

THE CITY OF HURON, OHIO
Proceedings of the Huron City Council
Work Session of Tuesday, February 27, 2024 at 5:45pm

Call to Order

The Mayor called the Huron City Council work session to order at 5:45pm.

Roll Call

The Mayor directed the Clerk to call the roll for the meeting. The following members of Council answered present: **William Biddlecombe, Sam Artino, Mark Claus, Monty Tapp, Joe Dike, Matt Grieves and Joel Hagy**. Councilmember absent: **Joe Dike**.

Motino by Mr. Artino to excuse Mr. Dike's absence from the meeting.

The Mayor asked if there were any questions on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion.

YEAS: Artino, Claus, Tapp, Grieves, Hagy, Biddlecombe (6)
NAYS: None (0)

There being more than a majority in favor, the motion passed and Mr. Dike's absence was excused.

New Business

Work Session on Possibility of Creating a Quiet Zone within the City of Huron

Mr. Hamilton explained that this was originally brought up in 2015, when the City carried out a study on the feasibility of creating a quiet zone within the City. This is something that has always been near and dear to a lot of the residents and Councilmembers, alike. Ever since he has been with the City, he has received regular calls about quiet zones, train noise, what we can do about it, if we can help residents out. There was enough momentum to go back and refresh that original study. You may ask, why refresh it as it is only 8 years old. In 8 years, regulations change, costs change, and everything to do with the study changes. They had to start from fresh and redo the study, a copy of which is attached hereto as Exhibit "A."

He wants to keep this very high-level, as there are a lot of nuances, calculations and other things that go into a quiet zone. According to the Federal Rail Administration, a quiet zone is an exemption to the rule that requires a train to sound a horn at crossings. The FRA quiet zone preempts any state or local laws; that is important to remember. Anytime you talk about a quiet zone, the FRA has total authority over it. They are the only ones who can approve it, and they are the only ones that can allow us to move forward. The regulation states that a locomotive has to blow its horn between 90-110 decibels and begin sounding at 15 to 20 seconds before they hit a crossing. This is important to some of the things they will talk about tonight. A quiet zone tells the trains that between two points, you don't need to do that because there are enough additional safety measures in place. To do a quiet zone, it has to be a minimum of a ½ mile in length, which the City complies with. As by Mr. Hagy if the quiet zone can't be ¼ mile long, Mr. Hamilton answered that it must be at least ½ mile long. With the amount of work that goes into it from their side, they wouldn't consider one that's any shorter than that. Mr. Claus said that you couldn't have a one-crossing quiet zone, ever, because it would have to be from one to another.

What a quiet zone is not – people think that suddenly and magically trains will stop making noises. They won't. The train engineers are told not to sound their horn between point X and point Y, unless he thinks he needs to use it. You are quieting them down; you are not saying they cannot make a noise. A couple of examples of when they could use their horn are: (1) if the warning devices at the crossings are down (if he is approaching and doesn't see the flashing lights, he can sound his horn; (2) if there are vehicles, pedestrians or animals on the tracks, they can still sound the horn; (3) if the safety measures put in by the City fall out of regulation with the FRA, they will just start blowing their horns again; and (4) the engineer, having sole discretion, can blow the horn whenever he wants, for whatever reason. There are no ramifications for sounding the horn in a quiet zone. It's not going to magically kill all noise – it is just going to make it better.

Creating a quiet zone is not a very complex process. It's a lot of collecting data, talking to people, spending some money and then telling the railroad to stop making their noise. To qualify for a Quiet Zone, you've got to add safety measures to those crossings for it to make sense for the trains to not blow their horns. The City would pay for those additional safety measures. Norfolk Southern will not pay for any of it. It is all of the municipality to pay for any safety updates for a quiet zone. The FRA is the only agency that can approve a quiet zone, and only the City can make the application for a quiet zone – residents cannot. It must be the municipality. The Ohio Rail Development Commission will not be involved in this process at all, unless the City makes a move to close a crossing. If they make a closure within Ohio, then they also get involved.

