs from the main pull box into the control house after the house has been set by CTC.

- 3) The estimate states that a standard WLE flasher/gate assembly is being installed and also has a line item for LED inserts. Why are we not purchasing gate assemblies with LED technology already in them?

Response: The FL/G assembly is ordered without the LED inserts for the mast lights. The LED inserts that are supplied are from a different manufacturer since the manufacturer of the light heads does not manufacture a comparable LED insert. All gates that are manufactured are done so without an integrated LED gate light.

- 4) Smith Road has a quote for a new electric service, but Crosier states that a new service is not necessary. Please clarify whether this is needed for Smith Road.

Response: We will continue to use the same power service. There will be changes to the panels coming to our equipment. You can remove the power service cost from the estimate.

- 5) The Smith Road Design has the equipment house placed in the SE Quadrant only 15' from the nearest rail. We would like to have the equipment house at least 25' from the rail as recommended by the Ohio MUTCD. It appears that the ROW width would allow for this distance.

Response: It should not be a problem to place the house at 25'.

- 6) The Smith Road Design has a warning time of 26 seconds for a 20 mph train in the warning time calculations with a minimum approach distance of 1056 feet. The approach length of 2000' is on the site plan. Why is the approach length so long? Our diagnostic review paperwork indicates that the train speed is 40 mph, but the calculations document 20 mph. Please verify the train speed and explain why the approach is designed to be so long.

Response: 1056' is the correct distance. NOTE: A new site plan showing the approach distance was provided.

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

- 1) The house placement in the SE quadrant needs to be placed further back than 15' as indicated on the plans. The OMUTCD recommends a 25' placement. **If these conditions cannot be met onsite then contact should be made to the PUCO for clarification.**

Jill Henry
PUCO Rail Specialist
Date: January 22, 2016