

Memo

To: Docketing Division
From: Jill Henry, Rail Specialist, Rail Division
Cc: PUCO Legal Department
Date: 9/12/17

Re: PUCO Case No. 17-1977-RR-FED- In the Matter of a Request for Modifications to Active Warning Devices and Surface Reconstruction at the Cleveland Commercial Railroad Crossing, Lee Road/CR 8 DOT#262-427A, in Cuyahoga County, Ohio.

On May 1, 2017, the Ohio Rail Development Commission (ORDC) authorized funding for Cleveland Commercial Railroad to modify existing active warning devices, repair sidewalks, and install a new crossing surface at Lee Road DOT#262-427A, in Cuyahoga County, Ohio. The crossing was surveyed, on March 9, 2017, and found to warrant the upgrades. The electric utility provider for this crossing is Cleveland Municipal Power.

The project will be paid for with federal funds and is actual cost. The plans and estimates for the project in the amount of \$163,002.76 have been approved. Construction may commence at once. **Staff requests a Finding & Order with completion of the project in nine months.** Staff requests that the following language be incorporated in the Finding & Order:

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.

Please serve the following parties of record:

Cleveland Commercial Railroad
Mr. Michael J. Kole
President
29930 Pettibone Road
Glenwillow, Ohio 44319

Ohio Rail Development Commission
Cathy Stout
Safety Manager
1980 West Broad Street
Mail Stop #3140
Columbus, Ohio 43223


City of Cleveland
Division of Traffic Engineering
601 Lakeside
Cleveland, Ohio 44114

Cleveland Municipal Power
1300 Lakeside Avenue
Cleveland, Ohio 44114

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

TO: Randall Schumacher, Supervisor, Rail Division, PUCO

FROM: Cathy Stout, Manager, Safety Section, ORDC

BY: James Tucker, Project Manager, ORDC 

SUBJECT: Cuyahoga County, CR8/Lee Rd. Surface Reconstruction
DOT#262427A, PID#105689

DATE: August 16, 2017

The Ohio Rail Development Commission (ORDC) established a diagnostic survey at the subject location on March 9, 2017. The Public Utilities Commission of Ohio (PUCO) attended the review. The Diagnostic Team recommended the reconstruction of the existing surface and the removal of the existing pedestrian gates. Copies of the diagnostic review form and the plan and estimate are attached.

PE has already been provided by the railroad. ORDC accepts 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
Plan & Estimate

c: Jill Henry, Rail Division Specialist, PUCO
ORDC Project Manager (file)



OHIO RAIL DEVELOPMENT COMMISSION

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

John R. Kasich, Governor • Mark Policinski, ORDC Chairman

August 16, 2017

Michael J. Kole
President
Cleveland Commercial Railroad (CCRL)
29930 Pettibone Rd
Glenwillow, OH 44319

RE: Cuyahoga County, Lee Rd, DOT#262427A, PID#105689.

Dear Mr. Kole:

The bid process for the referenced project is acceptable. CCRL may proceed with the surface re-construction of Lee Road and the removal of the existing pedestrian gates. 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 \$163,002.76. ORDC's share of 90% will be \$146,702.48 and CCRL's share of 10% will be \$16,300.28. Additional costs must be approved in writing by the Ohio Rail Development Commission (ORDC) prior to being incurred. Emergency verbal authorizations by ORDC may be permitted but must be confirmed in writing within ten (10) business days of the verbal approval.

This authorization is contingent upon CCRL accepting the following instructions:

1. CCRL's project foreman will furnish written notification five (5) working days prior to the date work will start at the project site to James Tucker, ORDC, email james.tucker@dot.ohio.gov, and to the Public Utilities Commission of Ohio, email Jill.henry@puc.state.oh.us. **CCRL'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. CCRL 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 CCRL.
3. CCRL's project foremen will notify James Tucker at 614-398-6897 (telephone) or james.tucker@dot.ohio.gov (email) 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.
4. Open cut of roadways is *not permitted* except in unusual circumstances and must be coordinated with the local highway authority and preapproved by ORDC.



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phone: 614.644.0306

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5. CCRL will furnish two (2) copies of each partial bill to ORDC. Please find the enclosed Purchase Order to reference when billing.
6. CCRL 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.
7. This installation will include any ancillary work to make the warning devices function as designed and meet MUTCD.

Thank you for your assistance with these matters.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Tucker', followed by a horizontal line.

James Tucker
Project Manager

Attachment: ODOT P.O.

C: Randall Schumacher, Supervisor, Rail Division, PUCO
Jill Henry, Rail Division Specialist, PUCO
ORDC (file)