Mr. Hagy asked if there is any liability impact on the City. It sounds like the FRA and the railroads are saying it's the City's decision. Does that mean if something catastrophic does happen, the City would have liability? Mr. Hamilton answered that it doesn't change anything. The tracks are still owned by Norfolk Southern, and what they are doing by agreeing to our supplemental safety measures is saying the City has done enough. You get a score for every single supplemental safety measure and when you add those up, if the total number is less than the risk of blowing the horn, you are okay. We would technically be doing more than they would be doing by blowing the horn. Mr. Artino asked if anything installed by the City malfunctions, would the City be responsible for repairing that and if someone got hurt because one of our safety measures failed, would that be a problem? Mr. Hamilton answered that it is his understanding that if the City adds an active safety measure, that is within the railway's right-of-way. They don't install it or maintain it. The City would pay the railway to buy it, them to install it and them to maintain it. The only things the City would installed would be located outside of the railway right-of-way. That way, there are no active things the City would install. Mr. Claus asked if, since the City would pay them to install it, is there an ongoing maintenance fee? Mr. Hamilton answered that they will bill the City annually for maintenance for the lifetime of the equipment. Mr. Lasko said they pay a similar maintenance fee to ODOT for highway maintenance. That fee is evaluated annually. Mr. Hagy asked if the City goes with the quiet zone and a driver knocks over a bollard in the middle of the road. Would the City call Norfolk Southern for that repair or does the City do it. Mr. Hamilton answered, no, if it is located outside the railway right-of-way, then the City is responsible. Mr. Hagy then asked if the City would be liable if those being knocked created a catastrophic incident. Mr. Hamilton answered that it would be no different than them driving down the middle of the road now, in between the gates. All we are doing by putting in the SSM is trying to add safety measures. If a driver decides to run in front of a train, it is the same as it is now. There is nothing they can do about that. Mayor Tapp said Vermilion has had their quiet zone for several years, and he guesses they are doing the same thing as far as paying the maintenance fee goes. Mr. Artino added

that not every gate is set up with bollards. Mr. Hamilton said the biggest complaint from Vermilion residents is the train sounding its horn when it has to. Mr. Artino said he has a relative that was the Chief in Vermilion and he said they were getting more calls after the quiet zone was instituted than before because everybody expected there to be no horns. They would have to make sure people understand that a quiet zone doesn't mean a train is never going to sound its horn again. Mr. Hagy said there's got to be some period of getting used to it for the train engineers, as well. They run the same road, so they are used to grabbing for it when they reach a certain stop. Mr. Hamilton said their grace period is 45 to 60 days.

The most common SSM's are:

Closing Crossings – Norfolk Southern loves this one. Anytime they can get rid of a crossing, it is less liability, less maintenance. A lot of time, what they will do is send a city an offer letter saying if you close this, we will give you \$XX and will pay for this. There is a negotiation you end up going through.

4-Quadrant Gates – They are the two gates on either side that overlap to stop people from cutting through the gates.

2-Quadrant Gates – With this option, a median would then be installed to stop people from sneaking through the gates to try and beat the train. The median can be a raised concrete curb or orange swinging bollards.

Change Roadway to One-Way – If the cars are only going one way, only one gate is needed.

Because the majority of crossings are 2-gate crossings, the concrete median is, by far, the most cost-effective and the most widely used SSM when you are doing a quiet zone.

