

Memo

To: Docketing Division
From: Jill Henry, Rail Specialist, Rail Division
Cc: PUCO Legal Department
Date: 2/14/2019

Re: PUCO Case No. 19-423-RR-STP- In the Matter of a Request for Upgrades at Akron Barberton Cluster Railway Crossings in Medina and Portage County, Ohio.

On November 14, 2018, Commission Staff (PUCO) and Akron Barberton Cluster Railway (AB) entered into a stipulation agreement (attached) whereby upgraded warning devices would be installed at the following AB crossings:

<u>DOT#</u>	<u>Location</u>	<u>Nature of Upgrades</u>
262-564G	Main Street, Kent, Portage County	Upgrade to cantilever lights and gates
265-079J	Medina Line Road/CR 2 Barberton, Medina County	Upgrade to lights and gates
265-076N	Main Street Wadsworth, Medina County	Upgrade lights and gates and move devices closer to tracks.

The electric service provider for the Main Street, Kent and Medina Line Road crossings is Ohio Edison. The electric service provider for Main Street, Wadsworth is Wadsworth Municipal Electric.

The costs of the Project shall be apportioned between the PUCO and AB as follows:

<u>Grade Crossing</u>	<u>DOT#</u>	<u>Railroad</u>	<u>PUCO</u>
Main Street	262-564G	Costs exceeding \$600,000	Funding up to
Medina Line Rd	265-079J	Plus Maintenance ***	\$600,000
Main Street/SR 94		265-076N	

***= Railroad will install systems at all three crossings that may use new and/or refurbished materials.

On November 9, 2017, on-site field reviews of the above mentioned crossings were conducted. It was decided that the crossings needed to be upgraded. Staff agreed to use a combination of new and refurbished materials for the crossing. The railroad will be responsible for all costs exceeding \$600,000.

Staff has reviewed this document and has determined it to be in order. Staff requests an Entry adopting the attached letter agreement and directing AB to submit plans and estimates to the Commission within 90 days and to complete the upgrades within one year. Upon approval of the plans and estimates by the PUCO construction may commence.

Please serve the following parties of record:

Andrew Shuster
Akron Barberton Cluster Railway
Signals & Communications Supervisor
43 Second Street NW
Barberton, Ohio 44203

Andy Conrad
Medina County Engineer
791 West Smith Road
Medina, OH 44256

James Bowling
Superintendent of Engineering
City of Kent
930 Overholt Road
Kent, OH 44240

Vicky McCauley
City Engineer
City of Wadsworth
120 Maple Street
Wadsworth, OH 44281

Wadsworth Municipal Electric
365 Broad Street
Wadsworth, OH 44281

Ohio Edison- First Energy Corp.

**BEFORE THE
PUBLIC UTILITIES COMMISSION OF OHIO**

In the Matter of a Request for Upgrades at :
three Akron Barberton Cluster Railway : Case No. 19-423-RR-STP
Crossings located in Portage County and :
Medina County, Ohio. :

SUBSIDY STIPULATION

THIS SUBSIDY STIPULATION (“Subsidy Stipulation”) is entered into on this 14th day of November, 2018 by and among the Public Utilities Commission of Ohio Railroad Staff (“PUCO”), and Akron Barberton Cluster Railway (“Railroad”).

WITNESSETH:

WHEREAS, Rule 4901-1-30 of the Ohio Administrative Code provides that any two or more parties to a proceeding may enter into a written or oral stipulation concerning the issues presented in such proceeding; and

WHEREAS, The Public Utilities Commission of Ohio (“PUCO”) has statutory authority to regulate and promote the welfare and safety of railroad employees and the traveling public pursuant to Ohio Revised Code (“ORC”) §4905.04; and

WHEREAS, the PUCO is responsible for evaluating public highway railroad grade crossings to determine the need for upgrading the warning devices and apportioning the costs thereof pursuant to ORC§ 4907.471;

WHEREAS, the PUCO is responsible for the administration and implementation of the State Grade Crossing Protection Fund pursuant created under ORC§ 4907.472 to help defray the public's share of costs to install or modernize warning devices at Ohio's highway railroad grade crossings;

WHEREAS, the parties hereto propose to facilitate the upgrade identified in this Subsidy Stipulation in manner approved by the PUCO in accordance with the Federal Aid Policy Guide and applicable provisions of Title 23 of the United States Code pursuant to the terms hereof; and

WHEREAS, the parties hereto believe this Subsidy Stipulation to be reasonable and entitled to careful consideration by the PUCO;

WHEREAS, the parties hereby declare it to be in the public interest that they jointly and fully participate in this Subsidy Stipulation to facilitate the upgrade in accordance with plans, specifications, and estimates to be approved by the PUCO Staff.

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties agree as follows:

Article I. PURPOSE

The Subsidy Stipulation is a joint collaboration by the Railroad and the PUCO Staff to promote the health and safety of the traveling public who are required to travel through the three public highway-railroad grade crossings located Portage County and Medina County, Ohio.

Article II. PROJECT

A. The project work to be completed shall include the following upgrade (“Project”):

<u>Grade Crossing #</u>	<u>Location</u>	<u>Nature of Upgrades</u>
262-564G	Main Street, Kent, Portage County	Upgrade to cantilever lights and gates
265-079J	Medina Line Road/CR 2 Barberton, Medina County	Upgrade to lights and gates
265-076N	Main Street Wadsworth, Medina County	Upgrade lights and gates and move devices closer to tracks.

B. The Project shall be completed within 12 months from the date of the PUCO order adopting this Subsidy Stipulation. The parties agree to comply with the terms of the Subsidy Stipulation and the PUCO order adopting the Subsidy Stipulation.

Article III. ALLOCATION OF PROJECT COSTS

A. The costs of the Project shall be apportioned as between the PUCO and the Railroad, as follows:

<u>Grade Crossing</u>	<u>DOT#</u>	<u>Railroad</u>	<u>PUCO</u>
Main Street	262-564G	Costs exceeding \$600,000	Funding up to
Medina Line Rd	265-079J	Plus Maintenance ***	\$600,000
Main Street/SR 94	265-076N		

***= Railroad will install systems at all three crossings that may use new and/or refurbished materials.

- B. The Railroad shall be responsible for initially paying all of the actual costs to upgrades of the warning devices identified above. However, the PUCO shall be legally bound to reimburse the Railroad for the above-mentioned amounts upon proper application by the Railroad, consistent with the terms of this Subsidy Stipulation and in accordance with all applicable state regulations.
- C. The PUCO has agreed to provide funds from the State Grade Crossing Protection Fund, pursuant to ORC§ 4907.472, to cover that portion of the upgrade cost to be borne by the PUCO proposed above. The actual respective dollar amount, which the Railroad and the PUCO shall bear, will be based upon the actual cost noted in the plans and estimates to be approved by the PUCO Staff and incurred by the Railroad for this Project.
- D. All plans, specifications, estimate of cost, acceptance of work, and procedures in general, to facilitate the construction of the safety upgrade described above, shall conform in all respects to federal laws, rules, regulations, orders, and approvals applicable to state aid projects. The Railroad shall render billings to the PUCO Staff in accordance with said rules and regulations, and shall provide and furnish such itemized records of and substantiating data for such cost that may be required.

