Public Utilities Commission of Ohio

Memo

To: Docketing Division

From: Jill Henry, Rail Specialist, Rail Division

Cc: PUCO Legal Department

Date: 10/4/2019

Re: PUCO Case No. 18-1315-RR-FED- In the Matter of a Request for the Installation of Active Warning Devices at the Indiana & Ohio Railway Crossing, DOT#153-768T, S. Elm Street in Fayette County, Ohio.

On March 29, 2018, the Ohio Rail Development Commission (ORDC) authorized funding for Indiana & Ohio Railway (IORY) to install lights and gates at the S. Elm Street (DOT#153-768T) grade crossing in Fayette County, Ohio. The crossing was surveyed on October 1, 2017 and was found to warrant the upgrade.

The Ohio Rail Development Commission granted construction authorization to IORY on July 13, 2018, based upon the plan and estimate dated June 29, 2018. According to ORDC, the process was to approve the layout and then allow for bidding and design of the project. ORDC requested that the PUCO issue a Finding and Order for the project on July 13, 2018.

On September 26 2018, the Commission issued a Finding and Order approving the project and ordering project completion by September 26, 2019.

On September 20, 2019. IORY filed for a 90-day project extension. In the request, IORY states that they were not aware that an order was issued for the project. Additionally, IORY notes that the project was delayed due to a transition period of switching their general engineering consultant. The initial layout was revised after the new general engineering consultant came on the project and the new revisions have not yet been accepted by ORDC. The newly revised plans were submitted to ORDC for review on September 20, 2019. ORDC has accepted the newly revised plans (see attached).

Staff would like to note that IORY was serviced a copy of the Commission order approving the project, on September 27, 2018, by Rail Staff (see attached copy of the e-mail), so they should have been aware that the Commission issued an order in this case. Staff notes that IORY was provided with open project spreadsheets in November 2018 and February 2019 that listed the S. Elm Street project with a September 26, 2019 deadline. ORDC indicates that they are supportive of the project extension since IORY has changed the project process when switching to a new general engineer. Staff believes that IORY has failed to show that good cause exists to grant additional time for completion of the project. Staff does not recommend a project extension.

REVISION NO.

DWG. NO.	DESCRIPTION	1	2	3	4	5	6	7
234.31-IORY-01	INDEX							
234.31-IORY-02	SITE LAYOUT							
234.31-IORY-03	AC POWER DISTRIBUTION							
234.31-IORY-04	BATTERY AND P. O. CIRCUITS							
234.31-IORY-05	MS4000 CIRCUITS AND PROGRAMMING							
234.31-IORY-06	CROSSING CONTROL CIRCUITS, XTR, ACG & TD-1A							
234.31-IORY-07	CROSSING CONTROL CIRCUITS — SSCCIIIA							
234.31-IORY-08	SSCCIIIA HISTORY CARD							
234.31-IORY-09	GATE CONTROL AND LIGHTING CIRCUITS GATE 1							
234.31-IORY-10	GATE CONTROL AND LIGHTING CIRCUITS GATE 2							
234.31-IORY-11	RECORDER CIRCUITS							
234.31-IORY-12	HOUSE LAYOUT, SIDES C AND D							
234.31-IORY-13	TERMINAL BOARD LAYOUT, SIDE B							
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REV.	GENERAL NOTES:



JOB #0958 DATE: 07-08-19 DRAWING NO. 234.31-IORY-01

LATITUDE: 39.5337360, LONGITUDE: -83.4252670

INDIANA & OHIO RAILWAY [IORY] AUTOMATIC WARNING DEVICES AT SOUTH ELM STREET

WASHINGTON COURT HOUSE, (FAYETTE), OH

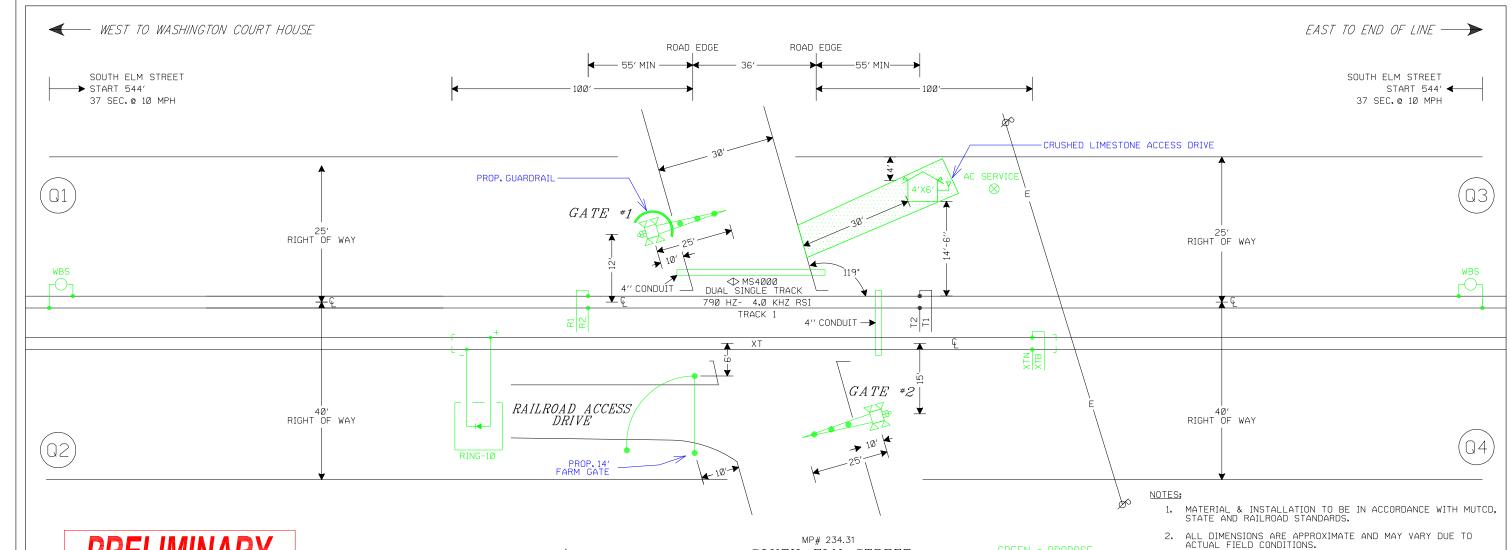
SUBDIVISION: MIDLAND

DOT# 153768T

RR MP. 234.31 SH. 01 OF 13

NOTE	DATE	NOTES	REV.	DATE	REVISIONS	THE OPERATION OF THE CIRCU
						AND EQUIPMENT REPRESENTED HER CANNOT BE FULLY CHECKED UNTIL
						CIRCUITS AND DEVICES ARE CONNECT
						TO FORM A COMPLETE SYSTEM, OR EFFECTIVE SUBSYSTEM. SUCH SYST
						OR SUBSYSTEMS MUST BE GIV
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NOT FOR CONSTRUCTION

THIS DRAWING IS PROVIDED FOR REFERENCE ONLY. ACTUAL CONDITIONS AND FINAL DESIGN ARE THE RESPONSIBILITY OF THE DESIGN-BUILD VENDOR.