Mr. Claus asked about the directional horns option. Mr. Hamilton answered that is an option, but not here in a city setting. In the middle of a town you are trying to do a quiet zone, which is in direct opposition to adding another horn. They are very expensive, as well, and must be tied to all Norfolk Southern signaling. The quiet zone would extend from Rye Beach to Berlin Road and would be just over 3.5 miles. Staff feels investing in a quiet zone crossing at Rye Beach Road doesn't really gain them a whole lot. It is out in an industrial park and would be spending money without really getting a whole lot for the money. If Rye Beach is removed, the quiet zone would be about 1.5 miles long. However, if you consider that they wouldn't blow the horn after Rye Beach and wouldn't blow the horn again until they got to Route 51, they will end up with an effective quiet zone of 4.5 miles. They would blow the horn at Rye Beach and would be quiet until they got to Route 61. Mr. Claus said there was some thought or discussion on the Rye Beach one of possibly getting them to work something into the Route 6 West project. Mr. Hamilton answered that the feedback on that hasn't been very positive to this point. The quiet zone could be extended in the future, if circumstances change.

Mr. Hamilton references a chart with 3 classifications for crossing options: preferred, optional and undesirable. For each crossing, it shows the crossing type and what Norfolk Southern would prefer based on traffic counts, accidents. For most, the preferred SSM is gates with medians as they are the most cost-effective and safe. They suggest doing a closure on Williams Street, which for all intents and purposes, would change Williams on both sides to a dead-end road. They would put barricades and fences up and take away all the right-of-way road and it would end up being a stone banking. There would be no way to

go over. For most the optional is the 4-quadrant gates. That is the fancy one at a cost of \$250,000 per crossing, plus \$15,000-\$20,000 per year, per crossing. There are a lot of options and a lot of dollars associates with them.

Mr. Hamilton then reviewed each of the crossings affected by the quiet zone, as follows:

Berlin Road

The preferred SSM is a non-traversable concrete median barriers. Because this one is angled where the track and road meet, while it is normally 100' feet for the concrete median, for this one they recommend 160' because you don't have the sightline as you are pulling up to the tracks. The difficulty with the medians is that there are private driveways within that median length at both the north sides of the tracks. The only two options are making those driveways right-in and right-out, or working for easements to take their driveways further north or south to get them outside of that construction area. On some of them, that would be tough. Mr. Hagy asked why not use the bollards. Mr. Hamilton answered that concrete is more permanent and harder to traverse. It is probably easier to maintain in the long run. Over the life, it may be a wash cost-wise, but if they manage to stop someone from driving across the middle of the road to beat the train, it's a good investment. These only have to be 5" high, but they are suggesting making them 7" high to make it even harder to go over for the trucks.

River Road

The preferred SSM is the non-traversable concrete medians 100' to the north and 60' to the south. The difficulties with one is that there is a private driveway to right south of the crossing. There is enough real estate to extend that driveway outside of the zone, or that would be a right-in, right-out. Mr. Claus asked if the 100' to the north takes them to Route 6.

There are a whole lot of calculations that go into this. An option is to install a non-SSM qualifying safety measure. You don't get points for it, but you can still put safety measures in place. It's all about hitting that magic number as you go through and add them all up.

Main Street

The preferred SSM is the non-traversable concrete medians 60' to the north and 75' to the south at 7" high. There are two commercial driveways north of the tracks, Main Street Tavern and Huron Cement. Huron Cement just cannot be restricted on the front apron of their building. We can either install certain safety measures and not take the point for them, or this is one that could be upgraded to a 4-quadrant gate. You would then get all of points for it, it's just more money.

Williams Street

The preferred SSM for this crossing is permanent closure. It is not a heavily used route and there is an underpass on one side and an overpass on the other side. There would be safety measures on both sides. This would be viewed as one crossing too many. These are the ones where you go to Norfolk Southern and ask how much they can give the City and negotiate a good enough deal to start paying off the other SSM's. Mayor Tapp said with the history at that crossing, they should give the City a lot of money. Mr. Claus asked if Huron Cement had any thoughts about Williams Street being closed. Mr. Hamilton answered that they were okay with it, because they felt they could come in on Main, cross Standard and go back over without interfering with the flow of traffic much. If their turning radius is maintained coming

off of Main and going onto Williams, they really don't see an issue and don't think it would affect their manufacturing flow at all. Williams would end up as two dead-end streets.