Article IV. BILLING

- A. The Railroad may bill the PUCO monthly or periodically for its costs when costs exceed \$1,000.00. The Railroad shall submit three (3) copies of its bill and in accordance with said rules and regulations as they have been issued or as thereafter may be supplemented or revised. A final bill covering the actual costs and showing all details shall be submitted to the PUCO Staff, within ninety (90) days after completion of each project, the PUCO Staff shall pay all bills within sixty (60) days after receipt thereof, except that the PUCO may hold a retainer on all bills not to exceed eight percent (8%) until final payment. The PUCO Staff shall make final payment for all amounts due the Railroad within sixty (60) days after a final audit has been performed and approved by the PUCO Staff. The Railroad agrees to cooperate and assist, as requested, in any such audit. At any time during normal business hours upon three (3) days written notice and as often as the PUCO Staff may deem necessary and in such a manner as not to interfere with the normal business operations, the Railroad shall make available to the PUCO Staff for examination, and to appropriate state agencies or officials, all of its records with respect to matters covered by this Subsidy Stipulation including, but not limited to, records of personnel and conditions of employment and shall permit the PUCO Staff to audit, examine and make excerpts or transcripts from

such records. In the event of a controversy as to the eligibility for reimbursement of any charges claimed against the Project, as set in this Subsidy Stipulation, all parties agree to work in good faith with the other parties to resolve the controversy. After attempting to resolve any dispute regarding this Subsidy Stipulation, if the parties are still unable to resolve their dispute, any party shall have the right to seek enforcement of the terms of the Subsidy Stipulation by the PUCO. The decision of the PUCO regarding this dispute is final.

- B. No Project activity reimbursable under this Subsidy Stipulation, including, without limitation, preliminary engineering, shall be commenced until all of the following have occurred: (1) this Subsidy Stipulation shall have been approved and the Railroad directed to submit plans and estimates by the PUCO; (2) all financial obligations of the PUCO, as provided for in this Stipulation are subject to the provisions of ORC§ 126.07 of the Ohio Revised Code and shall not be valid and enforceable unless funds are appropriated by the Ohio General Assembly and encumbered by the PUCO Staff; and, (3) the Railroad has been notified by the PUCO Staff to proceed with construction of the Project work. Work on the improvements shall commence within 30 days of the occurrence of events (1), (2), and (3) described herein. Said work shall be pursued diligently by the Railroad until completed.

Article V. NOTIFICATION

All notices, consents, demands, requests and other communications which may or are required hereunder by the Railroad shall be in writing and shall be deemed duly given if personally delivered or sent by facsimile and confirmed by telephone or sent by United States mail, registered or certified, return receipt requested, postage prepaid, to the addresses set forth hereunder or to such other address as the other party hereto may designate in written notice transmitted in accordance with this provision.

RAILROAD: ABC Railway
 Mr. Andrew Shuster
 Signals & Communications Supervisor
 43 Second Street NW
 Barberton, Ohio 44203
 (330) 813-6133
 ashuster@abcrwy.com

PUCO: Public Utilities Commission of Ohio
 Jill Henry
 Rail Specialist
 Transportation Department, Rail Division
 180 East Broad Street
 Columbus, Ohio 43215-3793
 (614) 466-0435
 jill.henry@puco.ohio.gov

Article VI. TERMINATION

This Subsidy Stipulation shall terminate at the end of the present biennium, June 30, 2019. If construction covered under this Subsidy Stipulation is not completed by that date, it is the expressed intention of the parties to renew this Subsidy Stipulation on each successive biennium period until such time as all work contemplated under this Subsidy Stipulation has been satisfactorily completed. If it appears to the PUCO that the Railroad has failed to perform satisfactorily any requirements of this Subsidy Stipulation, or if the Railroad is in violation of any provision of this Subsidy Stipulation, or upon just cause, the PUCO may:

- A. Terminate the Subsidy Stipulation after providing the Railroad with written notice, in accordance with the notice provisions of this Subsidy Stipulation, of its failure to perform satisfactorily any requirement of this Subsidy Stipulation (the "Notice"), which shall provide the Railroad with a thirty (30) day period to cure any and all defaults under this Subsidy Stipulation; or
- B. Immediately terminate the Subsidy Stipulation. During the thirty (30) day cure period, the PUCO, the Railroad shall incur only those obligations or expenditures that are necessary to enable the Railroad to achieve compliance as, set forth in the Notice. If it is determined that the Railroad cannot cure its default, the Railroad shall immediately cease work under this Subsidy Stipulation, take all necessary or appropriate steps to limit disbursements and minimize cost, and the Railroad shall provide a report, as of the date of receipt of the Notice, setting forth the status of the work completed, the cost of the work completed and such other information as the PUCO shall deem pertinent.

Article VII. REPRESENTATIONS AND WARRANTIES

- A. RAILROAD: The Railroad represents and warrants the following:
 - (1) The Railroad has the power and authority to enter into this Subsidy Stipulation; and
 - (2) The Railroad has the authority to carry out its obligations under this Subsidy Stipulation; and
 - (3) No personnel of the Railroad, any subcontractor of the Railroad, public official, employee or member of the governing body of the particular locality where this Subsidy Stipulation shall be completed, who exercises any functions or responsibilities in connection with the review or approval of the work completed under this Subsidy Stipulation, shall prior to the completion of said work, voluntarily or involuntarily acquire any personal monetary interest, direct or indirect, which is incompatible or in conflict with the discharge or fulfillment of his functions or responsibilities with

respect to the completion of the work contemplated under this Subsidy Stipulation. Any person, who, prior to or after the execution of this Subsidy Stipulation, acquires any personal monetary interest, involuntarily or voluntarily, shall immediately disclose his interest to the PUCO in writing. Thereafter, such person shall not participate in any action affecting the work contemplated under this Subsidy Stipulation unless the PUCO determines that, in light of the personal monetary interest disclosed his participation in any such action would not be contrary to the public interest.

- B. PUCO: PUCO represents and warrants that they have the power and authority to enter into this Subsidy Stipulation and to carry out their obligations pursuant to the terms of this Subsidy Stipulation.

Article VIII. RECORD KEEPING

During performance of this Subsidy Stipulation and for a period of three years after its completion, the Railroad shall maintain auditable records of all work performed under and charges pertaining to this Stipulation and shall make such records available to the PUCO as the PUCO may reasonably require.

Article IX. RIGHTS TO DATA

The PUCO shall have unrestricted authority to reproduce, distribute and use (in whole or in part) any reports, data or materials prepared by the Railroad pursuant to this Stipulation.

Article X. FALSIFICATION OF INFORMATION

The Railroad affirmatively covenants that they have not made any false statements to the PUCO in the process of obtaining this grant of funds. If the Railroad has knowingly made a false statement, the Railroad shall be required to return all funds immediately pursuant to ORC§ 9.66(C) (2) and shall be ineligible for any future economic development assistance from the State, any state agency or a political subdivision pursuant to ORC§ 9.66(C) (1). Any person who provides a false statement to secure economic development assistance may be guilty of falsification, a misdemeanor of the first degree, pursuant to ORC§2921.13(D)(1), which is punishable by a fine of not more than One Thousand Dollars (\$1,000) and/or a term of imprisonment of not more than six (6) months.

Article XI. EQUAL EMPLOYMENT OPPORTUNITY

In performing this Subsidy Stipulation, the Railroad shall not discriminate against any employee, applicant for employment, or other person because of race, color, religion, gender, national origin (ancestry), military status (past, present or future), disability, age (40 years of age or older), genetic information, or sexual orientation. The Railroad will ensure that applicants are hired and that employees are treated during employment without regard to their race, color, religion, gender, national origin (ancestry), military status (past, present or future), disability, age (40 years of age or older), genetic information, or sexual orientation. The Railroad shall incorporate the foregoing requirements of this paragraph in all of its contracts for any of the work prescribed herein (other than subcontracts for standard commercial supplies or raw materials) and will require all of its subcontractors for any part of such work to incorporate such requirements in all such subcontracts.