APPROACH DISTANCE CALCU	ILATION	
	WEST	EAST
ACTUAL PRIME CROSSING WARNING TIME	3Ø SEC	3Ø SEC
TIME FOR CROSSING CLEARANCE DISTANCE > 35'	2 SEC	2 SEC
TRAFFIC PRE-EMPTION TIME	Ø SEC	Ø SEC
TOTAL CALCULATED DESIGN WARNING TIME	32 SEC	32 SEC
EQUIPMENT RESPONSE TIME	5 SEC	5 SEC
BUFFER TIME	Ø SEC	Ø SEC
TOTAL WARNING TIME FOR APPROACH DISTANCE CALCULATION	37 SEC	37 SEC
CALCULATED AT MAXIMUM TRAIN SPEED	10 MPH	10 MPH
RATIO OF FEET PER SECOND TO MILES PER HOUR	1.47	1.47
APPROACH LENGTH (ROUNDED UP TO THE NEXT FOOT)	544 FEET	544 FEET

MP# 234.31 SOUTH ELM STREET DOT # 153 768T

PRELIMINARY NOT YET APPROVED SUBJECT TO CHANGE

FOR REFERENCE ONLY ACTUAL CONDITIONS & DESIGN PARAMETERS ARE RESPONSIBILITY OF THE DESIGN/BUILD VENDORS

UG	CABLES DESCRIPTION	FROM - TO
1	1EA,2C#6 AWG TWISTED PAIR	HOUSE TO T1 & T2
2	1EA.2C#6 AWG TWISTED PAIR	HOUSE TO R1 & R2
3	1EA.3C#9 & 1EA.7C#6 AWG & 1EA.7C#9 AWG	HOUSE TO GATE 1
4	1EA.3C#9 & 1EA.7C#6 AWG & 1EA.7C#9 AWG	HOUSE TO GATE 2
5	1EA.3C#4 AWG	HOUSE TO AC POWER SERVICE

NEW WORK

21 877. 8Ø6

18I ORY15R PATRICK

ENGINEERING

NEW WORK

RAIL SYSTEMS

JOB #0958 DATE: 07-08-19

3. FLASHING LIGHT SIGNALS & GATE LIGHTS TO BE LIGHT EMITTING DIODE ASSEMBLIES (LED)

4. BEWARE OF OVERHEAD WIRES.

5. SEE APPROACH CIRCUIT DISTANCE CALCULATION TABLE FOR PLANNED WARNING TIME AND TRAIN SPEED PER TRACK.

PEI/PKE/DLG 6. T1-T2 LEADS ALWAYS CONNECT TO TRACK ON HOUSE SIDE

APPROACH DISTANCES ARE TO BE MEASURED FROM THE TERMINATIONS TO CLOSEST SET OF TRACK LEADS AT CROSSING.

8. CONDUIT UNDER ROAD MUST BE BORED NOT TRENCHED.

CAMERA SYSTEM TO BE INSTALLED BY CONTRACTOR

LEGEND:

O == = □ - RIGID CONDUIT

before you dig

"DRAWING NOT TO SCALE"