CLEVELAND, OHIO LEE ROAD CROSSING RENEWAL Construction Specifications 7-8-2017

GENERAL: Contractor shall furnish all materials, labor, equipment, means and appliances to rehabilitate railroad crossing track and surface at the Lee Road Crossing (DOT 262427A) of the Cleveland Commercial Railroad (aka Randall Secondary) in Cleveland, Ohio. (See sketch 2 for items a), b) and c) Contractor will:

a) remove the existing track and crossing surface and install new aggregate base, Oldcastle precast concrete Startrack HD (Heavy Duty) "tub" sections (with asphalt deflector on end sections), track drainage system, asphalt transition section from tub panels to existing concrete roadway, reuse of the existing 132 lb. rail in the crossing (in lieu of new rail) and installed in accordance with Startrack HD specifications and instructions, and

b) remove the 2 stand alone pedestrian crossing gates and foundations and fill in the holes, and

c) install asphalt sidewalks to connect to the existing sidewalks, and

d) provide four inch non perforated PVC schedule 40 conduit under the roadway on the south side of the tubs and an additional conduit under the track on the west side of the crossing with all ends capped for future use of a new signal system, and

e) Install a 12 inch diameter schedule 40 steel pipe under the track (sloping down to the south) on the east side of the crossing three feet from the end of the tub section, and

f) establish a new drainage ditch on the south side of the track to receive water from the steel pipe described in item e) above per attached sketch 1, and

g) establish a second drainage ditch on the west side of the crossing, parallel to the track on the north side for 200 feet to receive water from the under roadway drainage system, and

h) arrange for establishing a detour route and signage.

Contractor will dispose of all removed track, roadway and crossing material and pedestrian crossing gates and foundations at a site other than on railroad property and cleanup the work area to the satisfaction of Cleveland Commercial Railroad Company and the City of Cleveland. Contractor is responsible for protection of all utilities, both underground and aerial. Contractor shall contact Ohio Utility Protection Service and City of Cleveland to determine location of utilities and street drainage pipes. Contractor will utilize Railroad Traffic Control (RTC) as a subcontractor (include RTC costs in bid response) to disconnect and reconnect all signal wiring necessary to perform your work. RTC contact is Walter Reustle, 678 296 7542. The existing signal system (other than the removal of the pedestrian gates) will not be changed at this time.

SCOPE OF WORK: Lee Road is to be closed to all traffic at the crossing during the construction period. Contractor must obtain road closure permit and detour route from City of Cleveland at 216 664 7470. Contractor will utilize Type 3 Barricades with lights on each approach as specified in the Manual of Uniform Traffic Control Devices and as the City of Cleveland may require.

Contractor will remove the existing asphalt roadway between the track and existing concrete roadway, as to be able to install the new track work and remove the roadway material as well as the existing deteriorated railroad track, old ballast and sub-ballast. Tub elevation is to be 1 1/2 inch higher than the concrete roadway. All old track ties and fouled ballast and sub-ballast is to be removed. The track roadbed must be excavated to allow base aggregate below the new tub sections (refer to Oldcastle Startrak HD specs). Contractor will trim the remaining track bed for drainage purposes and install drainage pipes on each side of the track bed. Contractor will place a Geotextile fabric (16 oz. non-woven) between subgrade and aggregate base and wrap it around drainage pipes. The fabric shall extend throughout the entire crossing length. Roadway base drainage pipe shall be 4" perforated Schedule 40 PVC pipe extending throughout the crossing length and be capped on the east end so as to prevent debris from clogging the pipe. (The downgrade is from east to west) The south side roadway drainage pipe shall cross under the track and connect with the north side roadway drainage pipe which will outlet into a new drainage ditch to be dug by Contractor.

Lee Road Construction Specifications (continued)

One additional 4" non-perforated Schedule 40 PVC pipe for signal wires is to be installed adjacent to the south outside edge of the tubs. The ends of this signal pipe shall extend 3 feet beyond the edge of each sidewalk. Also, an additional 4" non-perforated Schedule 40 PVC pipe for signal wires is to be installed on the west side of the crossing under the tracks, at a minimum depth of 18 inches below the top of the rail. This pipe shall be 3 feet from the outside edge of the sidewalk and extend beyond the ties by 2 feet. All sections of pipe shall be capped with rubber caps and band fasteners to keep out dirt.

The Contractor shall install new crossing approach ties and adjust their elevation to match the new tub elevation. On both sides of the crossing, the contractor shall weld the reused rail to a section of the existing approach rail if necessary, so there is no rail joint within 20 ft. of the end of the crossing tub sections. Beyond the 20 feet, comp joints may be used. All rail is to be saw cut only. Tub sections are to extend 2 foot beyond the outside edge of the sidewalk. Asphalt shall be used for the transition section of roadway between the tub panels and existing concrete roadway. Sidewalk is to remain asphalt and connect to the tub sections outside edge.

MATERIALS

Crossing Surface: Crossing surface shall be of Startrack HD (Heavy Duty) tub sections for 132 lb. rail. Surface is to extend approximately 2 feet beyond the outer edge of the sidewalk. The top of the tub sections is to be one and one half inch (1½) above the height of the existing concrete roadway surface. Asphalt shall be used to connect the tubs to the existing concrete roadway. The tubs come in 5 foot lengths requiring 18 tub sections.

Rail: Rails for the tracks shall reuse the existing 132 lb. rail in the present crossing surface. Any cuts are to be saw cut only. Each rail length must be continuously welded with no joint within 20 feet of the crossing surface tub ends.

Ties: All Ties shall be new 7"x9"x8'6" treated No. 5 oak and conform to AREMA specifications and shall be 100% end plated. Ties shall be treated with a creosote-coal tar solution in accordance with the requirements of the AREMA specifications chapter 30. Twenty new approach ties shall be installed beyond the ends of the road crossing tubs. (See Doug Fink re this item). Ties are to be spaced 19 1/2 inches on centers.