Article XII. DRUG FREE WORKPLACE

For any work under this Subsidy Stipulation that is performed on government property, the Railroad shall enforce its policy that its employees, while engaged in such work, shall not purchase, transfer, and use or possess illegal drugs or alcohol or abuse prescription drugs in any way.

Article XIII. HOLD HARMLESS PROVISION

The Railroad covenants and agrees to indemnify and hold the PUCO and their agents and employees harmless from and against any loss, claim, cause of action, damages, liability (including, without limitation, strict or absolute liability in tort or by statute imposed), charge, cost or expense (including, without limitation, counsel fees to the extent permitted by law), predicated on personal injury or death, or loss of or damage to property, and arising from any work performed pursuant to this Subsidy Stipulation and caused by the Railroad's negligent, intentional, willful or wanton actions or inactions, or such actions or omissions by any subcontractors that may be hired by the Railroad under this Subsidy Stipulation. In case any action involving any work covered by this Subsidy Stipulation is brought by or against any party or parties, said party or parties shall promptly notify the other party or parties of such action.

Article XIV. COMPLIANCE WITH FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS

The signatory parties agree to comply with all federal, state and local laws, rules, regulations, and auditing standards, which are applicable to their performance under this Stipulation.

Article XV. BUY OHIO/BUY AMERICAN PROVISIONS; OFFSHORE OUTSOURCING PROVISION:

The Railroad shall use its best efforts to purchase goods from other companies doing business in the State of Ohio, for the purpose of performing work under this Subsidy Stipulation. Further, in the performance of the work contemplated under this Subsidy Stipulation, the Railroad and all contractors, subcontractors, material men, or suppliers, shall use only such unmanufactured articles, materials, and supplies as have been mined or produced in the United States, and only such manufactured articles, materials, and supplies as have been manufactured in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured, as the case may be, in the United States. The Railroad affirms to have read and understands Executive Order 2011-12K and shall abide by those requirements in the performance of this Subsidy Stipulation. Notwithstanding any other terms of this Subsidy Stipulation, the PUCO reserve the right to recover any funds paid for services the Railroad performs outside the United States for which it did not receive a waiver from the Director of the Ohio Department of Administrative Services.

Article XVI. ENTIRETY OF AGREEMENT

This Subsidy Stipulation and its exhibits and any documents referred to herein constitute the entire agreement of the parties and supersede any and all other discussions, agreements and understandings, either oral or written, between the parties with respect to the subject matter hereof. This Subsidy Stipulation shall not be modified, amended, or supplemented, or any rights herein waived, unless specifically agreed upon in writing by the parties. A waiver by any party of any breach or default by the other party shall not constitute a continuing waiver by such party of any subsequent act in breach of or in default hereunder.

Article XVII. CAMPAIGN CONTRIBUTIONS

The Railroad hereby certifies that all applicable parties listed in Division (I)(3) or (J)(3) of ORC§ 3517.13 are in full compliance with Divisions (I)(1) and (J)(1) of ORC§ 3517.13.

Article XVIII. AMENDMENTS OR MODIFICATIONS

Neither this Subsidy Stipulation, nor any rights, duties, nor obligations hereunder, may be assigned or transferred, in whole or in part, by any signatory party, without the written consent of the PUCO.

Article XIX. DEBARMENT

The Railroad represents and warrants that it is not debarred from consideration for contract awards by the Director of the Department of Administrative Services, pursuant to either ORC§'s 153.02 or 125.25. If this representation and warranty is found to be false, this Subsidy Stipulation is void *ab initio* and the Railroad shall immediately repay to the PUCO any funds paid under this Subsidy Stipulation.

Article XX. HEADINGS

Section headings contained in this Subsidy Stipulation are inserted for convenience only and shall not be deemed a part of this Subsidy Stipulation.

Article XXI. GOVERNING LAW

This Subsidy Stipulation shall be governed by the laws of the state of Ohio as to all matters, including but not limited to matters of validity, construction, effect and performance.

Article XXII. PARTIAL INVALIDITY

A judicial or administrative finding, order, or decision that any part of this Subsidy Stipulation is illegal or invalid shall not invalidate the remainder of the Subsidy Stipulation.

Article XXIII. DUPLICATE COUNTERPARTS

This Subsidy Stipulation 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.

IN WITNESS WHEREOF, the parties hereto have caused this Subsidy Stipulation to be executed as of the date and year set forth below.

**On behalf of Akron Barberton Cluster
Railway Company :**

By: Herbert A. Shanklin
Herbert A Shanklin
[Print Name]

Title: General Manager

Date: 10-16-2018

**Staff of the Public Utilities Commission of
Ohio :**

By: [Signature]
John Williams

Title: Director of Transportation

Date: 11/14/18



Public Utilities Commission

Asim Z. Haque, Chairman

Commissioners

M. Beth Trombold
Thomas W. Johnson
Lawrence K. Friedeman
Daniel R. Conway

October 16, 2018

Mr. Andrew Shuster
ABC Railway
Signals & Communications Supervisor
43 Second Street NW
Barberton, Ohio 44203

Re: Crossing Upgrades in Portage and Medina
County.

Dear Mr. Shuster:

Grade crossing safety is one of Ohio's highest transportation priorities. As part of this mission, the Public Utilities Commission of Ohio (PUCO) continues to seek programs specifically designed to improve this mission. On November 9, 2017, on-site field reviews of potential crossing upgrade projects were conducted. At the meeting, it was decided that the crossing warning devices needed to be upgraded at Main Street in Kent, Medina Line Road in Barberton, and Main Street in Wadsworth. The PUCO requested that ABC Railway (ABC) provide cost estimates for this work.

On June 29, 2018, ABC provided a rough cost estimates for all three crossings to be upgraded.

DOT#	Street	City	County	Estimate
262-564G	Main Street	Kent	Portage	\$ 351,562.00
265-079J	Medina Line Road/CR 2	Barberton	Medina	\$ 212,608.00
265-076N	Main Street/SR 94	Wadsworth	Medina	\$ 224,505.00
Total				\$ 788,675.00

Based on the field review and the cost estimates provided by ABC, the PUCO would like to offer ABC funding up to \$600,000 for upgrades at all three crossings. ABC will be allowed to use new and/or refurbished materials at the crossings.

Enclosed is the Agreement for the project. I have forwarded an original of this for signature by an authorized representative on behalf of ABC.

I do request that you have this document executed promptly and returned to the following address:

Jill Henry
Rail Division
Public Utilities Commission of Ohio
180 East Broad Street
Columbus, Ohio 43215-3793

If you have any additional questions or wish to discuss this matter further, I can be contacted at 614-466-0435.

Sincerely,

A handwritten signature in purple ink that reads "Jill A. Henry". The signature is written in a cursive style with a large, looping "H" at the end.