Rye Beach Road

The preferred SSM for this crossing is non-traversable concrete medians 100' on both sides. The difficulty with this one is justifying the investment. Spending the money out there to maintain a quiet zone may not make sense when there are not a whole lot of residents out there that it would help. Non-qualifying SSM's can always be installed, but that's the easiest one to install.

Mr. Hamilton then referred Council to page 15 of Exhibit A (Summary of Estimated Cost for Quiet Zone Safety Improvements). The main takeaway from this graph is that you don't need to understand all the options. If you see it in the \$30,000-\$80,000 range, that is going to the median install. That is keeping the 2-quadrant gates, doing the median install, and then we are done. Once you start getting up to some of the higher ones, you are starting to look at the 4-quadrant gates.

In the "Other Costs" column, those are the engineering, inspections, Norfolk Southern costs, etc. This chart supplies the cost for each one of the options outlined in the Report. Option A includes the median for River Road, Berlin Road and Main Street, closure of Williams Street, and SSM on Rye Beach. They would not pick up any points for Berlin Road because of the private driveways. If they didn't do Rye Beach and got some funds for closing Williams, the \$601,000 could be brought down to roughly \$400,000. Mr. Claus asked if the \$31,250 listed for Williams is the cost of the closure. If it is decided that they don't want to close Williams and don't want to install 4-quadrant gates, it would revert to the same kind of treatment as the other ones.

Mr. Hagy said he missed what the workaround was for the Main Street crossing, to not have Huron Cement must do right-in, right-out. Mr. Hamilton said the only option would be to put the 4-quadrant gates in. None of the options on the chart reflect that. Mr. Artino said that to do Main Street correctly, they would have to install the 4-quadrant gates at cost of \$756,000 for that one crossing. It would be \$10,000-\$20,000 in maintenance costs, per year. We are talking about over \$1 Million to do the three crossings. Mr. Hamilton reminded Council that they can do SSM's and not take the points. Mr. Claus asked if they could get enough points by doing something on Main Street. Mr. Hamilton said to get the SSM points, it must be qualified by Norfolk Southern. If the City installs a 60' SSM, that is a non-qualifying SSM, although it is still a supplemental safety measure because they are still trying to protect people. Your points have to come in under the train horn safety risk level for Norfolk Southern to allow the City to do a quiet zone. It is a total for the entire zone. It can be one point under their risk factor. Asked if 60' north of the tracks on Main Street would not affect Huron Cement, Mr. Hamilton answered that it would let them in and out on the north side (leaving their curb cut at 150' long). The only tight part would be when the semis drop something off. It all comes down to the math.

The steps to establish a quiet zone is to:

- (1) Select the crossings;
- (2) Reach out to Norfolk Southern and they tell you if it's a good place for a quiet zone;
- (3) You evaluate existing crossing, which was done with the study;
- (4) Go back and do traffic studies;
- (5) Submit a notice of intent to the FRA;

- (6) Go into development agreements with Norfolk Southern;
- (7) Make improvements within either their right-of-way or the City's right-of-way;
- (8) Develop bid documents and then proceed through the project as they normally would, except they would be doing it with Norfolk Southern.
- (9) Any work to be done in Norfolk Southern's right-of-way will be completed by them.

Mr. Hagy asked if there are any opportunities for grants. Mr. Hamilton answered that there are always opportunities for grants. They may put them out every 4 years – Mr. Fridrich checks all of the time for them to see if they have opened up again. There is always an option for grant money on these. When you get to the grant money, you must have your plan in place. If you go for the grant, they are going to be looking for plans, intent, what you want to do and how you want to do it. Norfolk Southern will have the final say of what the City does. During the discovery meeting, they will look at what we want to do, what we say we want to do, and then they will come back to inspect to see that we have done it the way we agreed to do it.