Tie Plates: Tie Plates shall be new cold rolled low carbon steel, double shoulder, conforming to the requirements of the AREMA chapter 5, section 1 specifications.

Rail Clips: Rail Clips, Rail Block-outs and any other fastener material shall meet the requirement of the Startrack HD specifications for 132 pound rail.

Spikes: Track spikes shall be new and conform to the AREMA specifications Chapter 5 section 2 and there shall be 2 per tie plate on the rail.

Ballast, Sub-ballast: Ballast and Sub-ballast material shall meet the required AREMA specifications in Chapter 1, Section 2. Ballast gradation shall be number 4.

Field Welds: Contractor will fuse all rails together using Thermite welds if within 20 feet of the tub ends. All Thermite welding shall conform to the specifications and instructional requirements detailed in the AREMA manual chapter 4, section 3.

Lee Road Construction Specifications (continued)

Trackside Drainage Ditch: A new drainage ditch of 24 inch width and approximately 12 inches deep is to be dug from the 12 inch steel under track pipe to an existing drainage channel alongside the building on the south side of the track. (See sketch 1)

Work Rules: Workers must conform to railroad's work rules at all times during project.

Wages: Prevailing wages are not required.

Minority and Woman Requirements: While this does not appear to be a requirement, questions should be directed to the City of Cleveland at 216 664 4164.

Project Dates: Construction is to commence on August 28, 2017, and complete no later than September 1, 2017.

Oldcastle Contact: Joe Scheuren cell: 570 590 3018 email: joseph.scheuren@oldcastle.com

Measurements:

Lee Road width curb to curb = 54 feet

Crossing tubs overall length east end to west end;
85 feet = 17 tub sections

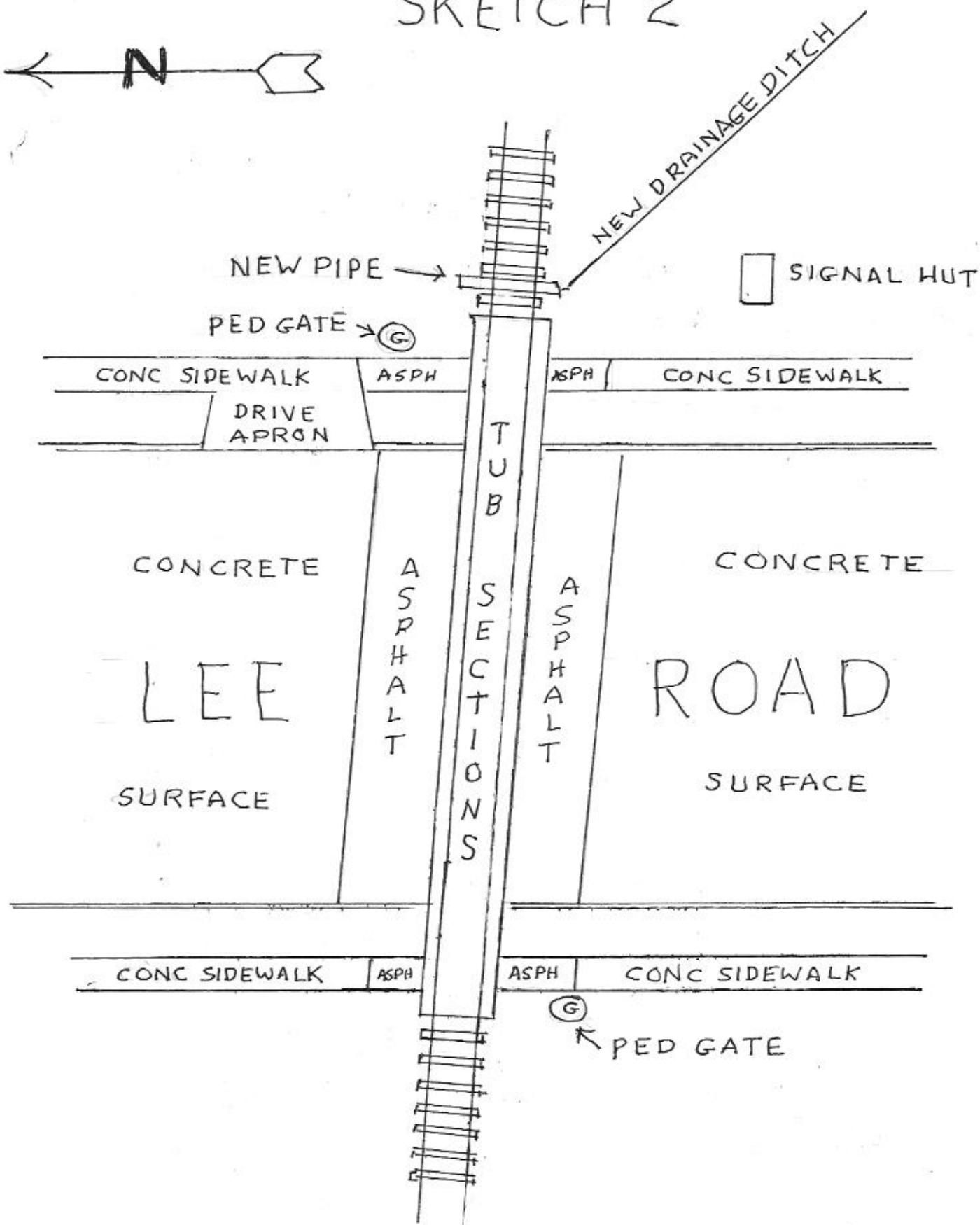
Curb to outside edge of sidewalk;
East side – 14 feet
West side – 14.5 feet
Sidewalk width;
East side – 5 feet
West side – 6 feet

Attachment 1 - Sketch 1 of new drainage ditch on Southeast quadrant of crossing.