Jill Henry
Rail Specialist
PUCO Rail Division

cc: File



Diagnostic Review Team Survey

Date: 11/9/2017

Location Data

Street or Road Name: Main Street

Route/Road Number
(i.e. Twp., Co., SR or US) (include SLM if State or US route)

AAR-DOT No.: 262-564G

County: Portage

Township:

City:
(In or Near) Kent

Railroad
Name: AB

Railroad
Division:

Branch/Line
Name: Main

Nearest RR
Timetable Station: Kent

RR Milepost: 191.53

On-Site Review Team

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

1. Andrew Shuster- AB
2. Herb Shanklin- AB
3. Jill Henry- PUCO
- 4.
- 5.
- 6.
- 7.
- 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	
'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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Number of Tracks Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Inventory Tags	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
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: 2 Length:
Bells	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Number: 2
Sidewalk Gate Arms	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	2 pedestrian gates
'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 checked="" type="checkbox"/> No	

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
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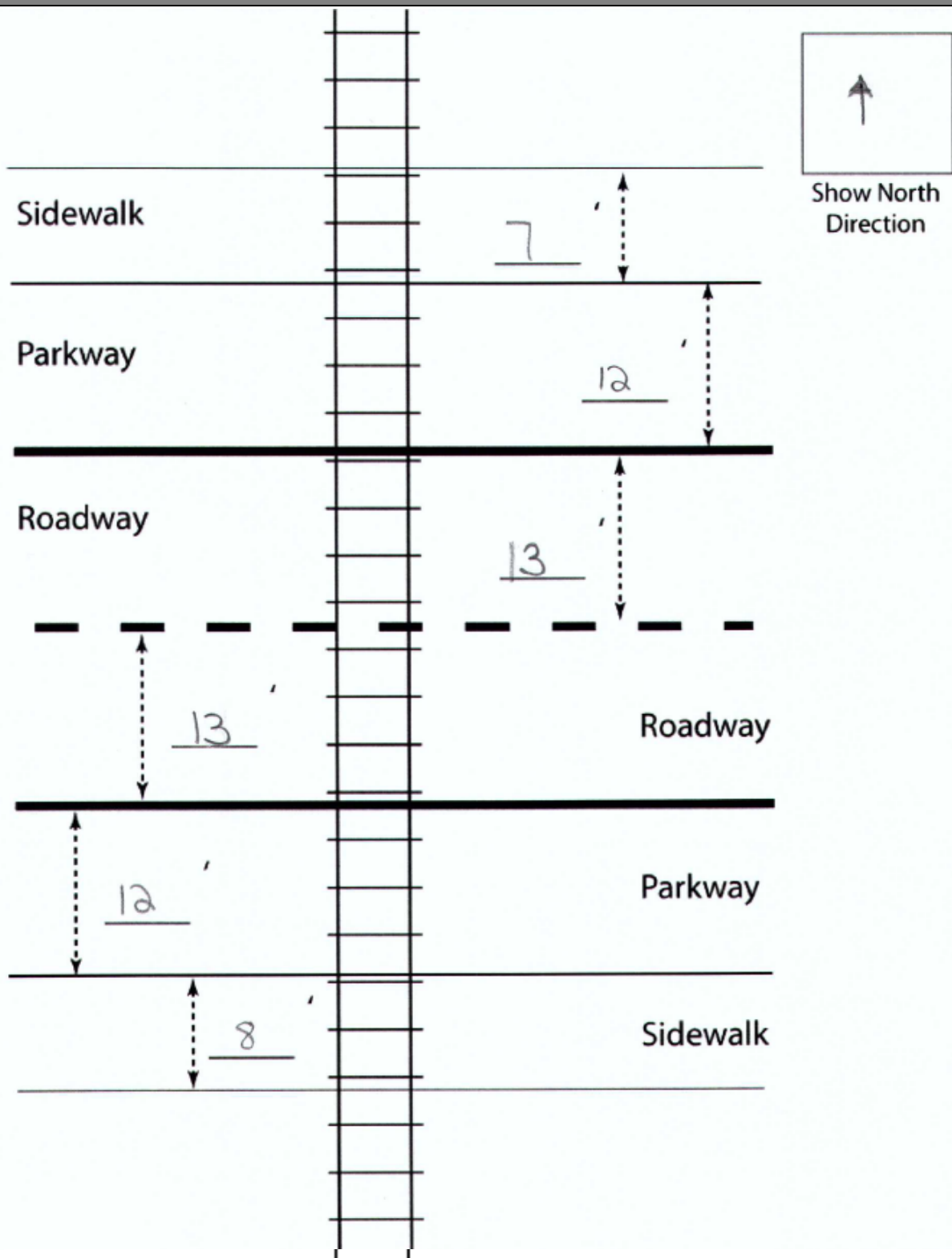
Number & dates of crashes in previous 5 years	None	
Hazard Ranking	4124	Date Run: 11/3/2017
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	1	
< 1 per day		
Day thru trains		
Night thru trains		
Daytime switching movements	1	
Nighttime switching movements		
Total number of tracks	1	
Number of main tracks	1	
Number of other tracks		
Maximum train speed	10	
Typical train speed	10	
Amtrak	N/A	
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
If multiple tracks, can two trains occupy crossing at the same time? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Can one train block the motorists' view of another train at crossing? <input type="checkbox"/> Yes (Explain below) <input checked="" type="checkbox"/> No		
Can one or more tracks be eliminated through the crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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 Kent	
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	4947 (2006)	
Highway paved	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input 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: 50 ft.		
Number of highway lanes	2	
Urban or Rural	Urban	
Vehicle Speed: 25 MPH		
School Bus Operation: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <u>Unknown</u> Amount Metro Buses use this crossing.		
Hazardous Materials Trucks: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <u>Unknown</u> Amount		
Shoulders: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
Is the shoulder surfaced? <input type="checkbox"/> No <input checked="" 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 <u>SW</u>	Curb and Gutter:	Quadrant <u>NE</u>
<input type="checkbox"/> Functional (Curb height = 4" or more)		<input checked="" type="checkbox"/> Functional (Curb height = 4" or more)
<input type="checkbox"/> Non-functional (Curb height = Less than 4")		<input type="checkbox"/> Non-functional (Curb height = Less than 4")
<input checked="" type="checkbox"/> None		<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, Distance <u>210'</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 type="checkbox"/> Industrial <input type="checkbox"/> Residential	<input type="checkbox"/> Institutional <input checked="" type="checkbox"/> Commercial	Location of nearby schools: <u>1/2 mile to Kent State University</u>
Utility Information		
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
Utility Provider (Company Name) <u>Ohio Edison</u>		Phone Number _____
Nearest Available Power Source <u>already at crossing</u>		
What other utilities are present? <u>Unknown</u> (add locations to sketch)		
Is(are) there potential utility conflict(s) <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown		
Comments: Underground Communication East Side of the street		
Potential Red Flags / Project Challenges		
Traffic Signal Preemption (include traffic signal intersection name and LHA with jurisdiction over traffic signal, if known): Not Needed but intersection is close to crossing (210').		