Mr. Artino said he would be in favor of exploring this with the three crossings, and seeing where the railroad would go with this. He would like to get some input from some residents, especially regarding closing Williams Street, and once they have the numbers in front of them they can make a decision. He thinks it is worth spending more time to look into it.

Mr. Biddlecombe heard about the quiet zone when he was running for his Council position. It still is a hot-button issue. He heard from somebody in Rye Beach that says the noise does shoot right down that street and they can hear it fairly well. The other thing he heard is that people who stay in the hotel complain about the noise from the trains, as well. His opinion would be to leave Rye Beach on the table. Regarding the median height, he could easily go over 7". He thinks you will get some complaints because looking back to when the bump-outs were done on Main Street. It is essentially going to be the same thing, plus almost all of the crossings are going to have impacts to driveways that are going to affect some residents. He would lean more toward doing the 4 gates, but it's a lot more costly at \$3 million. He would be responsible about it, but...

Mr. Hagy asked if there is any way to leverage the fact that that section of rail has an inordinate number of accidents – Main Street/Williams Street. Does that factor into any of the math? Mr. Hamilton says that does factor in, but that area is classed as a very low fatality rail line. That's one of the things that makes it easier for the City to do a quiet zone. We all remember the ones over the last 10 years, but if you compare that to somewhere in Chicago or Cleveland, it really isn't a lot. In FRA and Norfolk Southern terms, it is a low fatality line.

Mr. Lasko said assuming you could overcome the challenges with the median system with the driveways, are there more aesthetic bollard systems allowed. He has seen a couple of them that look like chintzy white or yellow plastic and while they are easy to fix, they are also easy to break. He is wondering if there is flexibility in coming up with some type of hybrid so long as it meets height requirements, and we are comfortable with the maintenance requirements. Mr. Hamilton said that if they put in something that restricts the ease of crossing those lanes in the middle, we can use them. It doesn't have to be a median.

Mr. Hagy said he is in agreement that we should take this to a logical conclusion, whether that's a go or no go. He appreciates the work staff has put in on this.

Regarding Rye Beach, Mr. Artino said they might be able to get a little assistance from businesses out there if they don't want the horns to blow. Mr. Hamilton said there are a lot of options as we dig into this, they just didn't want to dig in too deep if it's not the will of Council to go further.

Mayor Tapp said he is in agreement to proceed. Mr. Biddlecombe also agreed to move forward.

Adjournment

Motion by Mr. Biddlecombe to adjourn the work session.

The Mayor asked if there were any questions on the motion. There being none, the Mayor directed the Clerk to call the roll on the motion. Members of Council voted as follows:

YEAS: Biddlecombe, Artino, Claus, Tapp, Grieves, Hagy (6)

NAYS: None (0)

There being a majority in favor of the motion, the Council work session of February 27, 2024 was adjourned at 6:27pm.

Adopted: _____

27 AUG 2024



Terri S. Welkener, Clerk of Council

Quiet Zone Evaluation Report

Prepared by Benesch for



December 5, 2023



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SUMMARY

The City of Huron (Agency), in its effort to explore the possibility of prohibiting the sounding of train horns along the Norfolk Southern Railroad (Railroad) through their community, requested CTC, Inc. (CTC) to conduct an evaluation to determine the feasibility and approximate cost associated with creating a new quiet zone through Huron, Ohio. CTC completed the study and provided the final report to the City in August 2015. The Agency requested Benesch to review and update the CTC study based on today's standards and cost.

In 2005, the Federal Railroad Administration (FRA) issued 49 CFR Parts 222 and 229, the Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings (Final Rule). The purpose of the rule is to mandate a federal requirement for the sounding of locomotive horns at all public highway-rail grade crossings. The rule also establishes both minimum and maximum decibel levels for the locomotive horns themselves. While the purpose of the rule was to require the sounding of locomotive horns, it also created a methodology by which communities could create quiet zones.

