

FILE

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Memo

To: Docketing Division

From: Bonnie J. Johrendt, Grade Crossing Planner *BJD*

RE: PUCO Case No. 05-1576-RR-RCP

Date: February 15, 2006

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Please, docket the attached staff investigation and findings.

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The Public Utilities  
Commission of Ohio

**A report by the Staff of the  
Public Utilities Commission of Ohio**

**STAFF RAIL INVESTIGATION REPORT**

February 15, 2006



In the matter of the request for the Relocation )  
of the Warning Devices at the Norfolk Southern )  
Grade Crossing at CR 16/TWP 99 (477-500S) in )  
Williams County. )

Case No. 05-1576-RR-RCP

**Staff Report of Investigation  
and  
Recommended Findings**

**Submitted to  
THE PUBLIC UTILITIES COMMISSION OF OHIO**

## **I. INTRODUCTION**

### **Rail Division**

The Public Utilities Commission of Ohio (PUCO) works with local highway authorities and communities to provide safety for the citizens of Ohio at highway-railroad grade crossings.

The PUCO has the statutory authority to regulate and promote the welfare and safety of railroad employees and the traveling public pursuant to Ohio Revised Code Section 4905.471; and

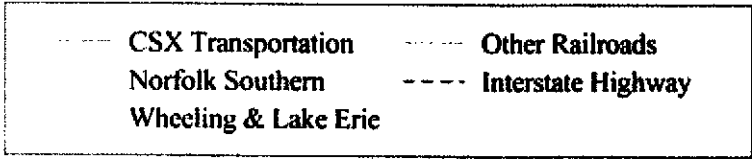
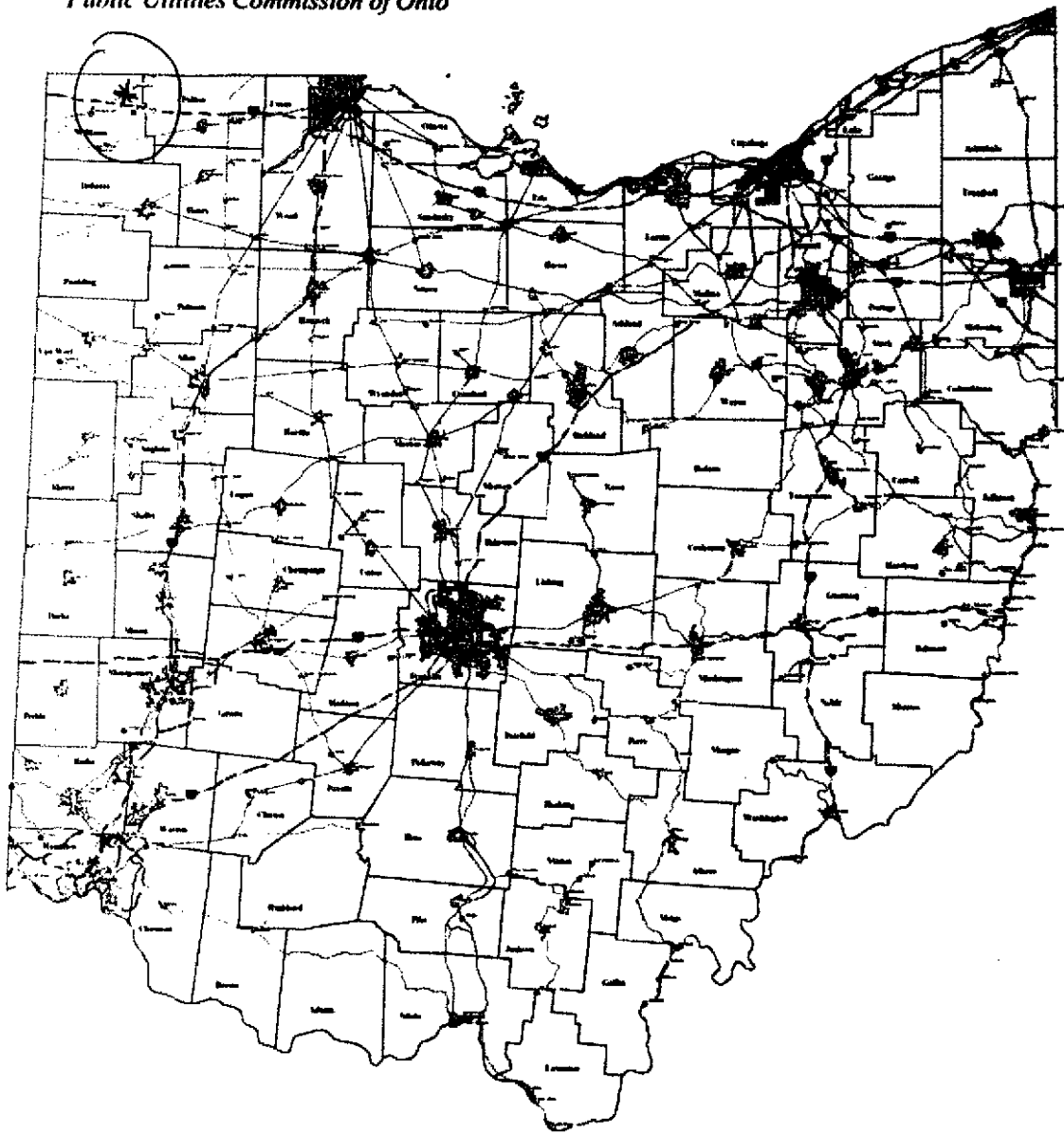
The PUCO is responsible for evaluating public highway-railroad grade crossings to determine the need for upgrading the warning devices and apportioning the cost thereof pursuant to Ohio Revised Code 4907.471;