<p>Crossing Consolidation or Closure: Not an option- this crossing is a main roadway in Kent.</p>
<p>Real Estate or ROW:</p>
<p>Culverts / Drainage / Ballast Conditions:</p> <p>Not an issue</p>
<p>Roadway and/or Sidewalks:</p> <p>Sidewalks on both sides of crossing</p>
<p>Circuitry (e.g. reaches out to other crossings, specific needs, etc.):</p> <p>No overlap</p>
<p>Environmental:</p> <p>None</p>
<p>Other: Issues with crossing malfunctions. Gates stay down and don't come back up. Surface is not in the best shape. Crossing needs upgraded to two cantilevers. House can't stay in its current location. Equipment House in the SE quad. Needs 2 bells due to park/pedestrians in area. Eliminate the existing pedestrian gates.</p>

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 type="checkbox"/> AFLS / Gates	
<input checked="" 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	
<input type="checkbox"/> Other (define)	
Comments: New crossing (including house)- can be new or refurbished materials. See notes on previous page	
<input type="checkbox"/> Install/upgrade traffic signal preemption	
<input type="checkbox"/> No improvements needed	
<input type="checkbox"/> Other (define)	
Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement): <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 30%; border-bottom: 1px solid black;"></div> <div style="width: 30%; border-bottom: 1px solid black;"></div> <div style="width: 30%; border-bottom: 1px solid black;"></div> </div>	

Field Dimensions

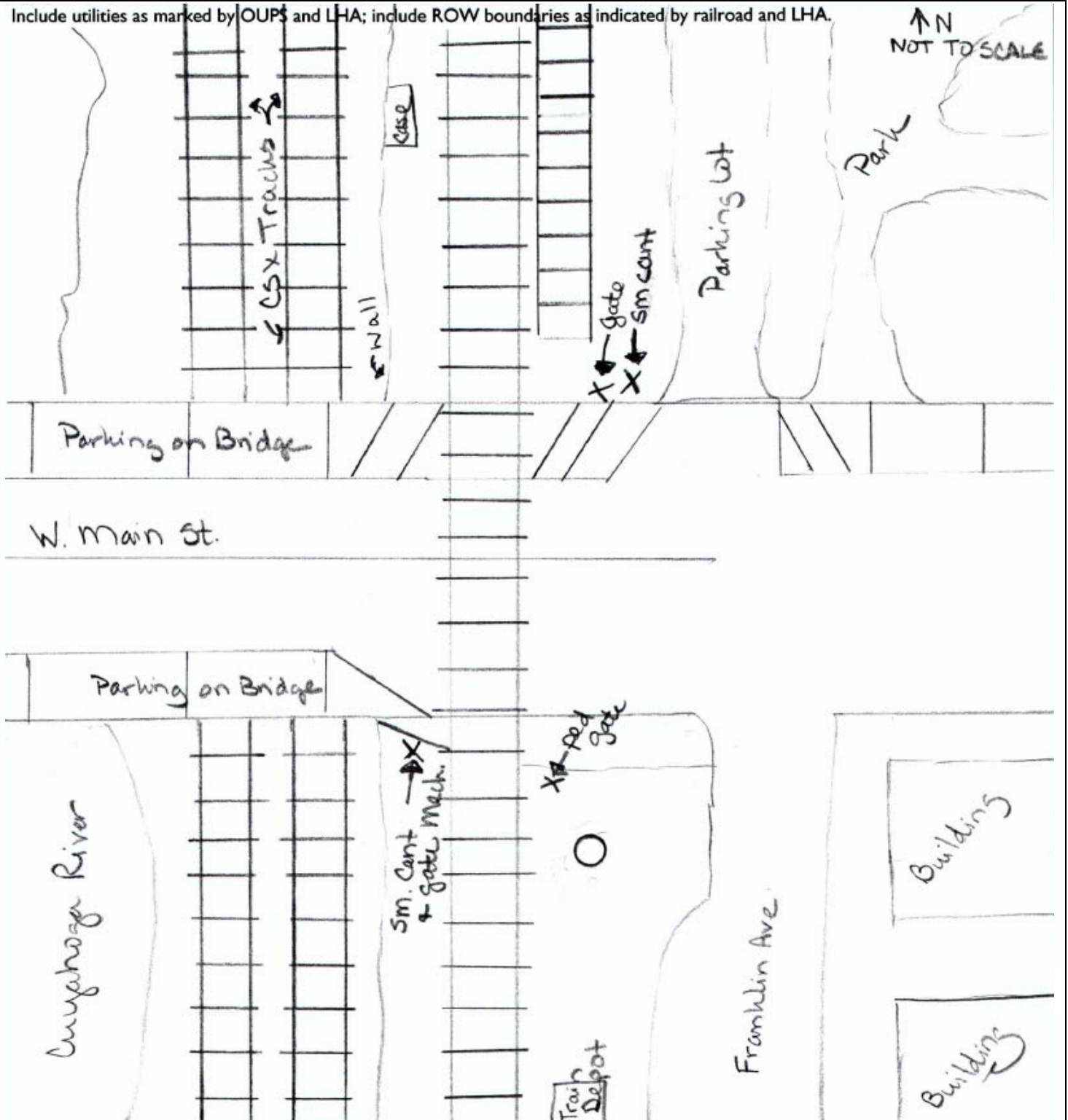


Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in SE Quadrant?

Measurements by: IAH

Field Sketch

Include utilities as marked by OUPS and LHA; include ROW boundaries as indicated by railroad and LHA.



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

Sketch by: IAH

TABLE I**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

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

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.



Diagnostic Review Team Survey

Date: 11/9/2017

Location Data

Street or Road Name: Medina Line Road			
Route/Road Number (i.e. Twp., Co., SR or US) CR 2 (include SLM if State or US route)		AAR-DOT No.: 265-079J	
County: Medina	Township:	City: (In or Near) Barberton	
Railroad Name: AB	Railroad Division:	Branch/Line Name: Main	
Nearest RR Timetable Station: Barberton		RR Milepost: 213.10	