In accordance with the Final Rule, locomotive horn sounding is not required if each public highway-rail grade crossing is equipped with Supplemental Safety Measures (SSMs) within the proposed quiet zone. SSMs are safety measures that have been determined by the FRA to adequately compensate for the lack of a locomotive horn.

Examples of SSMs include:

- Temporary Closure (can only be used in a Partial Quiet Zone)
- Four-quadrant gate systems installed with or without vehicle detection
- Gates with non-traversable median barriers at least 100 feet in length on each side (60 feet if parallel roads or commercial driveways are present)
- Gates with channelization devices at least 100 feet in length on each side (60 feet if parallel roads or commercial driveways are present)
- One-way streets with gates that completely close off the roadway
- Permanent Closure

Another possibility for use as a treatment in lieu of a SSM is the Wayside Horn System (WHS). The WHS may be used either within or outside of a quiet zone as a one-for-one replacement for the train horn. The WHS is a traffic control device that is mounted at the highway-rail grade crossing and interconnected to the railroad's grade crossing warning system. It is required to sound at a minimum level of 92 dB measured 100 feet along the roadway approach from the nearest track (49 CFR 222, Appendix E, 4). Many communities have implemented this technology as a means of reducing train horn noise levels.

In addition, locomotive horn sounding is not required within highway-rail grade crossing corridors that have a Quiet Zone Risk Index (QZRI) at or below the Nationwide Significant Risk Threshold (NSRT) or the Risk Index with Horns (RIWH). Definitions of each of these terms are listed below:

Quiet Zone Risk Index (QZRI) is the average risk in the proposed quiet zone taking into consideration the increased risk caused by the lack of train horns and the reductions in risk attributable to the installation of SSMs or Alternative Safety Measures (ASMs).

Nationwide Significant Risk Threshold (NSRT) represents a number reflecting a measure of risk, calculated on a nationwide basis, which reflects the average level of risk to the motoring public at public highway-rail grade crossings equipped with flashing lights and gates and at which locomotive horns are sounded.

Risk Index with Horns (RIWH) represents the average initial amount of risk in the proposed quiet zone with the train horn sounding.

Highway-rail grade crossing corridors that have a QZRI \leq NSRT or RIWH have been deemed, by the FRA, to constitute categories of highway-rail grade crossings that do not present a significant risk with respect to loss of life or serious personal injury or that fully compensate for the absence of the warning provided by the locomotive horn. As a result, communities with highway-rail grade crossing corridors that meet either of these standards may silence the locomotive horn within the crossing corridor if all other applicable quiet zone requirements have been met.

Please note, the establishment of a quiet zone does not result in total elimination of all train horn noise. The Final Rule allows for the locomotive engineer to sound the locomotive horn to provide a warning to vehicle operators, animals, pedestrians, trespassers, or crews on other trains in an emergency situation if, in the locomotive engineer's sole judgment, such action is appropriate in order to prevent imminent injury, death or property damage.

In addition, nothing in the rule prohibits the use of the locomotive horn in the following situations:

- When a wayside horn is malfunctioning
- When active grade crossing devices have malfunctioned, and use of the horn is required
- When grade crossing warning systems are temporarily out of service during inspection, maintenance or testing of the systems
- When the SSM, modified SSMs or engineered ASMs no longer comply with the requirements of the rule or as approved by the FRA
- There is no restriction for the sounding of the locomotive horn for the purposes of highway-rail crossing safety such as, to announce the approach to roadway workers under chapter 49 or required purposes under railroad operating rules

The City should make every effort to educate the public through public meetings, websites, and news articles that some trains will sound horns after the quiet zone is established. CTC's experience has also indicated that it takes approximately 30-45 days for all railroad engineers to become familiar with a new quiet zone and cease blowing the train horns on a consistent basis. The agency should make the public aware of the "grace period" needed once the quiet zone is established.