The PUCO enforces all aspects of the Federal Railroad Administration regulations through inspections and evaluations of Ohio's public highway-railroad grade crossings.

# Railroad Lines in Ohio

Scale: 1 to 2,000,000

*Public Utilities Commission of Ohio*

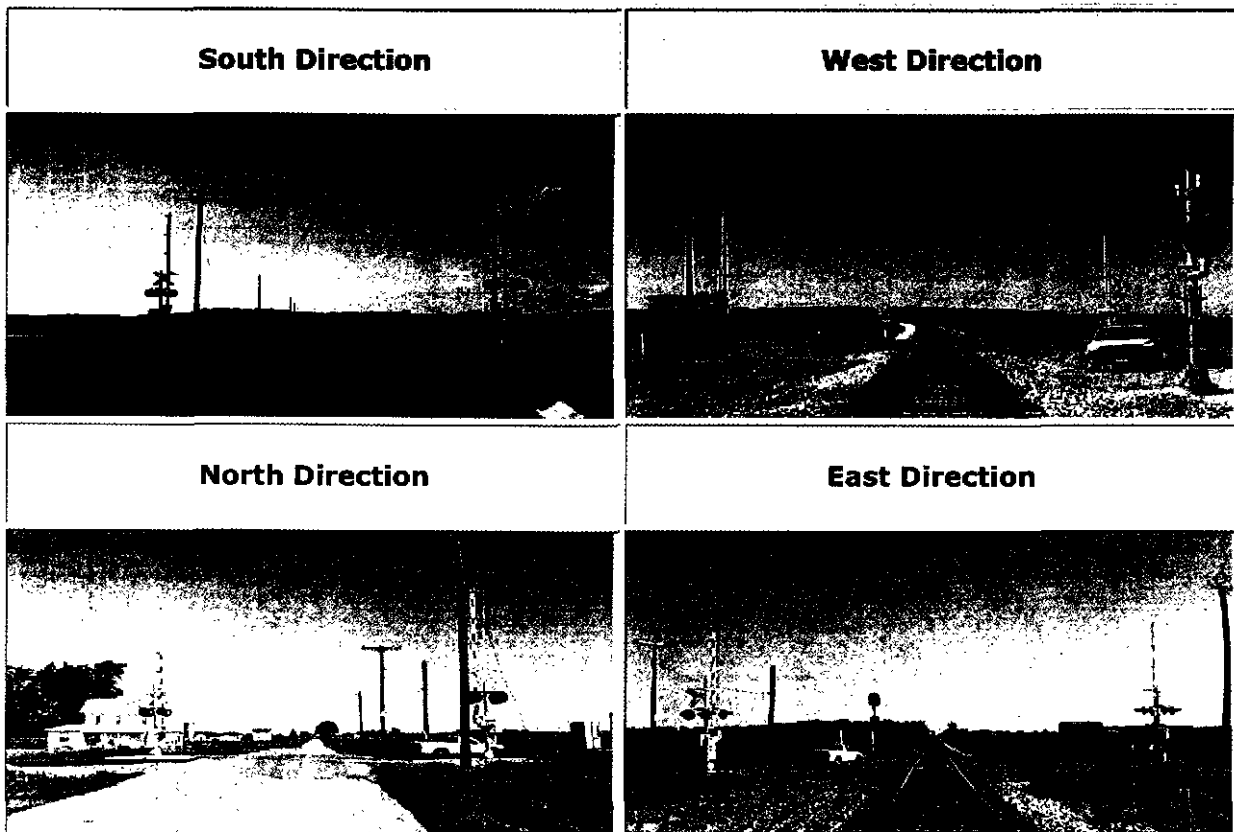


## II. PROJECT DESCRIPTION

On December 15, 2005, Norfolk Southern (NS) requested the Commission to approve the plans to relocate the warning devices at CR 16/TWP 99 (477-500S) in Williams County. On January 24, 2006, the Commission issued an Entry requiring NS to file a detailed explanation of its proposed modification by February 13, 2006 with the staff report due by February 28, 2006.



Crossing: **477500S**



**Site Information**

<b>AARDOT:</b>	477500S
<b>AARDOT Source:</b>	Field
<b>Adj. AARDOT:</b>	
<b>Adj. AARDOT Source:</b>	Field
<b>Survey Site ID:</b>	WIL025
<b>Init. Agency for Change:</b>	State
<b>Reason for Change:</b>	Updated Record
