



Public Utilities Commission

John R. Kasich, Governor
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June 7, 2013

Ms. Cayela Wimberly
Administrator
Highway Grade Crossing Programs
Norfolk Southern Corporation
1200 Peachtree Ave. NE
Atlanta, GA 30309

Re: Griggs Street/Norfolk Southern
Railway/DOT#481-432A

Dear Ms. Wimberly:

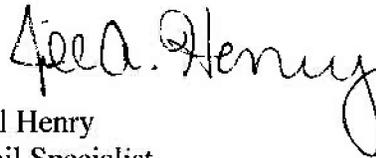
Norfolk Southern Railway Company (NS) is now authorized to proceed with field construction for the above referenced project. This authorization is contingent upon accepting the following:

- 1) NS will make any adjustments to the plans noted in the field report docketed June 7, 2013 (Attached).
- 1) NS will furnish e-mail, fax, or phone notification five (5) working days prior to the date work will start at the project site. Notification to be made to Jill Henry, PUCO, at E-MAIL jill.henry@puc.state.oh.us, FAX 614-995-5535, or PHONE 614-466-0435 **and** Joe Reinhardt, ORDC, at E-MAIL Joe.Reinhardt@dot.state.oh.us, or PHONE 614-580-7728.
- 2) NS will arrange for utilities to be relocated and/or dropped (as soon as possible) at the project site through the applicable utility company.
- 3) NS will arrange for utilities to be located at the project site by the Ohio Utilities Protection Service (OUPS) prior to any construction activities at the site. Utilities that are not participating members of the OUPS service must be contacted directly by NS.
- 4) NS's project foreman will notify the PUCO Railroad Inspector and ORDC's Joe Reinhardt of any changes in the scope of work, cost overruns, material changes, etc. which are not included in the approved plan and estimates and secure approval of same before the work is performed.
- 5) NS will furnish three (3) copies of each partial bill to the PUCO and ORDC.

- 6) NS will furnish three (3) copies of the final-inclusive bill to PUCO and ORDC stating that exact dates of starting and completing work, the initial and final dates of construction and location where the accounts may be audited.
- 7) NS will furnish as-built detailed circuit plans directly to the PUCO and ORDC.
- 8) NS is to schedule and complete the subject project by February 13, 2014. If any extraordinary circumstances unique to this project occur, please notify the Commission's rail staff and ORDC immediately.

Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in black ink that reads "Jill A. Henry". The signature is written in a cursive style with a large, looping "y" at the end.

Jill Henry
Rail Specialist
PUCO Rail Division

Enclosure

cc: ORDC; File

**PUBLIC UTILITIES COMMISSION OF OHIO
TRANSPORTATION DEPARTMENT
RAIL DIVISION**

Date of Assignment: May 2, 2013

Subject: Plans and estimates review for active warning devices at rail grade crossing Griggs Street (Station Street) (DOT# 481-432A) Norfolk Southern Railroad (NS), Pickaway County

DOT #: 481-432A

FINDINGS

On May 2, 2013, the plans and estimates for the above mentioned crossing were received from Norfolk Southern Railroad (NS). They were reviewed by Shawn Zurfley, PUCO/FRA Rail Inspector, Joe Reinhardt, Project Manager Ohio Rail Development Commission, and Jill Henry, PUCO Rail Specialist.

Griggs Street (Station Street)

Station Street is a 2-lane roadway traveling East/West and intersecting the two NS mainline tracks and a siding track traveling North/South across Station Street. Existing warning devices consist of flashers and crossbucks.

Review

The preliminary plans and estimates have been reviewed by the Ohio Rail Development Commission (ORDC) and the PUCO. The plans and estimates appear to be fundamentally correct and have the usual and customary charges.

Staff requested the following additional information from NS and received the responses as noted below.

- 1) What is the RR ROW at this crossing?

Answer:

Quad A – 50'; Quad B – 90'; Quad C – 50'; Quad D – 65'

- 2) Staff has been told by NS employees at recent diagnostic reviews that LED lights can be installed if requested. Is that true? I know we discussed earlier this year that the NS standard regarding LED's might be changing.

Answer:

Not yet. NS is close, but has not signed off of LEDs at this time.

- 3) We noticed that all of the surrounding crossings have Safetran 3000 or Safetran 3000D2 units. The plans for this new crossing require a Safetran 4000 unit. For the ease of maintenance for the signal maintainer would a Safetran 3000 be a better option? Please advise.

Answer:

Maintenance wouldn't be much different, as the GCP3000 has separate GCP, SEAR, Crossing Controller vs. the GCP4000 that has all of those components integrated in one system. System setup is comparable. GCP4000 is the equipment used in NS crossing location typical for new installations.

SUMMARY AND CONCLUSIONS

The plans and estimates for the proposed project have been reviewed. Construction authorization should be granted for this project as proposed by NS.

Jill Henry
PUCO Rail Specialist
Date: June 7, 2013