DRAWING NO. 234.31-IORY-02

LATITUDE: 39.5337360, LONGITUDE: -83.4252670

INDIANA & OHIO RAILWAY [IORY] AUTOMATIC WARNING DEVICES SOUTH ELM STREET WASHINGTON COURT HOUSE, (FAYETTE), OH

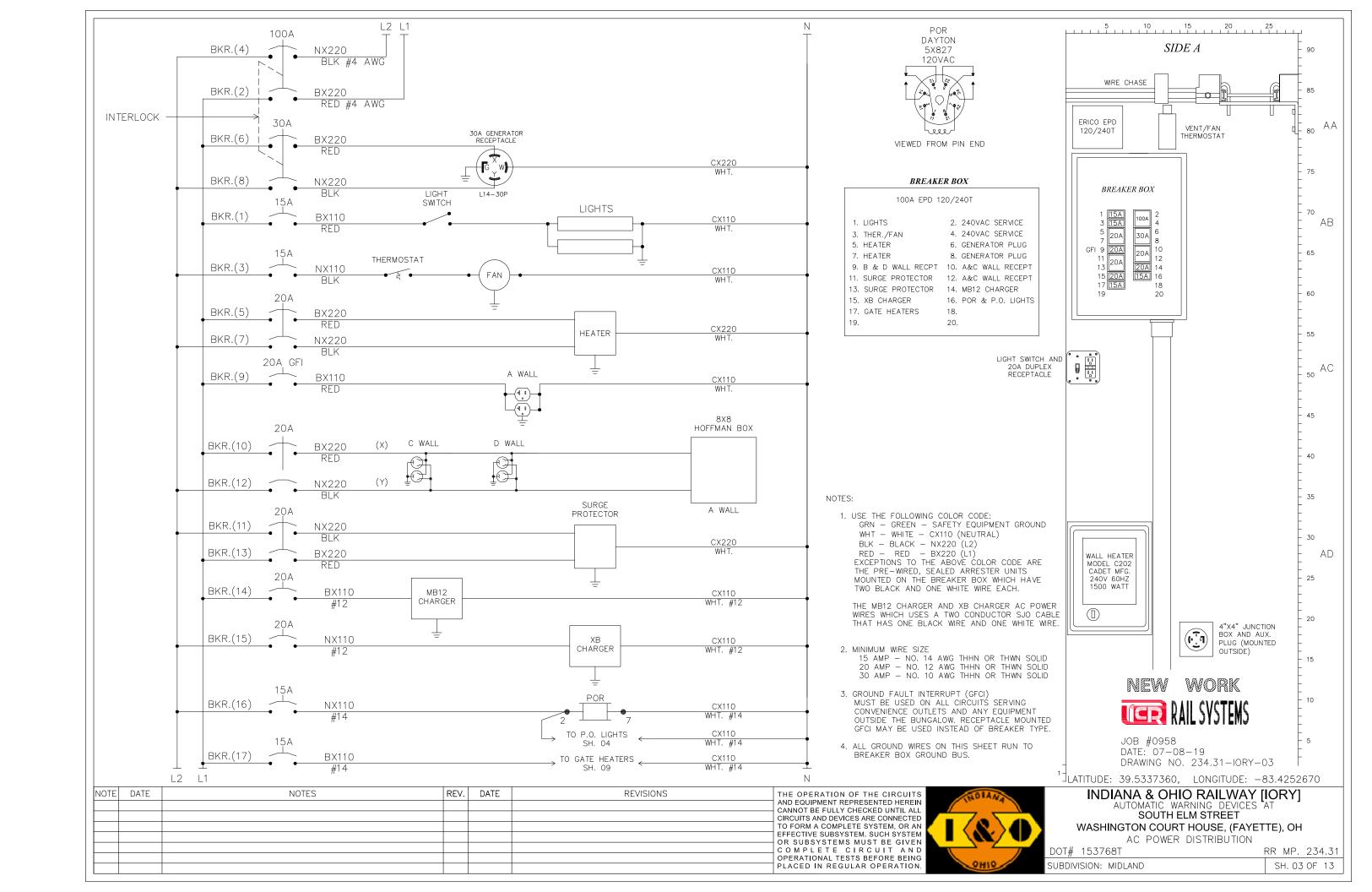
SITE LAYOUT

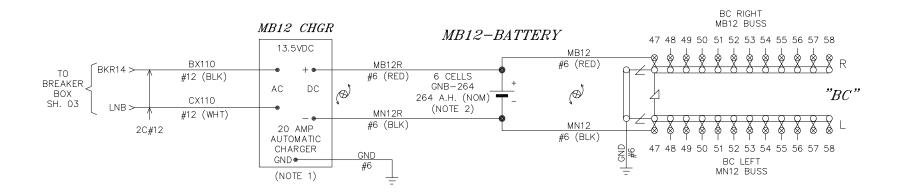
DOT# 153768T RR MP. 234.31 SUBDIVISION: MIDLAND SH. 02 OF 13

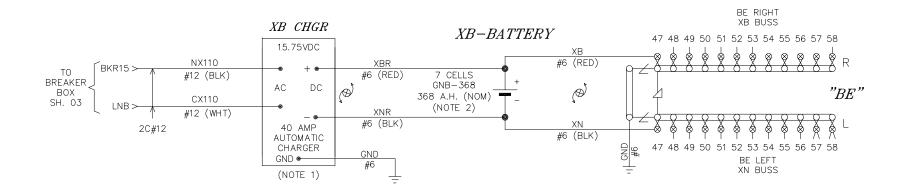
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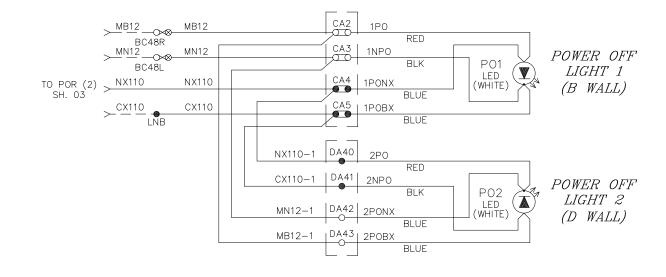
RCUITS HEREIN ITH ALL NECTED SYSTEM GIVEN BEING PLACED IN REGULAR OPERATION











WORK

JOB #0958 DATE: 07-08-19 DRAWING NO. 234.31-IORY-04

SH. 04 OF 13

LATITUDE: 39.5337360, LONGITUDE: -83.4252670

INDIANA & OHIO RAILWAY [IORY]

SOUTH ELM STREET WASHINGTON COURT HOUSE, (FAYETTE), OH BATTERY AND P. O. CIRCUITS

RR MP. 234.31 DOT# 153768T

SUBDIVISION: MIDLAND

NOTE DATE NOTES REV. DATE REVISIONS

THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEMS MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.

LEGEND:

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NOTES:

TEST TERMINAL

ARRESTER TO GROUND

TWISTED WIRE

- INSULATED NUT

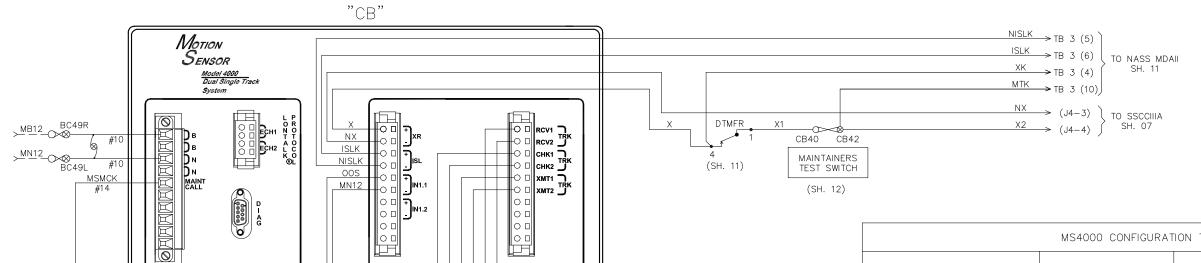
1. USE 120 VOLT SETTING.

2 TURNS PER FOOT

2. USE 1/4" TERMINALS AT BATTERY CONNECTIONS.

EQUALIZER





MN12

00S

TO NASS MDAII OOSK TB3-12 SH. 11

(BD53 €)

MB12 (ML) BC50R

OBD49 ORANGE BLOCK

MN12 BCE

APPLY JUMPERS FROM BD49L ON ORANGE BLOCK TO BD53L AND BD49R ON ORANGE BLOCK TO BD53R TO TAKE APPROACHES OUT OF SERVICE.

(JUMPERS APPLIED)

O BD53 O

WARNING

PROPER AUTHORITIES MUST BE NOTIFIED PRIOR TO INSTALLING JUMPERS.

OBD49 ORANGE

JOB #0958 DATE: 07-08-19 DRAWING NO. 234.31-IORY-05

MS4000 CONFIGURATION TRACK 1							
PARAMETER	VALUE INITIAL SETUP	VALUE REPROGRAM 1 DATE	VALUE REPROGRAM 2 DATE				

(PROG) Program Menu							
(AFRQ) Appr Frequency	790 Hz						
(DIRN) Appr Directionality	Ві						
(TLVL) Appr Transmit Level	Medium						
(APKU) Approach Pickup Delay	15 Sec						
(UAX) Upstream Adjacent Xing	Not Used						
(ISL) Island Used	4.0 kHz						
(IPKU) Island Pickup Delay	0 Sec						
IN 1.1	Not Used						
IN 1.2	Not Used						

(ADVD) Advanced Menu							
(PSTR) Positive Start:	Off						
(PTIM) Positive Start Timer	None						
(SHNT) Sudden Shunt Detection	Off						
(LWEZ) Low EZ Detection	Off						
(LWEX) Low EX Adjustment	39						
(COMP) Compensation Level	1300						

(00S) Out of Service Menu							
(APPR)	Take Approaches Only OOS						
(XNG)	Take Approaches and Island OOS						

(CAL) Calibration Menu					
(MCAL)	Approach Calibration				
(ICAL)	Island Calibration				
(ACAL)	Approach Distance Calibration — Predictor Mode Only				
(LCAL)	Linearization Calibration — Predictor Mode Only				

NOTE:

TO NASS MDAII

TB 4 (14) SH. 11

ALL WIRE THIS SHEET IS NO. 14 FLEX UNLESS OTHERWISE NOTED.