On-Site Review Team

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

1. Andrew Shuster- AB
2. Herb Shanklin- AB
3. Jill Henry- PUCO
- 4.
- 5.
- 6.
- 7.
- 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	
'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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Very worn
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Number of Tracks Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Inventory Tags	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
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 type="checkbox"/> Yes	<input checked="" 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: 2 Length:
Bells	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Number: 0
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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Is crossing flagged by train crew?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Other	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
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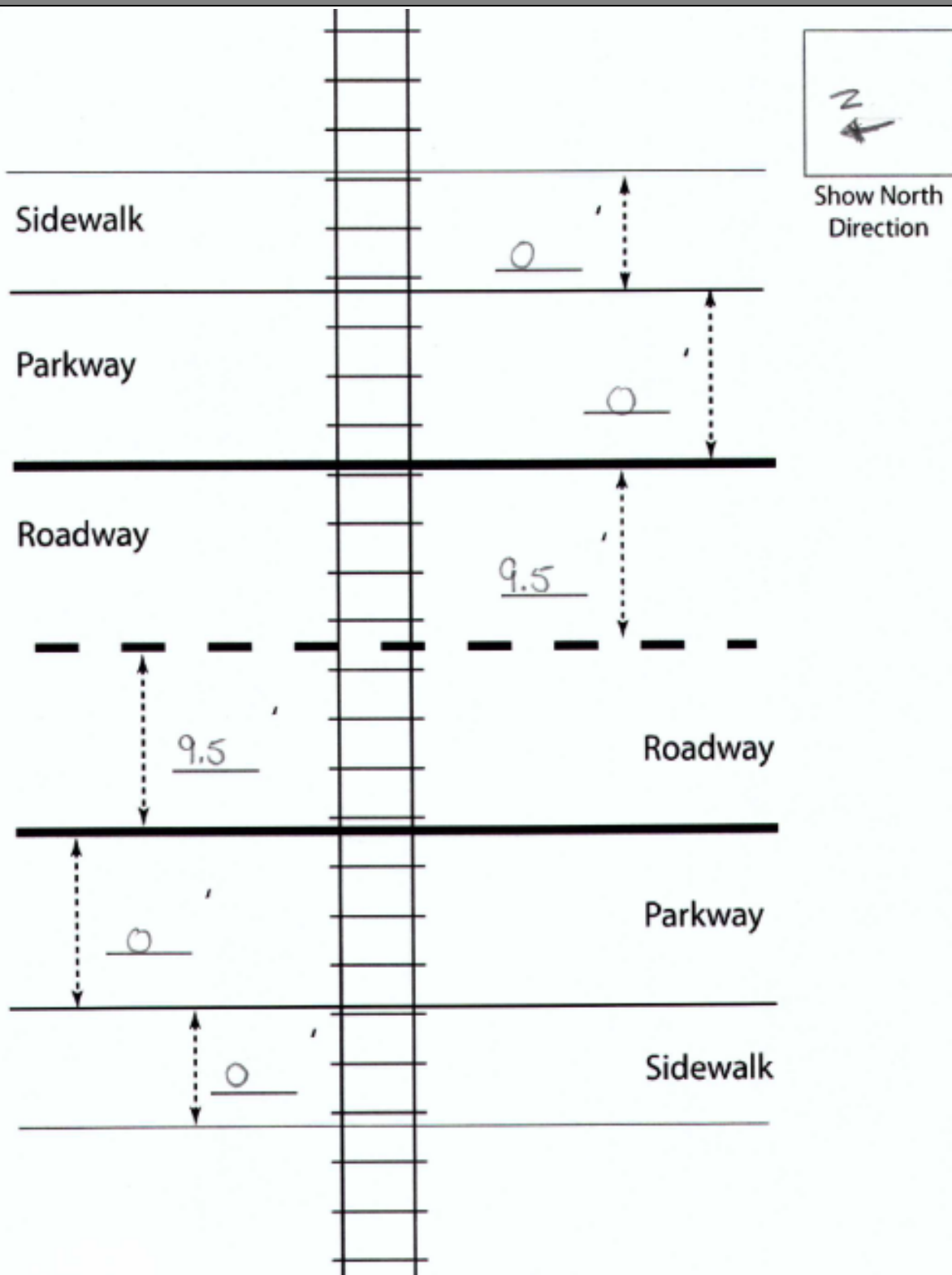
Number & dates of crashes in previous 5 years	None	
Hazard Ranking	4416	Date Run: 11/3/2017
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	1	
< 1 per day		
Day thru trains		
Night thru trains		
Daytime switching movements	1	
Nighttime switching movements		
Total number of tracks	1	
Number of main tracks	1	
Number of other tracks		
Maximum train speed	10	
Typical train speed	10	
Amtrak	N/A	
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
If multiple tracks, can two trains occupy crossing at the same time? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Can one train block the motorists' view of another train at crossing? <input type="checkbox"/> Yes (Explain below) <input checked="" type="checkbox"/> No		
Can one or more tracks be eliminated through the crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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:		Medina County
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	3929 (2007)	
Highway paved	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input 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: <u>19</u> ft.		
Number of highway lanes	2	
Urban or Rural	Rural	
Vehicle Speed: <u>45</u> MPH		
School Bus Operation: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <u>4</u> Amount		
Hazardous Materials Trucks: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <u>Unknown</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 <u>SE</u>	Curb and Gutter:	Quadrant <u>NW</u>
<input type="checkbox"/> Functional (Curb height = 4" or more)		<input type="checkbox"/> Functional (Curb height = 4" or more)
<input type="checkbox"/> Non-functional (Curb height = Less than 4")		<input type="checkbox"/> Non-functional (Curb height = Less than 4")
<input checked="" type="checkbox"/> None		<input checked="" type="checkbox"/> None
Pedestrians: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		

Is sidewalk present? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		
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 type="checkbox"/> No <input type="checkbox"/> Yes		
Are the signals currently interconnected with the existing crossing warning devices? <input type="checkbox"/> No <input type="checkbox"/> Yes		
Is there a 'Do not Stop on Track' sign? <input 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 type="checkbox"/> Industrial <input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Institutional <input type="checkbox"/> Commercial	Location of nearby schools: 2 miles to local high school and middle school.
Utility Information		
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
Utility Provider (Company Name) <u>Ohio Edison</u>		Phone Number _____
Nearest Available Power Source <u>already at crossing</u>		
What other utilities are present? <u>Unknown</u> (add locations to sketch)		
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): N/A		

<p>Crossing Consolidation or Closure: Not an option- this crossing is a main roadway.</p>
<p>Real Estate or ROW:</p>
<p>Culverts / Drainage / Ballast Conditions:</p> <p>No Issues</p>
<p>Roadway and/or Sidewalks:</p> <p>No Sidewalks- Roadway surface cracked and patched</p>
<p>Circuitry (e.g. reaches out to other crossings, specific needs, etc.):</p> <p>No overlap</p>
<p>Environmental:</p> <p>None</p>
<p>Other: House is slipping off the Hillside (actually a cabinet).</p> <p>Older equipment- 8" lights and foundations.</p> <p>No issues with gates not responding.</p> <p>Newer electric pole for service (2008)</p> <p>Park area south side of x-ing. No spray area- conservation area that is marked.</p>

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	
<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	
<input type="checkbox"/> Other (define)	
Comments: New crossing (including house)- can be new or refurbished materials.	
<input type="checkbox"/> Install/upgrade traffic signal preemption	
<input type="checkbox"/> No improvements needed	
<input type="checkbox"/> Other (define)	
Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement): <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 30%; border-bottom: 1px solid black;"></div> <div style="width: 30%; border-bottom: 1px solid black;"></div> <div style="width: 30%; border-bottom: 1px solid black;"></div> </div>	

Field Dimensions



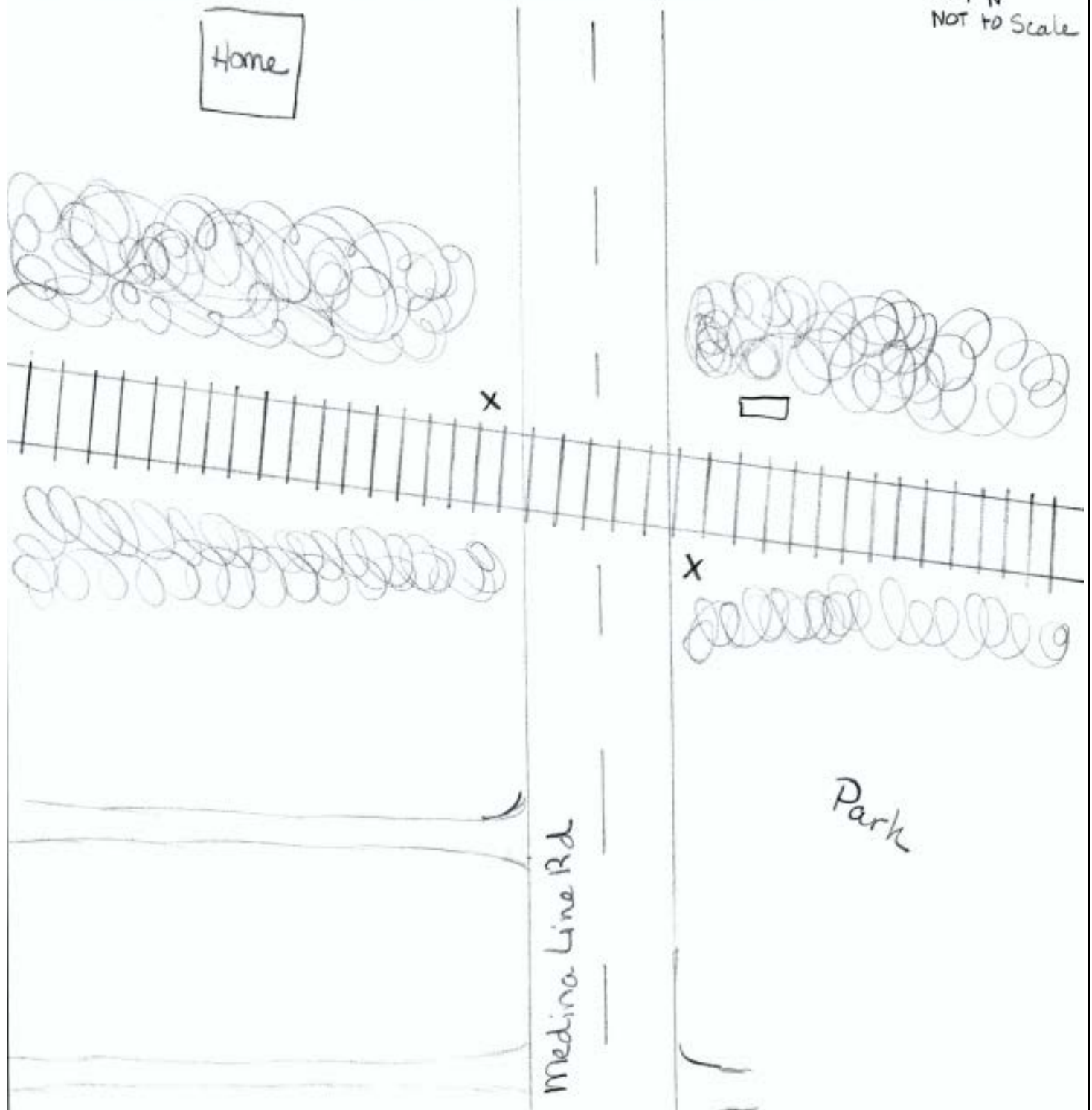
Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in SE Quadrant?

