

Memo

To: Docketing Division

From: Jill Henry, Rail Specialist, Rail Division

Cc: PUCO Legal Department

Date: 7/15/2021

Re: PUCO Case No. 16-1592-RR-RCP- Staff Update in the Matter of a Request by Norfolk Southern Railway Company to Relocate and/or Modify Certain Grade Crossing Warning Devices in Canton, Stark County, Ohio.

On July 19, 2016, Norfolk Southern (NS) filed Case#16-1592-RR-RCP that requested permission to remove a third track and relocate and/or modify 17 crossings in Canton, Ohio.

PUCO Staff conducted an initial field assessment with Norfolk Southern and on May 26, 2017, NS filed a revised set of plans for the project. The PUCO Staff report filed in this case recommended approval of the revised plans in all cases except the following:

Street	Recommendations
Raff Road	No action recommended due to upcoming traffic pre-emption project.
Dueber Road	Recommended a second set of sidelights for the driveway in the NE quadrant.
Madison Street SE/3 rd St SE	Recommend backlights on the 3 rd Street SE cantilever at the west side of the crossings and that the devices not be moved closer to the tracks.

On October 4, 2017, the Commission approved the project as recommended by PUCO Staff and ordered that the work be completed by April 4, 2019. NS did begin the work which required coordination between the signal and track forces. NS did not notify PUCO Staff when this work began as the Commission ordered. The April 4, 2019 deadline was not met, but NS completed most of the work in 2019. In 2020, some additional work was completed, but PUCO Staff visited the site and determined that the work is not complete. The status of the project, as of July 15, 2020, is as follows:

These crossings are complete:

Street
RAFF RD SW
MARYLAND AVE SW
MARKET ST S
MADISON ST SE
5TH ST NE
EIGHTH ST NE

These crossings have not been completed as outlined in the plans, but still meet code requirements:

Street	Status
6TH ST NE	Third track removed and crossing surface restored. Cantilever removed. East side devices do not look like they have been touched. NE gate – 4' 3" to curb SE gate - 3' 10" to curb 4' 3" to painted line Plans indicate 4' 3" placement.
SECOND ST NE	Tracks removed crossing restored. Cantilever removed (remaining non touched) devices at SE mast- 6' 3" NE mast -4' 3" Plans indicate 4' 3" placement.

These crossings are not complete as they do not meet code requirements (NOTE: All field measurements are taken from the center of the foundation):

Street	Status
CLARENDON AVE SW	Curbing still needed NW mast 3' 4" from traveled edge (this mast was relocated) Curb should work cantilever can't be moved as there is a pedestrian bridge in the way. It cannot be moved back further, and they must narrow the traveled way.
DUEBER RD SW	Curbing still needed- tracks removed crossing paved over. NW mast 7' from traveled edge (this mast was relocated) Plans indicated that the device placement would be 6'.
PROSPECT RD SW	SE quad devices not relocated/ curbing still needed/Devices on North side are 21' from center line of track and not 13' as indicated on the plan. SE mast at 5' 6" from traveled edge (these devices were not touched NS indicated that they would move on the original plans)
CLEVELAND AVE SW	Curbing still needed- Tracks removed crossing restored. SE device 5' 9" from traveled way no curb (this is the new gate they had to install) Hole in concrete along sidewalk where old mast was just filled with stone. Plans

	indicated device would be placed 4' 3", so a curb would be needed.
MCKINLEY AVE SW	Curbing still needed- Tracks removed crossing paved over cantilever removed cantilever NE quad 6' no curb (this mast was relocated). Plans indicated that the placement would be 8' 3".
HIGH AVE SW	Curbing needed NW quad- Tracks removed crossing restored NW mast 6' 8" from traveled way no curb (NS relocated this mast). Plans indicated that the relocated device would be placed at 5', so a curb is needed.
THIRD ST NE	Curbing still needed- Tracks removed crossing restored. No curbs NW Mast 7' from white line (NS relocated this mast) SE mast 7' 3" from white line (NS did not relocate this mast). Plans indicate placement for NW mast to be 4' 3" with curb needed and SE mast to be 8' 3".
ROWLAND AVE NE	Curbing still needed- Tracks removed crossing restored no curbing SE mast – 6' from white line (NS did not relocate this mast) NW mast – 6' 6" from white line (NS relocated this mast) NS plans indicate placement of 4' 3".
TUSCARAWAS ST	Curbing still needed- Track removed crossing restored. NW mast 4' 3" in from edge of roadway no curb (NS relocated this mast). Plans indicate that new curb work was needed.

PUCO Rail Staff have worked with NS to continue to resolve the issues with this project. Field staff have inspected the project work at least five times during this project. After requesting updates multiple times and not seeing movement on the remaining issues, PUCO Rail Staff sent a letter to NS, on March 17, 2021, that requested a response. On June 29, 2021 and July 7, 2021, PUCO Rail Staff met with NS and they agreed to a resolution of the remaining nine crossings that do not meet code requirements. They agreed to install curbing at eight crossings and to move the devices at Prospect Road SW. NS has contracted with a curbing contractor and will be working to get the curbing installed. A follow-up meeting with NS is scheduled for August 30, 2021.

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Case No(s). 16-1592-RR-RCP

Summary: Memorandum Staff Update in the Matter of a Request by Norfolk Southern Railway Company to Relocate and/or Modify Certain Grade Crossing Warning Devices in Canton, Stark County, Ohio. electronically filed by Mrs. Jill A Henry on behalf of PUCO/Rail Division