MF-790Hz IF-4.0KHz

NOTE	DATE	NOTES	REV.	DATE	REVISIONS	THE OPERATION OF
						AND EQUIPMENT REPRI CANNOT BE FULLY CHE CIRCUITS AND DEVICES
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TO TRACKS

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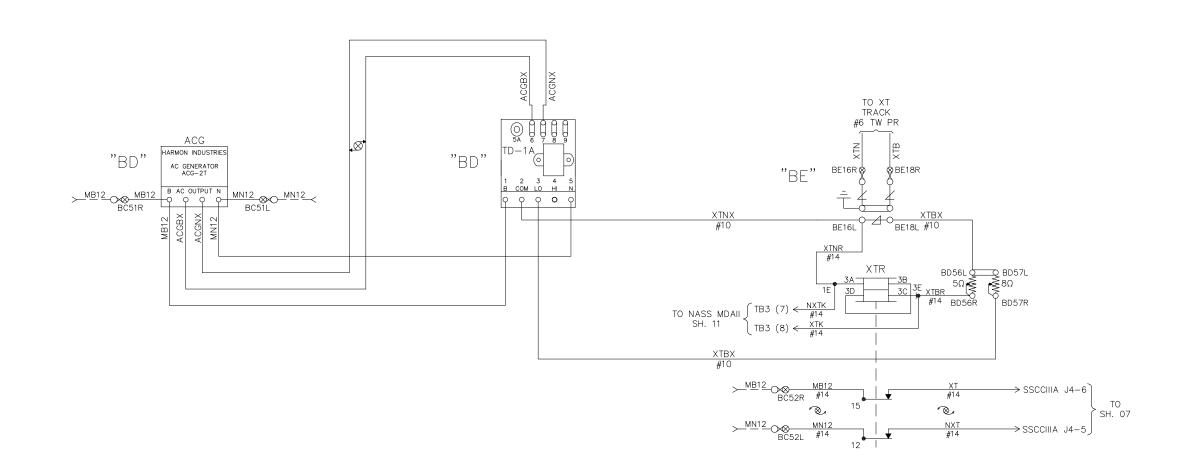
LATITUDE: 39.5337360, LONGITUDE: -83.4252670

INDIANA & OHIO RAILWAY [IORY] SOUTH ELM STREET

WASHINGTON COURT HOUSE, (FAYETTE), OH MS4000 CIRCUITS AND PROGRAMMING

DOT# 153768T RR MP. 234.31 SUBDIVISION: MIDLAND

SH. 05 OF 13





JOB #0958 DATE: 07-08-19 DRAWING NO. 234.31-IORY-06

LATITUDE: 39.5337360, LONGITUDE: -83.4252670

INDIANA & OHIO RAILWAY [IORY] AUTOMATIC WARNING DEVICES AT SOUTH ELM STREET

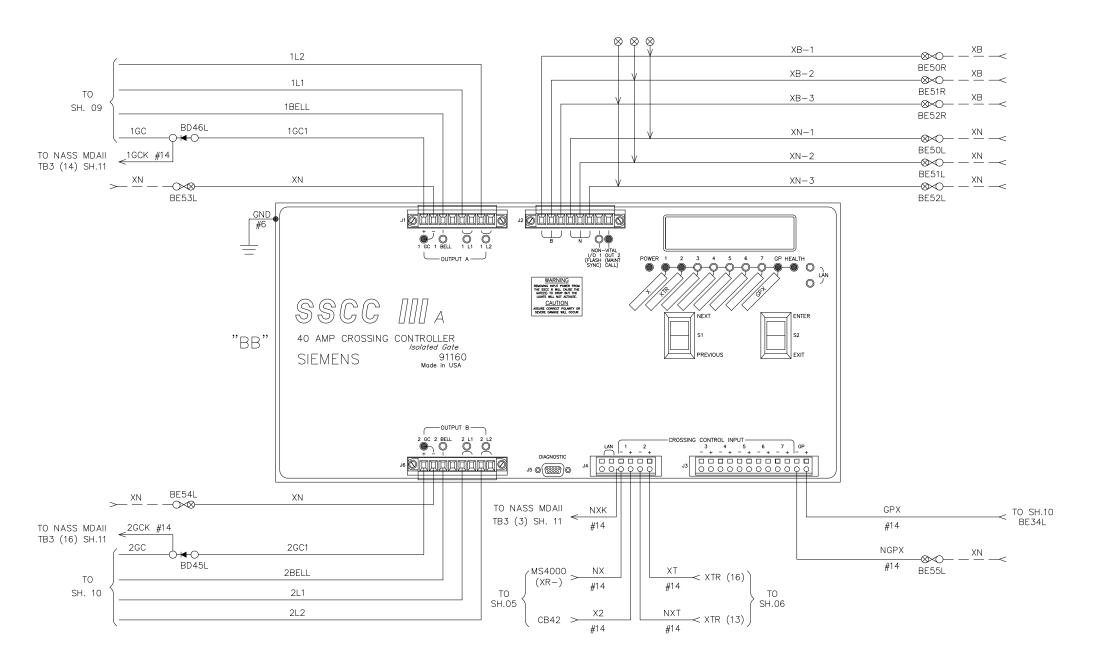
WASHINGTON COURT HOUSE, (FAYETTE), OH CROSSING CONTROL CIRCUITS, XTR, ACG & TD-1A

 DOT# 153768T
 RR MP. 234.31

 SUBDIVISION: MIDLAND
 SH. 06 0F 13

NOTE	DATE	NOTES	REV.	DATE	REVISIONS	THE OPERATION OF THE CIRCUITS
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OHIO OHIO



NEW WORK RAIL SYSTEMS

JOB #0958 DATE: 07-08-19 DRAWING NO. 234.31-IORY-07

DIVAMING INC. 234.31-101(1-0)

LATITUDE: 39.5337360, LONGITUDE: -83.4252670

INDIANA & OHIO RAILWAY [IORY] AUTOMATIC WARNING DEVICES AT

SOUTH ELM STREET WASHINGTON COURT HOUSE, (FAYETTE), OH

CROSSING CONTROL CIRCUITS - SSCCIIIA
DOT# 153768T RR MP. 234.31

SUBDIVISION: MIDLAND SH. 07 OF 13

NOTE:

ALL WIRE THIS SHEET IS NO. 10 FLEX UNLESS OTHERWISE NOTED.