Measurements by: IAH

Field Sketch

Include utilities as marked by OUPS and LHA; include ROW boundaries as indicated by railroad and LHA.

↑ N
NOT TO Scale



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

Sketch by: IAH

TABLE I**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

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

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.



Diagnostic Review Team Survey

Date: 11/9/2017

Location Data

Street or Road Name: Main Street

Route/Road Number
(i.e. Twp., Co., SR or US) (include SLM if State or US route)

AAR-DOT No.: 265-076N

County: Medina

Township:

City:
(In or Near) Wadsworth

Railroad
Name: AB

Railroad
Division:

Branch/Line
Name: Main

Nearest RR
Timetable Station: Wadsworth

RR Milepost: 215.57

On-Site Review Team

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

1. Andrew Shuster- AB
2. Herb Shanklin- AB
3. Jill Henry- PUCO
- 4.
- 5.
- 6.
- 7.
- 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	Only one on South side of X-ing
'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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Not to code on North Side
Crossbucks	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Number of Tracks Signs	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Inventory Tags	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
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 type="checkbox"/> Yes	<input checked="" 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: 2
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	
Is crossing flagged by train crew?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Other	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	

Safety Data (Obtain crash reports, if possible, prior to review)

	Initial Information (from database)	Revised
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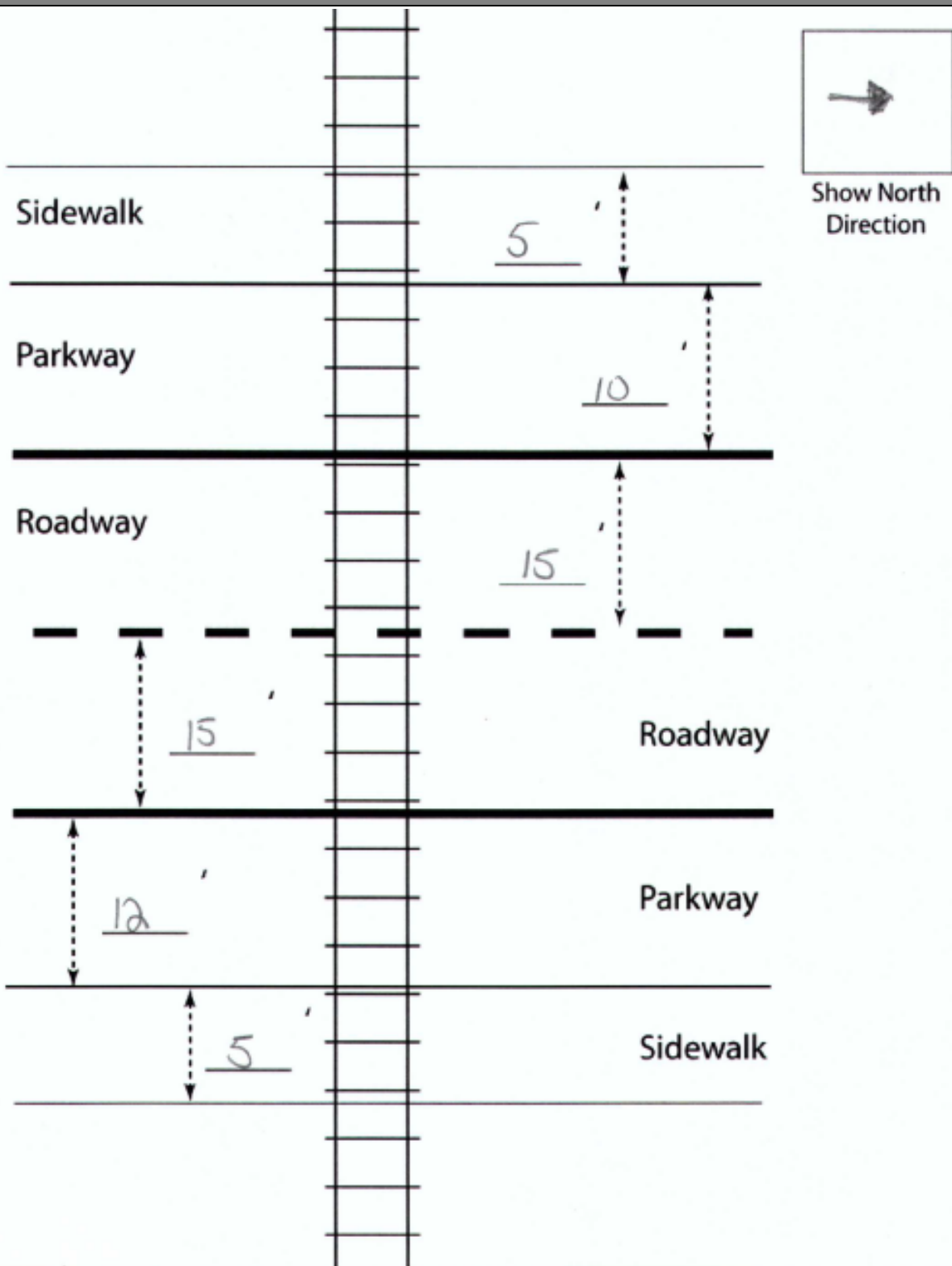
Number & dates of crashes in previous 5 years	None	
Hazard Ranking	3524	Date Run: 2/13/19
Railroad Data		
Railroad Characteristics	Initial Information (from database)	Revised
Total trains per day	2	
< 1 per day		
Day thru trains		
Night thru trains		
Daytime switching movements	2	
Nighttime switching movements		
Total number of tracks	1	
Number of main tracks		
Number of other tracks		
Maximum train speed	10	
Typical train speed	10	
Amtrak	N/A	
If non-gated crossing, is clearing sight distance adequate in all quadrants? (See Table 1) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
If multiple tracks, can two trains occupy crossing at the same time? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Can one train block the motorists' view of another train at crossing? <input type="checkbox"/> Yes (Explain below) <input checked="" type="checkbox"/> No		
Can one or more tracks be eliminated through the crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Are there other track(s) crossing this same roadway within 100 ft of this crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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 Wadsworth	
Roadway Characteristics	Initial Information (from database)	Revised
Average daily traffic	9381 (2007)	
Highway paved	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input 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: <u>30</u> ft.		
Number of highway lanes	2	
Urban or Rural	Urban	
Vehicle Speed: <u>25</u> MPH		
School Bus Operation: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <u>39</u> Amount		
Hazardous Materials Trucks: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <u>Unknown</u> Amount		
Shoulders: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		
Is the shoulder surfaced? <input 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 <u>SE</u> Curb and Gutter:	Quadrant <u>NW</u> Curb and Gutter:	
<input checked="" type="checkbox"/> Functional (Curb height = 4" or more)	<input type="checkbox"/> Functional (Curb height = 4" or more)	
<input type="checkbox"/> Non-functional (Curb height = Less than 4")	<input type="checkbox"/> Non-functional (Curb height = Less than 4")	
<input type="checkbox"/> None	<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		
Is there a nearby intersection that could cause queuing over the crossing? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		
If yes, Distance <u>215'</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 type="checkbox"/> No <input type="checkbox"/> Yes		
Explain reasons:		
Type of Development		
<input 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: Elementary and Intermediate schools within 1 mile of this crossing.
Utility Information		
Is commercial power available? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
Utility Provider (Company Name) <u>Wadsworth Municipal Electric</u>		Phone Number <u>330-335-2833</u>
Nearest Available Power Source <u>already at crossing</u>		
What other utilities are present? <u>Unknown</u> (add locations to sketch)		
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): Not Needed but intersection is close to crossing (215').		