<b>Effective Date:</b>	Jul 10 2003 12:00AM

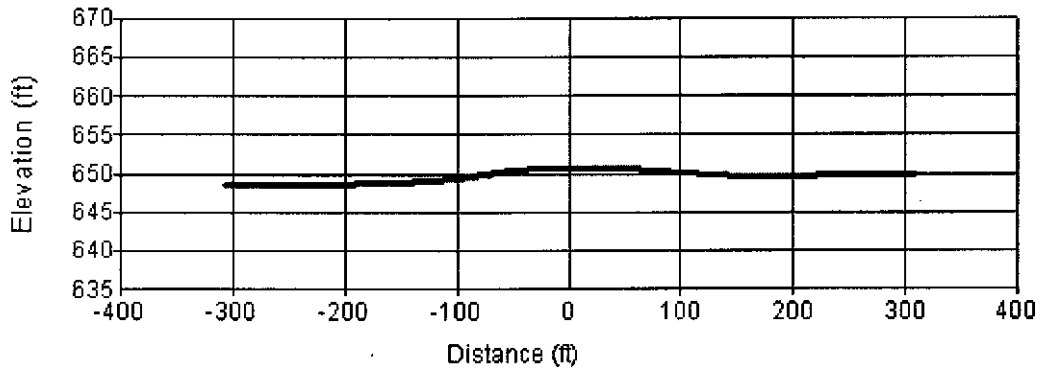
<b>Railroad Information</b>	
<b>Operating RR:</b>	Norfolk Southern Corp
<b>Division:</b>	LAKE
<b>Sub-Division:</b>	NW
<b>Branch/Line Name:</b>	DETROIT DIST
<b>Milepost:</b>	0091.07
<b>Railroad ID:</b>	
<b>Nearest Time Table Station:</b>	KUNKLE
<b>Parent RR Company:</b>	NS
<b>Crossing Owner:</b>	NS
<b>Location and Classification Information</b>	
<b>County:</b>	WILLIAMS
<b>(Nearest) City:</b>	MONTPELIER
<b>Street:</b>	TR99
<b>Highway and SLM:</b>	CR 16
<b>High Speed Corridor:</b>	
<b>County Map Ref. Number:</b>	
<b>ODOT NLF ID:</b>	TWILTR00099**C
<b>Latitude:</b>	41.6234843
<b>Longitude:</b>	-84.5146468
<b>Elevation (ft):</b>	885.6028
<b>Crossing Type:</b>	Public
<b>Position:</b>	At-Grade
<b>Emergency Contact:</b>	
<b>LHA:</b>	Madison Twp
<b>Dev. Type:</b>	Residential
<b>Crossing Angle:</b>	30-59 Degrees
<b>Tracks:</b>	1
<b>Lanes:</b>	2
<b>6.</b>	