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	NOTE	DATE	NOTES	REV.	DATE	REVISIONS	THE OPERATION OF THE CIRCUITS
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SSCC III A HISTORY CARD

Sheet 1 of 2

SITE SETUP DATA

Crossing Controller (Isolated Gate Drive)	Surge Panels (Common Return Gate Drive) ■ Other <u>4 POST ARRESTERS</u>
■ 40-ampere unit A91160	☐ 91170-1 (Use with 40-Amp or 20-Amp common gate drive)
□ 20-ampere unit A91195	☐ 91170-2 (Use with 40-Amp common gate drive only)
	Surge Panels (Isolated Gate Drive)
	☐ 91181—1 (Use with 40—Amp or 20—Amp isolated gate drive)
	☐ 91181—2 (Use with 40—Amp isolated gate drive only)

PROGRAM	Note	es.	Initial Settin Date:				-	-	•		Setting (-	Ву: _	
FLASHRATE:	30-70 flashes/mir	nute												
FEASHRATE.	Default = 50		50		flashes	/minute			_ flash	es/minute			flashe	s/minut
GATES USED:	YES/NO	Default = YES	■ YES		□ NO		☐ YE	S	□N	0	☐ YES		□ NC	1
1 GC DELAY:	3-20 sec.	Default = 4	4			seconds				. seconds				second
2 GC DELAY (40A):	3-20 sec.	Default = 4	4			seconds				. seconds				second
GATES RISING BELL:	ON/OFF	Default = ON	□ ON		■ OFF		□ ON		□ 0	FF	□ ON		□ OF	F
ENABLED INPUTS:	Inputs 1,2			2 6	□ 3 □ 7	□ 4	□ 1 □ 5	□ 2 □ 6	□ 3 □ 7		□ 1 □ 5	□ 2 □ 6	□ 3 □ 7	□ 4
GC2/I7	GC2 normal, GC2 inverted, GC2 prmt relay,	17 = normal 17 = normal 17 = fdbk	□ PRE	-EMP		ERTED		RMAL PRE-EN PRE-EN	MPT SIM	IVERTED		MAL PRE-EMF PRE-EMF	PT SIM	ÆRTED
INPUT 7	INPUT, PRMT HLTH,	TEST SW.	□ IN □ HE	ALTH	☐ TES	T SW.	□ IN	☐ HEALT	тн 🗆 те	EST SW.		HEALTH	H 🗆 TE	ST SW.
TEST SW. 2TRKDSTK ONLY	ACTIVATE, ACT. &	STK RELEASE	☐ ACTIVATE		ACT &	REL	□ ACT	IVATE	□ ACT	& REL	□ ACTIV	/ATE [ACT 8	REL
AD PRE-EMPT TIME (40A):	1-99 sec.,	Default = 1	N/A			seconds				. seconds				secono
MIN ACTIVATION TIME:	0-99 sec.,	Default = 20	0			seconds				. seconds				second
STICK RELEASE TIME:	5-120 min.,	Default = 15	N/A			minutes				_ minutes				minute
BEACON PICKUP DELAY	5-600 sec.,	Default = 20	N/A			seconds				seconds				second
SUP ISLAND TIME:	5-20 min.,	Default = 20	N/A			minutes				_ minutes				minute
ENABLED OUTPUTS (40A):	Default = A+B		□ A+B		■ A	■ B	□ A+	В	□ A	□В	□ A+E	3	□ A	□В
DAYLIGHT SAVING:	Default = DISABLE	D	■ Enabled		☐ Disc	bled	□ En	abled	□ D	isabled	☐ Ena	bled	☐ Dis	abled
DATE:	-		■ Date Se	et			□ Da	te Set			□ Date	e Set		
TIME:	24 — hour format		■ Time S	et			☐ Tin	ne Set			☐ Tim	e Set		
PASSWORD:	Default = DISABLE	D	☐ Enabled		■ Disc	bled	□ En	abled	_ D	isabled	☐ Ena	bled	☐ Dis	abled

CONFIGURE				
LOS TIMERS:	0 - 20 seconds, Inputs 1 - 7 only	1: _0 sec 5: sec 2: _0 sec 6: sec 3: _0 sec 7: sec 4: sec		2: sec 6: sec
MCF:	-	MCF: BASIC CRC:		MCF: CRC:
ATCS Address:	Default = 70000000000			
LOW BATTERY:	9.0 - 15.0 volts, or Disabled Default = DISABLED	■ Disabled □ Enabled volts	☐ Disabled ☐ Enabled volts	☐ Disabled ☐ Enabled volts
AUX 1/0:	Default = NONVITAL OUTPUT	■ NV Out ☐ FI Sync In ☐ Flash Sync Out	□ NV Out □ FI Sync In □ Flash Sync Out	□ NV Out □ FI Sync In □ Flash Sync Out
DETECT LAMP NEUTRAL WIRE:	Default = YES	☐ YES ■ NO	☐ YES ☐ NO	☐ YES ☐ NO

Document No.: SSCCIIIPLUS_historycard Version: E

SSCC III A HISTORY CARD

Sheet 2 of 2

SITE SETUP DATA continued

TEST CONFIGURE					
AMP TEST CANCEL TIMER:	1–15 min.	Default = 5	minutes	minutes	minutes
AMP TEST DELAY TIMER:	30-120 sec.	Default = 30	seconds	seconds	seconds
AMP TEST ON TIMER:	15-60 sec.	Default = 15	seconds	seconds	seconds

STANDARD SETUP LAMP VOLTAGES PROCEDURE
USING TRUE RMS AC + DC METER, OR CONVERSION TABLE BELOW

SETUP LAMP	Setting Changed By:		Setting Changed By:	Setting Changed By:
VOLTAGES	Date:			Date:
	1 L1 =	volts	1 L1 = volts	1 L1 = volts
FAR GATE	1 L2 =	volts	1 L2 = volts	1 L2 = volts
	2 L1 =	volts	2 L1 = volts	2 L1 = volts
	2 L2 =	volts	2 L2 = volts	2 L2 = volts
	1 L1 =	volts	1 L1 = volts	1 L1 = volt
SSCC III PLUS	1 L2 =	volts	1 L2 = volts	1 L2 = volt
	2 L1 =	volts	2 L1 = volts	2 L1 = volt:
	2 L2 =	volts	2 L2 = volts	2 L2 = volt:
	1 L1 =	volts	1 L1 = volts	1 L1 = volt:
NEAR GATE	1 L2 =	volts	1 L2 = volts	1 L2 = volt:
	2 L1 =	volts	2 L1 = volts	2 L1 = volt:
	2 L2 =	volts	2 L2 = volts	2 L2 = volts

Multimeter Reading Variance From Actual Lamp Voltage

Battery Bank	Valid Lamp Output	Digital Meter	Analog Meter		
Voltages	Range (in volts) [1]	(Fluke 87 or equivalent)	(Simpson 260 or TS111)		
13.3	9.0 to 12.0	1.3 volts below actual value	0.6 volts below actual value		
14.7	9.0 to 12.0	2.2 volts below actual value	1.1 volts below actual value		
15.8	9.0 to 12.0	2.6 volts below actual value	2.0 volts below actual value		

[1] For lamp output settings greater than 12.0 volts, reduce the listed values by 30%. Lamp voltage measurements should be accurate to 0.3 volts.