<p>Crossing Consolidation or Closure: Not an option- this crossing is a main roadway in Wadsworth.</p>
<p>Real Estate or ROW:</p>
<p>Culverts / Drainage / Ballast Conditions:</p>
<p>Roadway and/or Sidewalks:</p>
<p>Circuitry (e.g. reaches out to other crossings, specific needs, etc.): Crossbuck crossing to the west- L Street</p>
<p>Environmental: None</p>
<p>Other: Gates are currently located too far from tracks (there used to be 2 tracks and one was removed). Issue with hardware store running equipment over RR right of way (NW and SE quads). Issue with people parking at the tracks for The South End Tavern (NE quad of crossing)</p>

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	
<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	
<input type="checkbox"/> Other (define)	
Comments: New crossing (including house)- can be new or refurbished materials.	
<input type="checkbox"/> Install/upgrade traffic signal preemption	
<input type="checkbox"/> No improvements needed	
<input type="checkbox"/> Other (define)	
Acknowledgement of Recommendations (each entity represented at the diagnostic must have at least one signature acknowledgement): <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 30%; border-bottom: 1px solid black;"></div> <div style="width: 30%; border-bottom: 1px solid black;"></div> <div style="width: 30%; border-bottom: 1px solid black;"></div> </div>	

Field Dimensions

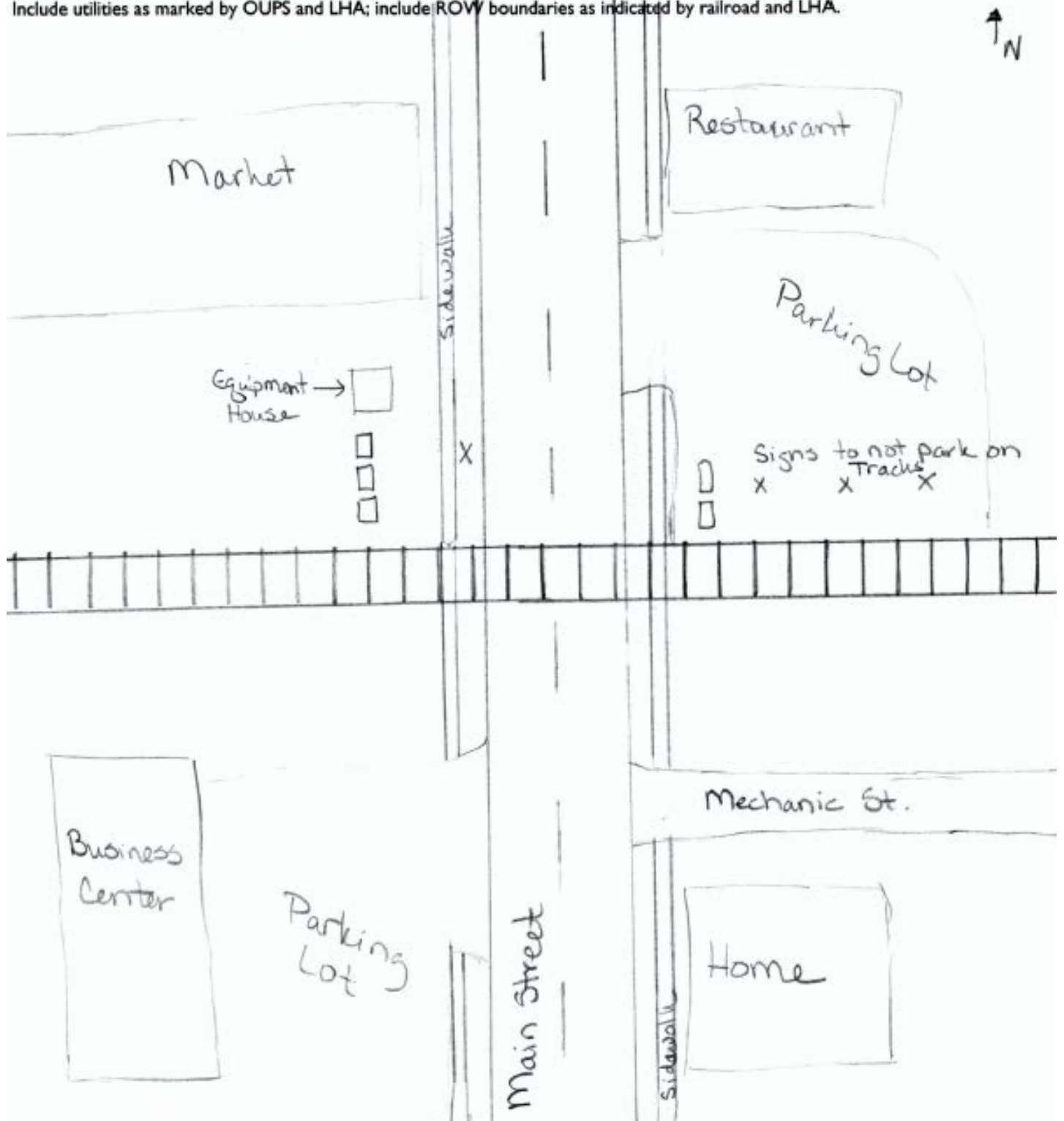


Crossing Angle ☐ 0-29° ☐ 30-59° ☒ 60-90° Measured in SE Quadrant?

Measurements by: IAH

Field Sketch

Include utilities as marked by OUPS and LHA; include ROW boundaries as indicated by railroad and LHA.



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

Sketch by: IAH

TABLE I**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

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

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.

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Case No(s). 19-0423-RR-STP

Summary: Application In the Matter of a Request for Upgrades at Akron Barberton Cluster Railway Crossings in Medina and Portage County, Ohio. electronically filed by Mrs. Jill A Henry on behalf of PUCO/Rail Division