Attachment 2 – Sketch 2 of roadway surface.

CONTRACTORS - PLEASE NOTE THAT IF YOU REQUIRE ANY CHANGE OR ADDITION TO THESE SPECIFICATIONS DUE TO UNFORSEEN CIRCUMSTANCES, YOU MUST RECEIVE A PRIOR AUTHORIZATION FROM CCR/ORDC BEFORE PROCEEDING WITH ANY ADDITIONAL BILLABLE WORK TO RESOLVE THE UNFORSEEN ISSUE.

SKETCH 2



SKETCH 1

← RR PROPERTY LINE

BUILDING

SIDEWALK

DRIVEWAY
PAD

EXISTING
DRAINAGE
CHANNEL

NEW
DRAINAGE
DITCH

APPROX 95'

50'

86 FEET

SIDEWALK

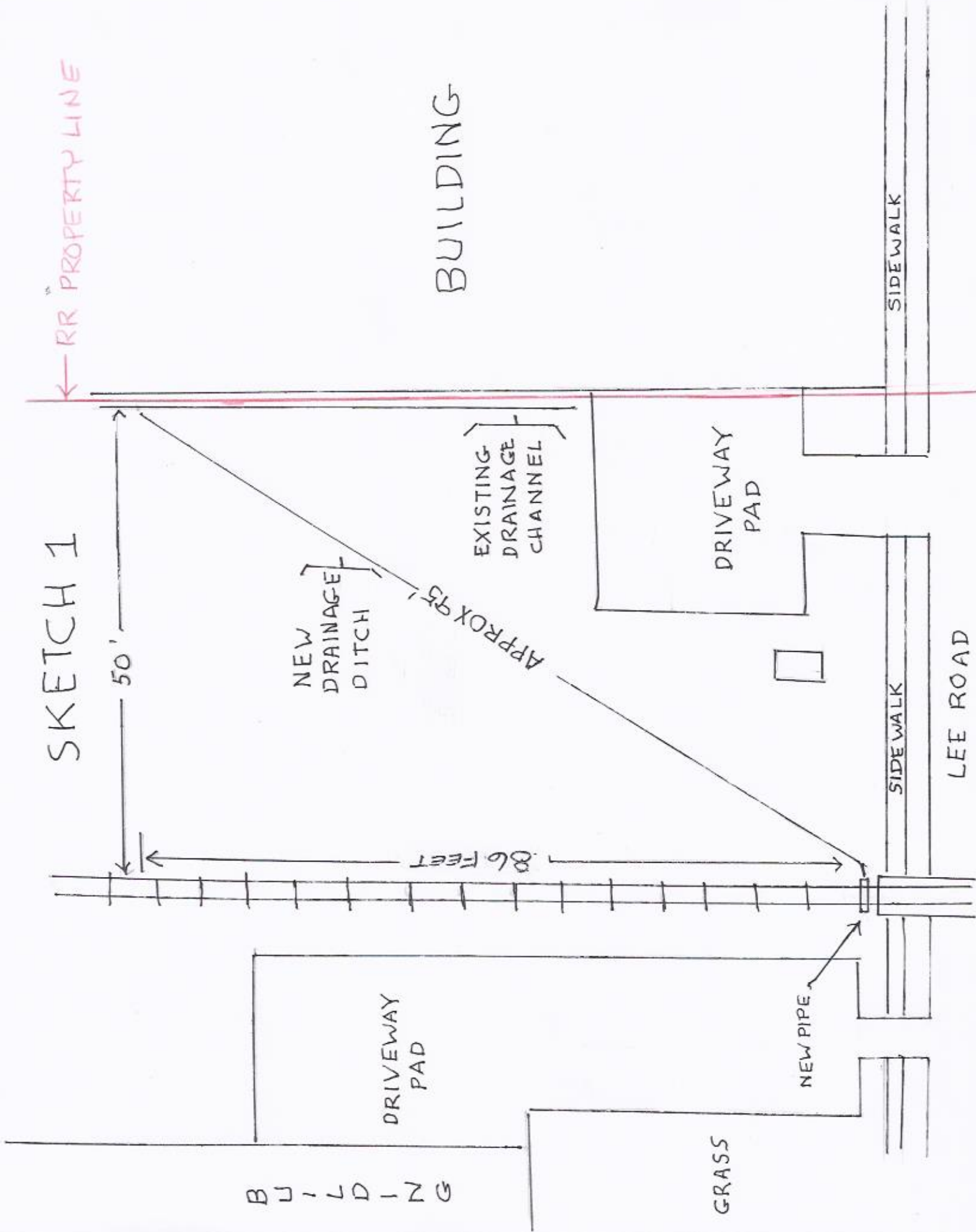
LEE ROAD

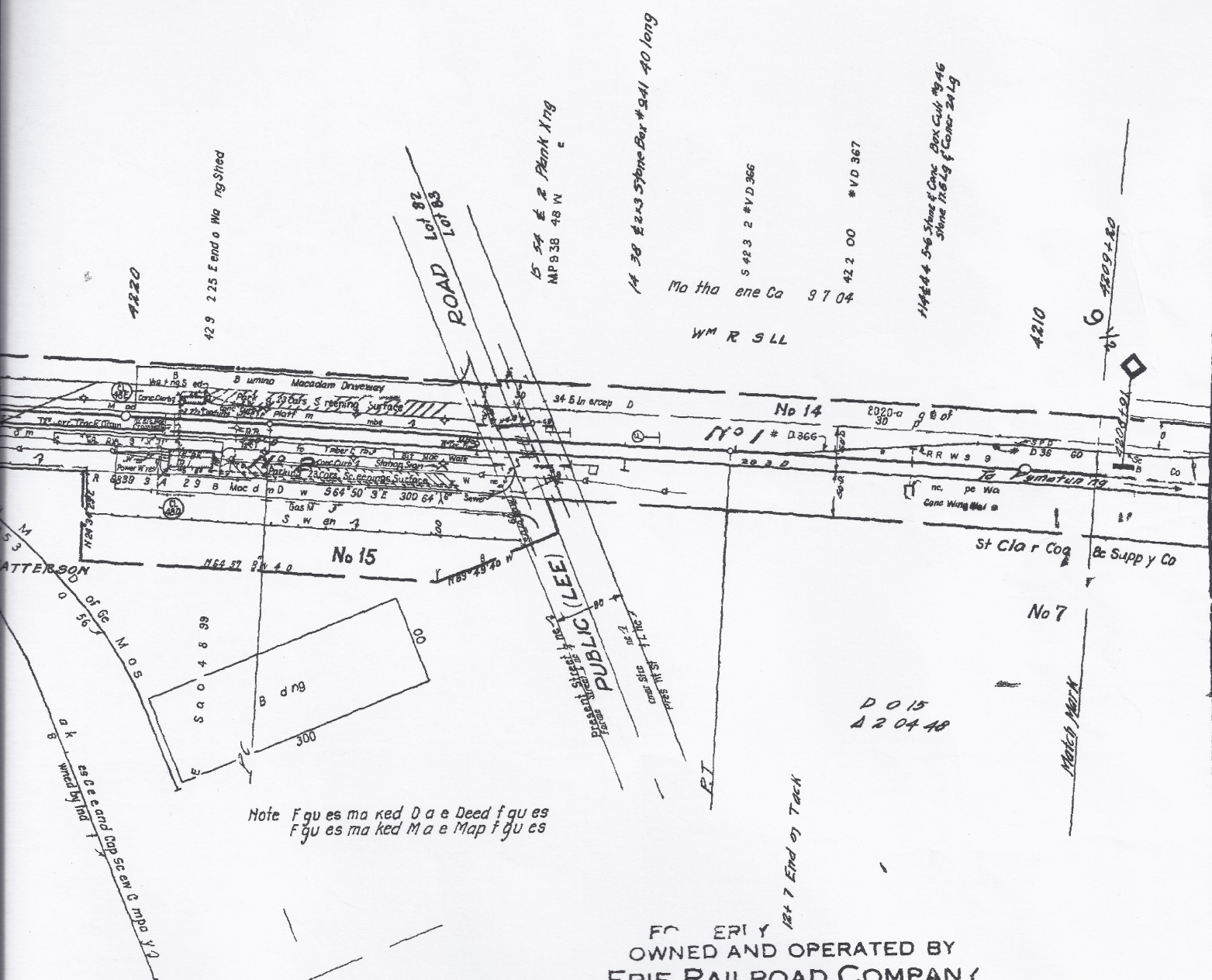
NEW PIPE

DRIVEWAY
PAD

BUILDING

GRASS





FOR RY
OWNED AND OPERATED BY
ERIE RAILROAD COMPANY
AS OF DEC 22 1941

Sheet No 6 V S O Ohio of The Cleveland & Mahoning Valley Railway
Company from survey sta on 4209 0 to survey sta on 4 62 00

Valuation Engineer

RIGHT OF WAY AND TRACK MAP
THE CLEVELAND & MAHONING VALLEY RY CO
OPERATED BY

ERIE RAILROAD COMPANY

MAHONING DIVISION

STATION 4209+20 TO STATION 4262 00

L A E N O C F T U N 30 8 8

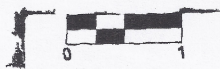
O C E O F A U A O N E N G N R

NEW ORK N

7 2 2

V S
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FORMERLY

V 10 Ohio
6



Wintrow Construction Corp.

673 Norton Ave. Barberton, Ohio 44203

Tele: (330) 753-2983

7/19/2017

CCR

7634 Bond St.

Glenwillow, Ohio 44139

Attn: Mike Kole Phone: 440-227-3780 Email: thepilot@ameritech.com

Replace existing Lee Road crossing with 90' Oldcastle HD Star Track Crossing

Obtain City of Cleveland Street permit and provide detour as required.