JOB #0958 DATE: 07-08-19

Document No.: SSCCIIPLUS_historycard Version: E

DRAWING NO. 34.96-IORY-08

NOTE DATE NOTES REV. DATE REVISIONS

THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND EVENT OF ORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEMS MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.

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INDIANA & OHIO RAILWAY [IORY]

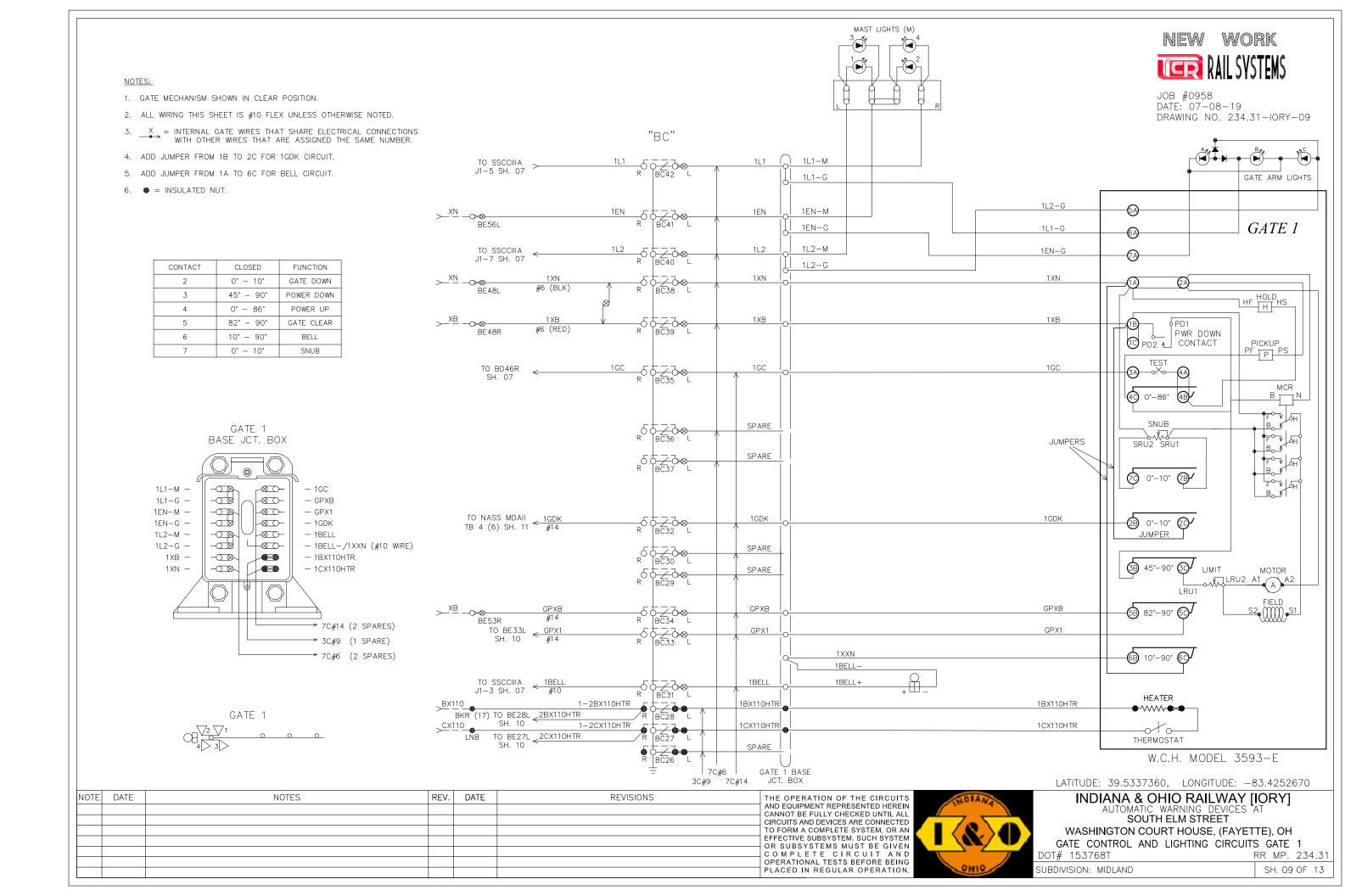
AUTOMATIC WARNING DEVICES AT

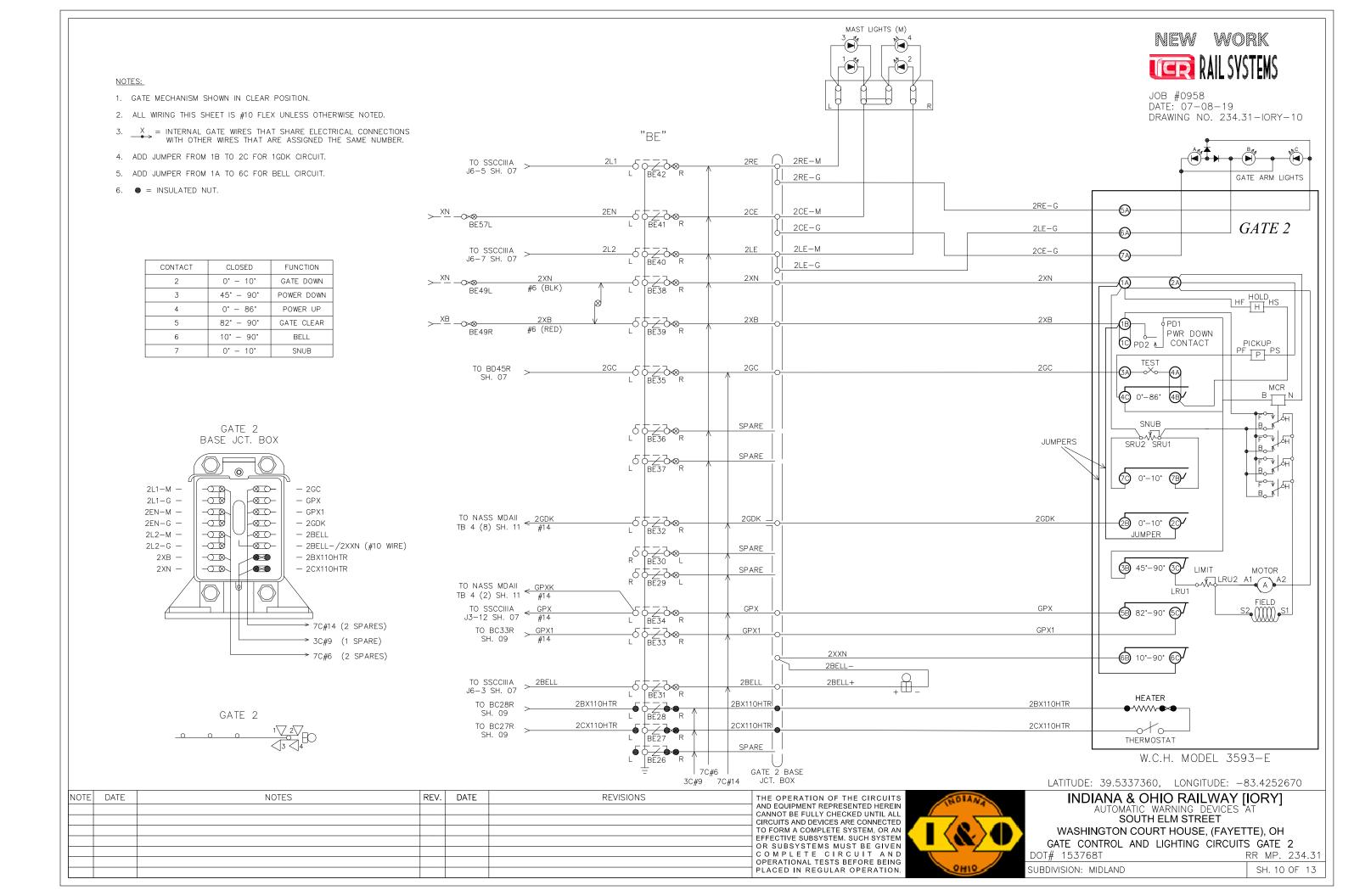
SOUTH ELM STREET
WASHINGTON COURT HOUSE, (FAYETTE), OH

