

# Memo

To: Docketing Division  
From: Jill Henry, Rail Specialist, Rail Division  
Cc: PUCO Legal Department  
Date: 3/11/2019

Re: PUCO Case No. 16- 1221-RR-FED- In the Matter of Authorization for the Chicago Ft. Wayne and Eastern Railroad Corridor Project in Van Wert, Ohio.

On August 28, 2015, Commission Staff (PUCO), the Ohio Rail Development Commission (ORDC), Chicago Ft. Wayne and Eastern Railroad (CFE), and the City of Van Wert (LHA) entered into an agreement whereby the City of Van Wert agreed to close five crossings in exchange for warning device improvements at 4 crossings, surface improvements at 9 crossings, warning device modifications at 3 crossings, and traffic signal preemption at 1 crossing.

The project is as follows:

DOT#	Street	Closure	Warning Device Improvements	Surface Improvements	Warning Device Modifications	Traffic Signal Preemption
532768P	WAYNE ST		Yes	Yes		
532769W	VINE ST	Yes				
532770R	FRANKLIN ST		Yes	Yes		
532771X	CHESTNUT ST	Yes				
532772E	RACE ST		Yes	Yes		
532773L	TYLER ST			Yes	Yes	
532774T	HARRISON ST	Yes				
532775A	CHERRY ST			Yes	Yes	
532776G	WALNUT ST			Yes	Yes	
532778V	MARKET ST		Yes	Yes		
532779C	WASHINGTON ST			Yes		Yes
532780W	JEFFERSON ST			Yes		
523453M	PLEASANT ST	Yes				
523461E	ANDERSON AVE	Yes				

On May 26, 2016, the Ohio Rail Development Commission encumbered funding and advised the PUCO that the project could move forward. On June 15, 2016, the Commission approved the project and ordered completion by June 15, 2017.

On June 15, 2017, CFE filed for a six month extension. In the request, CFE states that there were design issues that have delayed construction. On July 12, 2017, the Commission granted an extension until December 15, 2017.

Staff received notice that the crossings were put in service on December 14, 2017. Testing of the traffic signal preemption took place on February 6, 2018 and was found to work as designed (see attached documents).

Accordingly, the case may be closed.



December 15, 2017

Ohio Public Utilities Division  
PUCO Docketing Division  
180 E Broad St  
Columbus, OH 43215-3793

Subject: IN-SERVICE NOTICE – Eastern Railroad Corridor Project in Van Wert, Ohio  
Various Upgrades of Lights and Gates – Case: 16-1221-RR-FED

Reference: Agency ID: Van Wert Corridor Project (PID 100123)  
AAR/DOT #: 532768P et al  
RR Reimb.#: CFER-17009  
IORY #: Milepost: MP 16.89  
Midland Subdivision

PUCO Docketing Division:

Patrick Engineering (Patrick), on behalf of the Chicago, Ft. Wayne & Eastern Railroad, hereby certifies that the crossing upgrades were completed and that the active warning devices at the crossing were placed in-service on December 14, 2017.

Please feel free to contact me at (614) 354-4933 if you have any questions regarding this submission.

Sincerely,

**PATRICK ENGINEERING INC.**

Joseph Bolzenius, PE  
Public Projects Consultant – Project Manager



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



## LOCATION DATA

City/State Van Wert Date of Inspection 02/06/2018  
County Van Wert Inspector T. Oster / R. Campbell  
Parallel Street Washington Street Crossing Street Main Street  
Railroad Chicago, Ft. Wayne & Eastern DOT No. 532779C  
Mile Post 287.49 Subdivision Lima  
Railroad Contact \_\_\_\_\_ Phone: \_\_\_\_\_

## ROADWAY DATA

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

## TRAFFIC SIGNAL DATA

Controller Type: ASC3 - 2100 Controller Software: 2.65.40  
Number of Crosswalks: 4 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: Dwell phase 2 & 6; Minimum Dwell time programmed 10 seconds

## 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	3.5
Red Clearance Time	1.0
Total	9.5

Worst-Case Conflicting Pedestrian Time	Seconds
Preempt Delay Time	0
Controller Response Time to Preempt	0
Preempt Walk	0
Preempt Pedestrian Change	12
Yellow Change Time	3.5
Red Clearance Time	1.0
Total	16.5

Maximum Right-of-Way Transfer Time= 17  
(Highest Total from above)

Track Clearance Green Time: 33 s  
Track Clearance Phases: 3, 8

# RAILROAD DATA

Controller Type: XP4

Is Traffic Signal Preempted? ☒ Yes ☐ No

If Yes, Preemption Type: ☐ Simultaneous + additional time of \_\_\_\_\_ Seconds

☒ Advance APT= 34 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: \_\_\_\_\_

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

Notes:

# RAILROAD EQUIPMENT DATA FOR EACH TRACK

Track 1:	Advance Preemption Time:	<u>34</u>	Minimum Warning Time (MT):	<u>31</u>
	Clearance Time (CT):	<u>1</u>	Buffer Time (BT):	<u>1</u>
	Equipment Response Time:	<u>4</u>		
	Design Speed:	<u>25</u>	Time Table Speed:	_____
	Approach Distance:	<u>2573</u>	AX1 or DAX WT:	<u>65</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 ☐ Extend Track Clearance Green Interval  
2 ☐ Install Additional Signs  
3 ☐ Traffic Signal Phasing Modification  
4 ☐ Install "DO NOT STOP ON TRACK" signs

- 5 ☐ Install Additional Pavment Markings  
6 ☐ Preemption Operaton Modification  
7 ☐ Install Stop or Yield at Passive Crossing  
8 ☐ Other

Additional Notes:

TRAFFIC:

-Gate down not working properly during first test. Evaluation determined there was a constant gate down input. Problem was gate down relay was not wired correctly. Moved wire and retested. Gate down working per design.

- Minimum dwell time was set to 20 sec. Changed to 10 sec during inspection.

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

**Commission of Ohio Docketing Information System on**

**3/9/2019 11:41:20 AM**

**in**

**Case No(s). 16-1221-RR-FED**

Summary: Memo Closing Case In the Matter of Authorization for the Chicago Ft. Wayne and Eastern Railroad Corridor Project in Van Wert, Ohio. electronically filed by Mrs. Jill A Henry on behalf of PUCO/Rail Division