

# Memo

To: Docketing Division

From: Jill Henry, Rail Specialist, Rail Division

Cc: PUCO Legal Department

Date: 3/11/2019

Re: PUCO Case No. 16-1685-RR-FED - In the Matter of the Authorization of CSX Transportation Inc. to Install an Active Grade Warning Devices at the High Street Crossing, DOT# 518-304B, in the Village of Ashley, Delaware County, Ohio.

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In August 2016, the Ohio Rail Development Commission (ORDC) authorized construction for CSX Transportation to install mast mounted lights and gates with one set of cantilevered flashing lights and advanced traffic preemption at the following location:

Street	DOT#	County	Project
High Street	518-304B	Delaware County	Lights and Gates/ Traffic Preemption

On August 31, 2016, the Commission approved the project and ordered completion by August 31, 2017.

On April 24, 2017, CSX filed for a seven month extension (until March 31, 2018) to the project deadline. In the request, CSX stated that the Village of Ashley is currently taking bids on the road construction work being done as part of this project. Until the roadway work is completed signal construction cannot be started. The Commission granted the extension on August 30, 2017.

The crossing project has been completed and is in-service as follows (see attached):

Street	DOT#	County	Date of Completion
High Street	518-304B	Delaware County	3/28/2018

Accordingly, the above case may be closed.

**From:** [Henning, Nicole \(External\)](#)  
**To:** [Henry, Jill](#)  
**Subject:** FW: Warning devices at High St. Ashley, OH malfunction Wednesday 2/28/18 for an hour - OH1089, PID 99705  
**Date:** Thursday, November 08, 2018 8:22:06 AM  
**Attachments:** [ERE DEL Ashley SR 229 High St OH1089 PID 99705.msg](#)

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Jill,

Please see the attached email regarding the final inspection. Report is also attached to that email. Please let me know if you need any additional information.

Thank you.  
Nicole Henning  
Engineering Assistant to Amanda DeCesare  
(MI, OH, IN, IL)  
CSX Transportation  
500 Meijer Drive Suite 305  
Florence, KY 41042  
Office: (859) 372-6125

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**From:** Catherine.Stout@dot.ohio.gov [mailto:Catherine.Stout@dot.ohio.gov]  
**Sent:** Friday, April 13, 2018 11:35 AM  
**To:** DeCesare, Amanda  
**Cc:** Henning, Nicole (External); Eric.Neff@dot.ohio.gov; Elliott, Scott (External); Rick M. Campbell (rcampbell@ctcinc.com); Tim Oster  
**Subject:** RE: Warning devices at High St. Ashley, OH malfunction Wednesday 2/28/18 for an hour

Thanks, Amanda. I'll schedule a joint test with the village for the first week in May. I'll let you know the date so a maintainer can be scheduled to attend.

Cathy Stout  
Manager, Safety Programs, ORDC  
MS 3140, 1980 W. Broad Street  
Columbus, OH 43223  
614-644-0313

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**From:** DeCesare, Amanda [mailto:Amanda\_DeCesare@csx.com]  
**Sent:** Wednesday, March 28, 2018 8:48 AM  
**To:** Stout, Catherine <Catherine.Stout@dot.ohio.gov>  
**Cc:** Henning, Nicole (External) <Nicole\_Henning@csx.com>; Neff, Eric <Eric.Neff@dot.ohio.gov>; Elliott, Scott (External) <Scott\_Elliott@csx.com>  
**Subject:** RE: Warning devices at High St. Ashley, OH malfunction Wednesday 2/28/18 for an hour

Cathy,  
The preemption is now functioning properly.  
We will begin closing out the project.

**Amanda J. DeCesare**



# OHIO DEPARTMENT OF TRANSPORTATION INSPECTION FORM FOR TRAFFIC SIGNAL PREEMPTION AT HIGHWAY-RAIL GRADE CROSSINGS



## LOCATION DATA

City/State Ashely Date of Inspection 05/03/2018  
County Delaware Inspector CTC, Inc.  
Parallel Street US Hwy 42 Crossing Street SR 229 (High St)  
Railroad CSX Transportation DOT No. 518304B  
Mile Post QE 104.38 Subdivision Columbus Line  
Railroad Contact Stephen Klinger Phone: (405) 529-1234

## ROADWAY DATA

Design Vehicle Length: 65' Arriving Approach Grade (%):           
Number of Lanes Over Track: 2 MTCD Grade (%):           
MPH:          Departing Grade (%):         

## TRAFFIC SIGNAL DATA

Controller Type: Cobalt Controller Software: 32.65.30  
Number of Crosswalks: 2 PED Head Type: ☒ Standard ☐ Count Down ☐ N/A  
Longest Crosswalk Length:           
Battery Backup: ☒ Yes ☐ No Push Button Present? ☒ Yes ☐ No  
Vehicle Detection Upstream: ☒ Yes ☐ No Type of Detection: ☐ Video ☒ Loops  
Gate Down Circuit: ☐ Yes ☒ No Turn Restrictions:  
Left Turn Restricted? ☒ Yes ☐ No  
Right Turn Restricted? ☒ Yes ☐ No  
Traffic Signal Health Circuit: ☐ Yes ☒ No Yellow Trap Condition? ☐ Yes ☒ No  
Maximum Preemption Timer: ☐ Yes ☒ No  
Preemption Cable Type: 12 Conductor  
Comments:

## TRAFFIC SIGNAL TIMING

Worst-Case Conflicting Vehicle Time	Seconds
Preempt Delay Time	0
Controller Response Time to Preempt	0
Preempt Min Green	5
Other Green Time	0
Yellow Change Time	4
Red Clearance Time	2
Total	11

Worst-Case Conflicting Pedestrian Time	Seconds
Preempt Delay Time	0
Controller Response Time to Preempt	0
Preempt Walk	0
Preempt Pedestrian Change	0
Yellow Change Time	4
Red Clearance Time	2
Total	6

Maximum Right-of-Way Transfer Time= 11  
(Highest Total from above)

Track Clearance Green Time: 46 sec  
Track Clearance Phases: 3,8

## RAILROAD DATA

Controller Type: GCP 3000

Is Traffic Signal Preempted? ☒ Yes ☐ No

If Yes, Preemption Type: ☐ Simultaneous + additional time of \_\_\_\_\_ Seconds  
☒ Advance APT= 25 Seconds

Type of Warning Devices:

☐ Crossbucks ☒ Flashers ☒ Gates ☒ Cantilevers ☐ Quad Gates ☐ Ped Gates

Preemption Cable Type: 12 Conductor Do Not Stop on Tracks Sign? ☒ Yes ☐ No

Interconnection Type: ☒ Single Break ☐ Double Break ☐ Supervised

Gate Information: Gate Delay: \_\_\_\_\_ sec. Full Gate Descent Time: \_\_\_\_\_ sec.

Track Information: Number of Tracks: 1 Number of Trains a Day: 1

Clear Storage Distance (CSD): \_\_\_\_\_ feet Minimum Track Clearance Distance (MTCD): \_\_\_\_\_ feet

Notes: CSX had set the predictor to constant warning mode. The preemption system was tested and found to be working per design.

## RAILROAD EQUIPMENT DATA FOR EACH TRACK

Track 1:	Advance Preemption Time: <u>25</u>	Minimum Warning Time (MT): <u>20</u>
	Clearance Time (CT): <u>2</u>	Buffer Time (BT): <u>5</u>
	Equipment Response Time: <u>4</u>	
	Design Speed: <u>60</u>	Time Table Speed: <u>60</u>
	Approach Distance: <u>5589</u>	AX1 or DAX WT: <u>57</u>
Track 2:	Advance Preemption Time: _____	Minimum Warning Time (MT): _____
	Clearance Time (CT): _____	Buffer Time (BT): _____
	Equipment Response Time: _____	
	Design Speed: _____	Time Table Speed: _____
	Approach Distance: _____	AX1 or DAX WT: _____
Track 3:	Advance Preemption Time: _____	Minimum Warning Time (MT): _____
	Clearance Time (CT): _____	Buffer Time (BT): _____
	Equipment Response Time: _____	
	Design Speed: _____	Time Table Speed: _____
	Approach Distance: _____	AX1 or DAX WT: _____
Track 4:	Advance Preemption Time: _____	Minimum Warning Time (MT): _____
	Clearance Time (CT): _____	Buffer Time (BT): _____
	Equipment Response Time: _____	
	Design Speed: _____	Time Table Speed: _____
	Approach Distance: _____	AX1 or DAX WT: _____

**ADDITIONAL RECOMMENDATIONS/COMMENTS/SKETCH**

Check each recommendation and explain below:

- |  |  |
|--|--|
| 1 <input type="checkbox"/> Extend Track Clearance Green Interval | 5 <input type="checkbox"/> Install Additional Pavment Markings       |
| 2 <input type="checkbox"/> Install Additional Signs              | 6 <input type="checkbox"/> Preemption Operaton Modification          |
| 3 <input type="checkbox"/> Traffic Signal Phasing Modification   | 7 <input type="checkbox"/> Install Stop or Yield at Passive Crossing |
| 4 <input type="checkbox"/> Install "DO NOT STOP ON TRACK" signs  | 8 <input type="checkbox"/> Other                                     |

Additional Notes:

1. The crossing is daxed on both approaches. CTC visited the east DAX location at S. Main Street. DAX C was advance preemption start for High St. and DAX A was the crossing start for High St. Both daxes were programmed per design with a 1323' offset. CSX provided east dax recorder data for April 2018 and average APT was 23 seconds.

The dax location approach is 4266 plus the offset of 1323 provides a total approach of 5589 per design. CTC did not field measure approaches or offsets.

2. CSX could not provide data for west DAX and CTC did not visit that location.

3. CSX provided recorder data for High Street for March 15 through April 23rd and the average warning time was 35 seconds.

**This foregoing document was electronically filed with the Public Utilities**

**Commission of Ohio Docketing Information System on**

**3/9/2019 10:19:47 AM**

**in**

**Case No(s). 16-1685-RR-FED**

Summary: Memo Closing Case In the Matter of the Authorization of CSX Transportation Inc. to Install an Active Grade Warning Devices at the High Street Crossing, DOT# 518-304B, in the Village of Ashley, Delaware County, Ohio. electronically filed by Mrs. Jill A Henry on behalf of PUCO/Rail Division