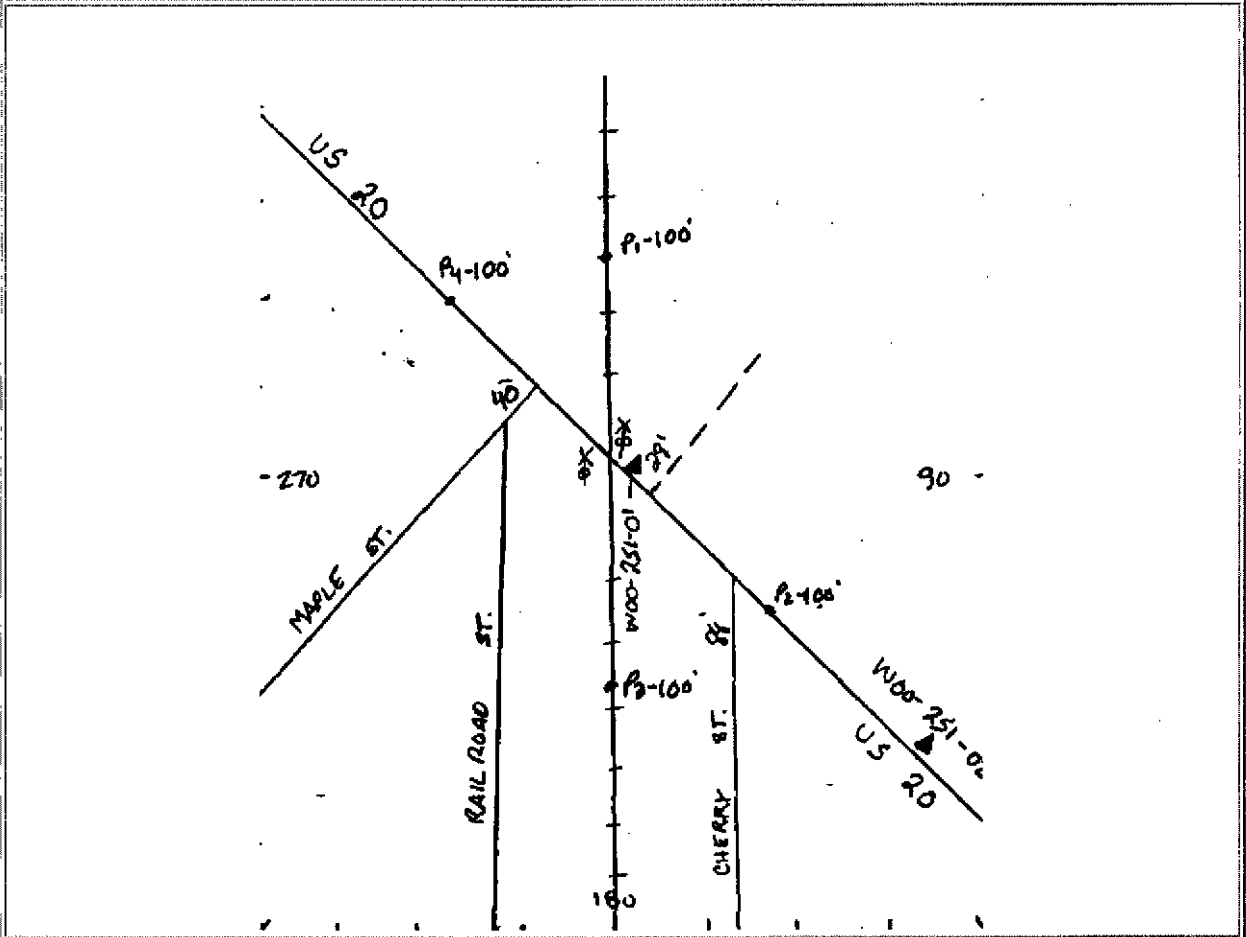
<b>Warning Devices</b>	
<b>Crossbucks, Standard:</b>	0
<b>Crossbucks, Buckeye:</b>	2
<b>Lights, Mast Mounted:</b>	0
<b>Lights, Cantilevered:</b>	0
<b>Lights, Other:</b>	0
<b>Gates:</b>	0
<b>Traffic Information</b>	
<b>Day Thru Trains:</b>	12
<b>Day Switching Trains:</b>	2
<b>Night Thru Trains:</b>	12
<b>Night Switch Trains:</b>	0
<b>Date of Train Count:</b>	
<b>Highway AADT:</b>	000147
<b>Date of AADT:</b>	4/05/2001