Saw cut existing roadway and sidewalks as required

Remove existing crossing structure, sidewalks to joints, and asphalt road approaches

Dispose of all debris off site

Excavate ballast from underneath ties to required depth

Install fabric, drainage, and conduit as specified

Install and compact aggregate base to within 1" of bottom of new precast panels

Install one inch of sand for a leveling/bedding surface for the panels and set pre-cast panels

Re-install existing removed 132 RE welded rail ground as required for installation in the crossing panels

Re-tie in the rail to the existing line

Both rail approaches will receive 20 new grade 5 crossties each

Place asphalt for road approaches and to replace removed sidewalk sections

Disconnect/remove existing pedestrian gates, foundations and backfill

Provide additional ditching as specified

Total Cost Estimate \$144,735.76

Wintrow Construction Corp.

673 Norton Ave. Barberton, Ohio 44203

Tele: (330) 753-2983

7/19/2017

CCR

7634 Bond St.

Glenwillow, Ohio 44139

Attn: Mike Kole Phone: 440-227-3780 Email: thepilot@ameritech.com

Contingencies/Notes

to be assumed by Wintrow Construction.

No testing is included in this pricing.

Road Closures, MOT, and detour signage to be provided

Road approaches will be needed to stage material and project access.

Sales Taxes Not included in Quotation

No Bond Cost is included in above pricing

Railroad Protective Liability Insurance is NOT included

No Warranty or Guarantees are apart of this proposal

Any Flagman costs, straight or premium costs are NOT included

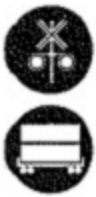
Price quoted is for "Normal" excavation only or as described in the quotation.

"Hard Excavation" will be performed on T&M

Weather conditions prevail and may affect the construction schedule.

Track must be free of rail cars and rail traffic.

One Mobilization is included in the quotation.



OHIO RAIL DEVELOPMENT COMMISSION

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

John R. Kasich, Governor • Mark Policinski, ORDC Chairman

May 1, 2017

Michael J. Kole
President
Cleveland Commercial railroad Company, L.L.C.
29930 Pettibone Road
Glenwillow, Oh 44139

RE: Cuyahoga County, CR8/Lee Rd. DOT#262427A, PID#105689

Dear Mr. Kole:

A diagnostic review was held at the above grade crossing on March 9, 2017. This crossing has been recommended for a surface replacement with a concrete tub surface. This work will also include the repair of the existing sidewalk and removal of the existing pedestrian gates.

CCRL is authorized to proceed with the site plans and cost estimates (PE) or bid package for this project. This authorization is made with the stipulation and understanding that any field work needs prior approval before 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.

The diagnostic review form is attached. Please note any recommendations (page 5), if any, made by the team with regard to requirements for this location. Any minor roadway work necessary for MUTCD compliance should be incorporated into the PE and such costs will flow through the railroad reimbursement process.

The Project Manager for this project is James Tucker. James can be reached at (614) 398-6897, or james.tucker@dot.ohio.gov, if you have any questions.

Sincerely,

Project Manager

C: Randall Schumacher, Supervisor, Rail Division, PUCO
Jill Henry, Rail Division Specialist, PUCO
Susan Arduini, ORDC
ORDC (file)

Attachment: 1 (diagnostic review form)



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Diagnostic Review Team Survey

Reason for Survey:
(e.g. formula, accident, constituent, etc.)

Constituent

Date: 3/9/2017

Location Data

Street or Road Name: Lee Road

Route/Road Number
(i.e. Twp., Co., SR or US) CR 8

US DOT No.: 262427A

County: CUY

Township:

City:
(In or Near)

City of Cleveland

Railroad
Name: Cleveland Comm. Railroad

Railroad
Division: Mahoning

Branch/Line
Name:

Nearest RR
Timetable Station: N Randall

RR Milepost: 9.38

On-Site Review Team

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

1. JAMES TUCKER ORDC 614-398-6897 James.Tucker@dot.ohio.gov
2. SHAWN ZURFLY PUCO 614-466-1150
3. MICHAEL KOLE CCR 440 227 3780 MKOLE@CCRLRR.COM
4. Bryan Swartzell TE (216) 664-3196
5. Cathy Stout ORDC 614 644 0313 Catherine.stout@dot.ohio.gov
6. Nate Mazo CCRL 216-408-0093 NMAZO@ccrlrr.com
7. Doug Fink CCRL 940-227-3770 DFINK@ccrlrr.com
8. _____
9. _____

Existing Traffic Control Devices

Type of Warning Devices	Installed?		Quantity/Comments	
Advance Warning Signs (condition?)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2	
'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 (condition?)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
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		
Cantilever Flashing Lights	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Number:	Length:
Side Lights	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		
Automatic Gates	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Number:	Length:
Bells	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Number:	
Sidewalk Gate Arms	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	4	
'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 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	0	
Hazard Ranking	1423	Date Run: 2/3/2017

Railroad Data

Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	2	2-3 week
< 1 per day		
Day thru trains	1	
Night thru trains	0	
Daytime switching movements	1	0
Nighttime switching movements	0	
Total number of tracks	1	
Number of main tracks	1	
Number of other tracks	0	
Maximum train speed	10	
Typical train speed	10	
Amtrak		

If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table I) ☐ 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 Cleveland

Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	17171 (2012)	possible increase
Highway paved	X Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Roadway Surface: <input type="checkbox"/> Blacktop <input type="checkbox"/> Gravel <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Other _____		
Roadway width: <u>48</u> ft.		
Number of highway lanes	4	
Urban or Rural	Urban	
Vehicle Speed: <u>35</u> MPH		
School Bus Operation: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Amount <u>ETA #140 BUS limit</u>		
Hazardous Materials Trucks: <input type="checkbox"/> No X Yes <u>06%</u> 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 checked="" type="checkbox"/> Functional (Curb height = 4" or more) <input type="checkbox"/> Non-functional (Curb height = Less than 4") <input type="checkbox"/> None	Quadrant _____ Curb and Gutter: <input checked="" type="checkbox"/> Functional (Curb height = 4" or more) <input type="checkbox"/> Non-functional (Curb height = Less than 4") <input 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 type="checkbox"/> No <input checked="" type="checkbox"/> Yes If yes, <u>306' miles</u> Distance <u>231' South miles</u>	
Is this intersection signalized? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
Are the signals currently interconnected with the existing crossing warning devices? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
Is there a 'Do not Stop on Track' sign? <input checked="" type="checkbox"/> No <input type="checkbox"/> 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? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, Improvement type _____ Lead Agency _____ Timeline/completion - _____	
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: _____	
Type of Development	
<input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Residential	<input type="checkbox"/> Institutional <input checked="" type="checkbox"/> Commercial Location of nearby schools: <u>Charter school 1/4 mile south</u>
Utility Information	
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
Utility Provider (Company Name) <u>CEI</u> Phone Number _____	
Nearest Available Power Source <u>@ crossing</u>	
What other utilities are present? (add locations to sketch) <input checked="" type="checkbox"/> Gas <input checked="" type="checkbox"/> Cable <input checked="" type="checkbox"/> Telephone <input checked="" type="checkbox"/> Fiber Optic Cable <input type="checkbox"/> Petroleum <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Sanitary Sewer <input type="checkbox"/> Other _____	
Is(are) there potential utility conflict(s) <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown	
Comments: _____	

Potential Red Flags / Project Challenges

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

yes more data needed for miles / S. miles

Crossing Consolidation or Closure:

N/A

Real Estate or ROW:

N/A

Culverts / Drainage / Ballast Conditions:

NORTH EAST Quad drainage issue
LEE STREET drainage issues

Roadway and/or Sidewalks:

Sidewalk needs repaired @ crossing

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

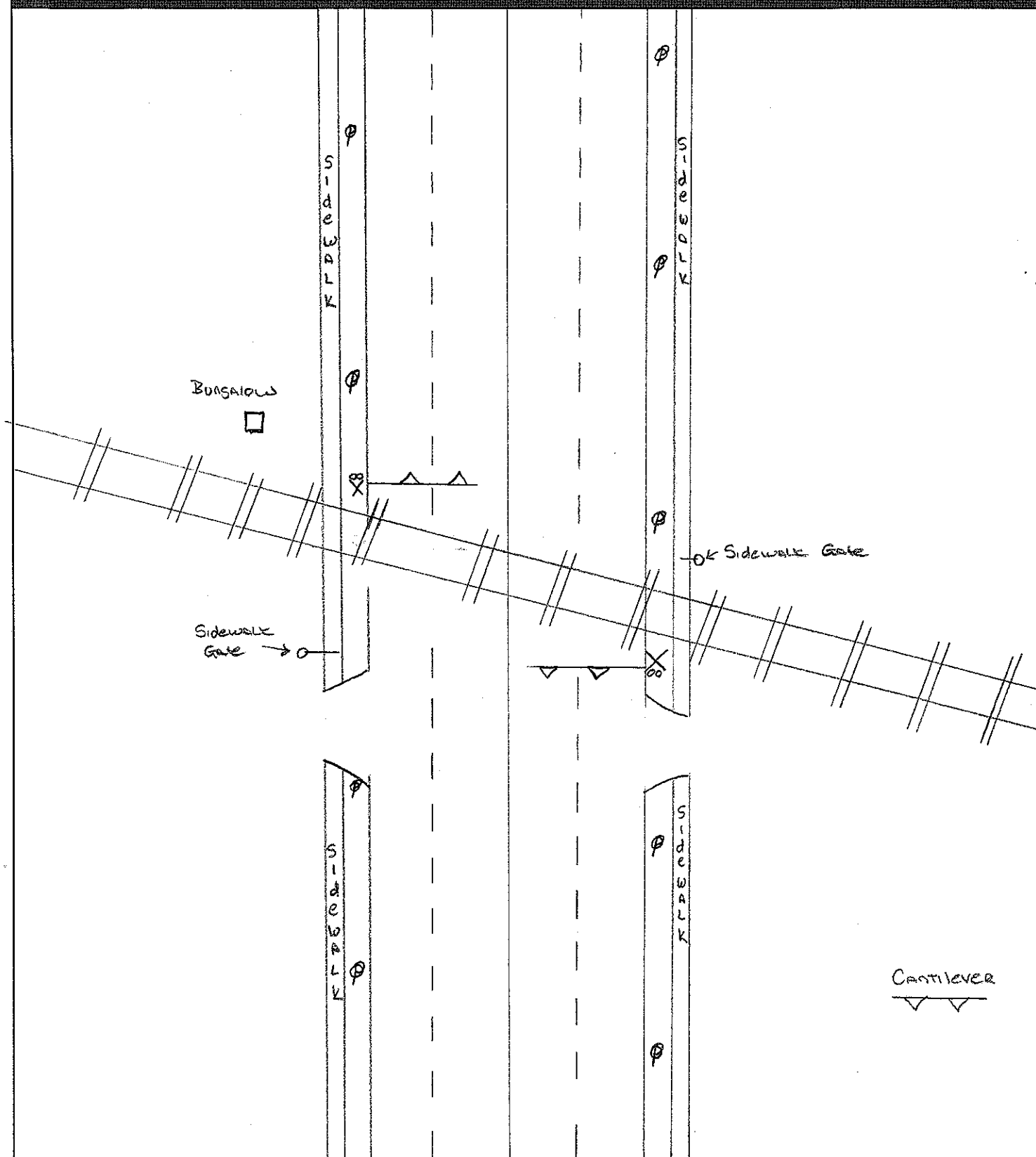
N/A

Environmental:

N/A

Other:

Field Sketch



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

Sketch by: JT

Diagnostic Team Recommendations

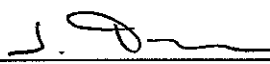
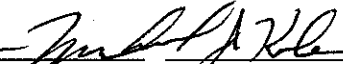
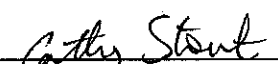


	Quadrants Needed
<input type="checkbox"/> Install/upgrade active devices	
<input type="checkbox"/> Automatic Flashing Lights (AFLS)	
<input type="checkbox"/> AFLS / Cants	
<input type="checkbox"/> AFLS / Gates	
<input type="checkbox"/> AFLS / Gates / Cants	
<input type="checkbox"/> Bells / number	
<input type="checkbox"/> Upgrade circuitry / type	
<input type="checkbox"/> Sidelights	
<input type="checkbox"/> Guardrail Needed	
<input type="checkbox"/> Install/Replace curb	
<input type="checkbox"/> Bungalow placement & offset from rail & highway	
<input checked="" type="checkbox"/> Other (define)	

Comments: Queue management study. Add Stop Bars @ crossing and Add do not stop on tracks sign. When crossing is upgraded remove Pedestrian gates. Advance Pavement markings added.

<input type="checkbox"/> Install/upgrade traffic signal preemption	
<input type="checkbox"/> No improvements needed	
<input checked="" type="checkbox"/> Other (define) Replace surface with concrete tubs and sidewalk repair.	

Remove Red Gates when sidewalk work is done.

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

Field Dimensions

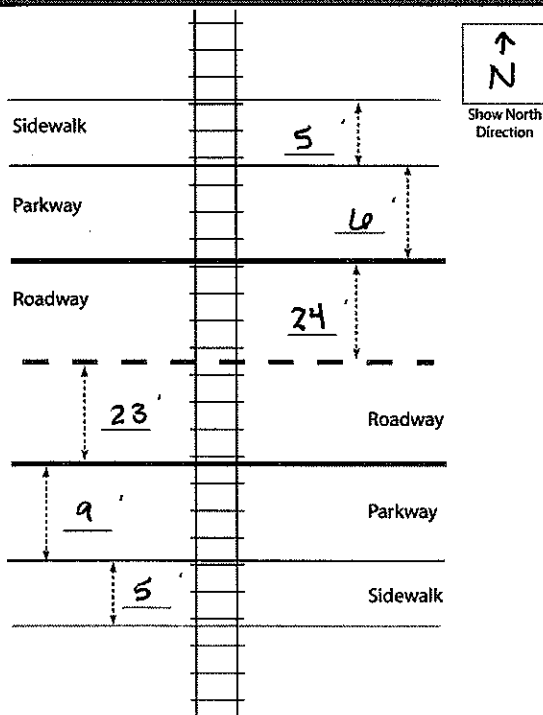


TABLE 1

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.

County: GuyRoute: LEE AVEDOT#: 262427A

Surface type <input type="checkbox"/> Rubber seal and asphalt <input type="checkbox"/> Timber and asphalt <input type="checkbox"/> Asphalt <input checked="" type="checkbox"/> Composite <input type="checkbox"/> Concrete panel <input type="checkbox"/> Full-depth timber <input type="checkbox"/> Full-depth rubber <input type="checkbox"/> Other _____	Condition <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor Comments: <u>VERY rough w/ many</u> <u>Potholes</u>
Is the surface good and sufficient? Yes / <u>(No)</u>	
Vehicle type (cars, trucks, etc.): _____	
Surface conditions: Can vehicles cross at posted speed? <u>NO</u> Local observations/driver behaviors: <u>most vehicles come to a</u> <u>Slow speed to cross</u> Relevant crash history: <u>N/A</u> _____ _____	
Do existing surface conditions have negative effects on the current or proposed warning devices? Explain: <u>NO</u> _____ _____ _____	
Comments: 	

Form completed by: _____

Date: _____

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in

Case No(s). 17-1977-RR-FED

Summary: Application In the Matter of a Request for Modifications to Active Warning Devices and Surface Reconstruction at the Cleveland Commercial Railroad Crossing, Lee Road/CR 8 DOT#262-427A, in Cuyahoga County, Ohio electronically filed by Mrs. Jill A Henry on behalf of PUCO/Rail Division