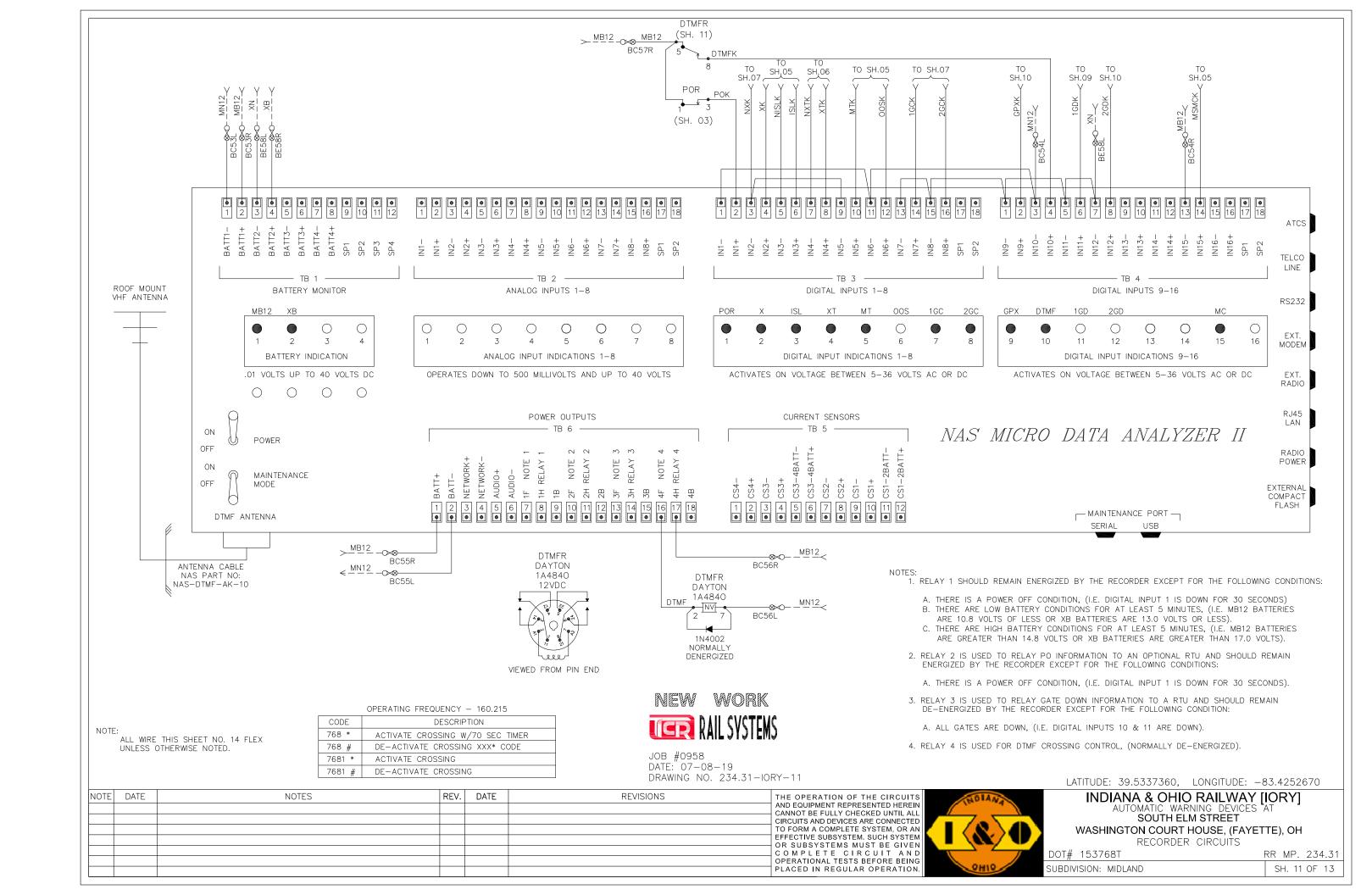
SSCCIIIA HISTORY CARD

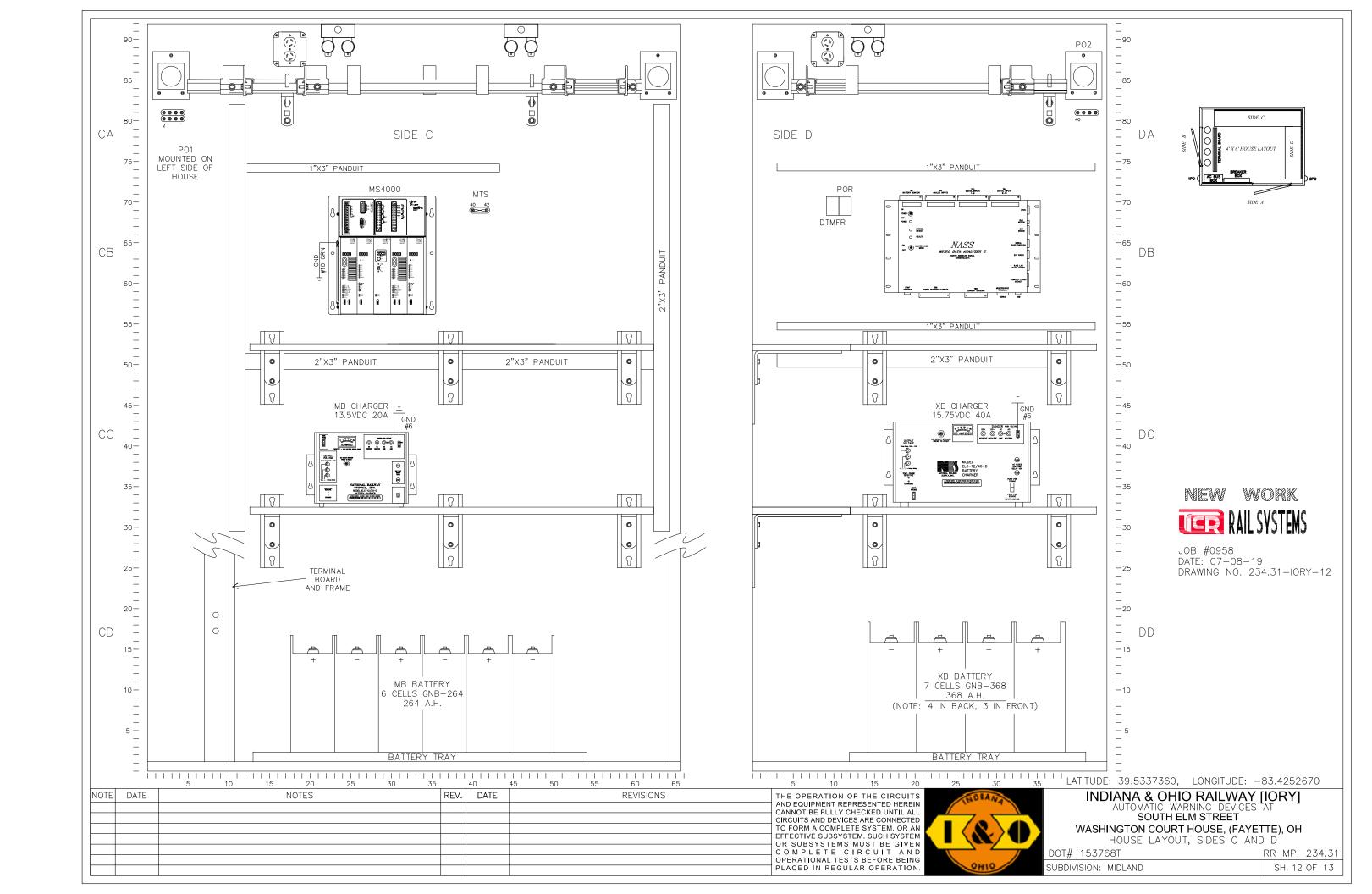
DOT# 153768T RR MP. 234.31

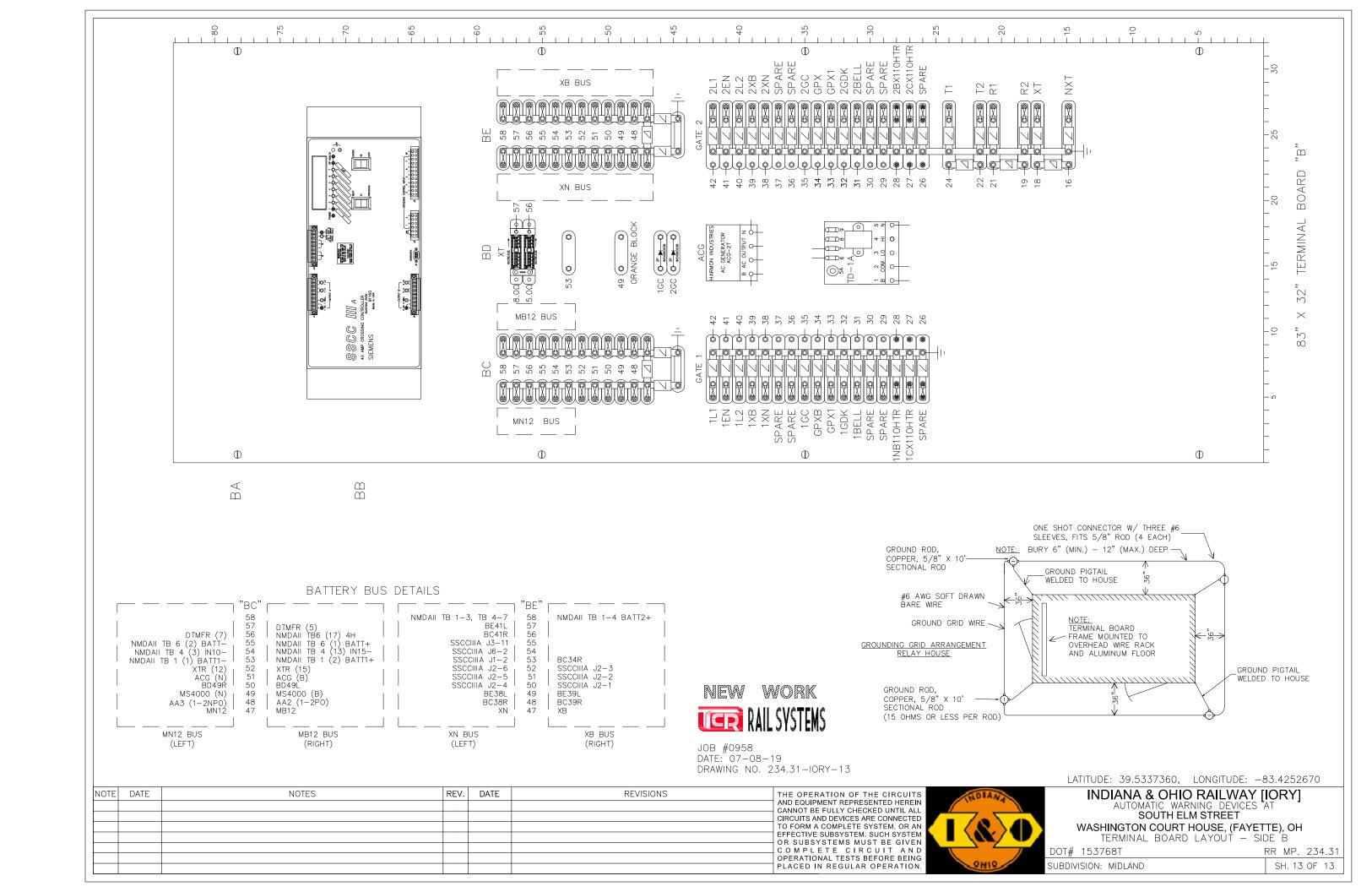
SUBDIVISION: MIDLAND SH. 08 OF 13











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in

Case No(s). 18-1315-RR-FED

Summary: Response In the Matter of an Extension Request for the Installation of Active Warning Devices at the Indiana & Ohio Railway Crossing, DOT#153-768T, S. Elm Street in Fayette County, Ohio. electronically filed by Mrs. Jill A Henry on behalf of PUCO/Rail Division