<b>Highway Information</b>	
<b>Distance to Nearest Intersection:</b>	45
<b>Type of Intersection:</b>	Farm Road
<b>Number of HW-HW Intersections:</b>	0

### Standard Profile



### Site Sketch



**PUBLIC UTILITIES COMMISSION OF OHIO**  
**TRANSPORTATION DEPARTMENT**  
**Railroad Division**

Date of Assignment: December 27, 2005

Date(s) of Investigation: December 29, 2005 and February 14, 2006

Subject: PUCO Case # 05-1576-RR-RCP – Proposed construction of new track, north side of existing single main, intersecting at grade, CR-16, (477-500S) and relocation and modification of current automatic warning devices, Williams County, Ohio, Norfolk Southern Railway Company.

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**FINDINGS**

Although the plans and accompanying NS cover letter were not clear as to the proposal, conversation with R.H. Ray of the railroad's C&S Department cleared up any questions Inspector Bolbach and I had during our recent on-site inspection.

The new track will actually begin approximately one mile to the east of CR-16 near Pleasant Road (477-496E) and will parallel on the north side of the NS's Detroit District single track main toward CR-16. Soon after intersecting CR-16, the new track will curve northward and in order to serve a newly proposed industry planned for the area. Access to the new track will be via electrically locked, hand-throw switches located at the beginning of the track near Pleasant Road and immediately east of CR-16.

CR-16 will be the only public grade crossing involved and will require the relocation of the existing automatic flasher and gates on the north side to accommodate the addition of the new adjacent track. Carrier also will install train activated detection equipment for both approaches for the new track which will be interconnected into the existing grade crossing warning devices at this location.

**SUMMARY AND CONCLUSIONS**

Carrier states this project is to be funded entirely by the NS and review of the proposal indicates no resulting objections, nor concerns by this inspector. Although not indicated in the submitted plans, verbal assurance from Mr. Ray this dated stated the end results would comply with MUTCD standards including the placement of the warning devices, etc. The use of a GCP (grade crossing predictor) is also indicated on the plans and it is felt their use is definitely warranted to allow for the varying speeds of the tracks involved.

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**RECOMMENDATIONS**

The Norfolk Southern's proposal for change in the existing automatic warning devices at CR-16 in Williams County to accommodate the addition of another track is well made and it is therefore recommended that this request be approved. It is further recommended that carrier comply with Part VIII of the *Manual of Uniform Traffic Control Devices* and that new track be equipped with a GCP as indicated on submitted plans.

Gary Sandridge, PUCO Inspr Supervisor  
Melinda Bolbach, PUCO Inspector  
February 14, 2006