1 PROPOSED QUIET ZONE

The Agency is interested in determining the improvements required and the approximate cost to create a new quiet zone along Norfolk Southern Railroad, Chicago Line Subdivision located near the downtown area of Huron, Ohio. The proposed quiet zone corridor is shown in Figure 1. The Railroad runs approximately 40 trains per day at maximum speed of 79 mph on this subdivision through the city of Huron, Ohio. The highway-rail grade crossings that were evaluated are described in the table below.

1.1 Crossings in Proposed Quiet Zone

SH6 should be Rt6

Street or Road Name	DOT No.	Railroad Milepost (MP)	Subdivision	Nearest Parallel Street
Berlin Road	524054E	231.18	Chicago Line	Cleveland Rd/SH6
River Road	524055L	231.93	Chicago Line	Cleveland Rd/SH6
Main Street	524056T	232.42	Chicago Line	Jefferson St
Williams Street	524057A	232.50	Chicago Line	Bogart Rd
Rye Beach Road	524059N	234.22	Chicago Line	Sawmill Parkway

1.2 Aerial View of Proposed Quiet Zone



The limits of the proposed quiet zone will extend from MP 230.93 to MP 234.47 for an actual quiet zone length of 3.54 miles. However, due to the location of adjacent crossings within the corridor, the effective length of the proposed quiet zone will be significantly longer. The closest highway-rail grade crossing west of the proposed quiet zone is Camp Rd at MP 235.74. The closest highway-rail grade crossing east of the proposed quiet zone is SR 61 at MP 228.63. As a result, the effective length of the proposed quiet zone will be approximately 6.61 miles.

2 OVERVIEW OF PROPOSED QUIET ZONE

CTC conducted a field review of the grade crossings within the proposed Huron quiet zone on the afternoon of July 7, 2015. The purpose of the review was to evaluate proposed crossings for basic quiet zone requirements and review quiet zone concepts with Agency representatives in preparation for the agency team meeting and future diagnostic meeting with the Railroad and the FRA. Options available to the Agency for the creation of the quiet zone were presented after the field evaluation. Factors considered in the evaluation were safety, compliance with the FRA rules, public acceptance, and budgetary constraints for the implementation of the proposed quiet zone. *(Note: Benesch scope does not include site visit and all evaluation and recommendations are based on CTC report and existing aerials from Google Earth and Google Maps).*

As recommended in 49 CFR 222, Appendix F the crossings proposed for inclusion in a quiet zone should be reviewed in the field by a diagnostic team composed of railroad personnel, public safety or law enforcement, engineering personnel from the State Agency responsible for grade crossing safety and other concerned parties.

A diagnostic meeting will be conducted in the future once the agency has determined the safety improvements planned for each crossing and identified the funding. In the meantime, on July 8, 2015, an agency team, consisting of representatives from the Agency, FRA, and Benesch reviewed each of the highway-rail grade crossings in the proposed quiet zone for consideration of the options for the approved SSMs as provided in 49 CFR 222, Appendix A.

The members in attendance were:

Andy White, City Manager
Mike Spafford, Assistant to the City Manager
Gene Esser, City Engineer (OHM Advisors)
Doug Green, City Engineer (OHM Advisors)
Evelyn Hendricks, FRA Grade Crossing Manager
Tim Oster, CTC

Can we remove these two. OHM would have been the City Reps

The Final Rule, Appendix A to Part 222 A, provides a list of approved supplementary safety measures (SSMs) that may be installed at each crossing within a quiet zone for risk reduction credit. Each SSM has been assigned an effectiveness rate which is defined as a number between zero and one that represents the reduction of the likelihood of a collision at a public highway-rail grade crossing, as the result of the installation of an SSM or ASM when compared to the same crossing equipped with conventional active warning devices. Zero effectiveness means that the SSM or ASM provides no reduction in the probability of a collision, while an effectiveness rating of one means that the SSM or ASM is totally effective in eliminating collision risk.

The effectiveness rate for SSMs are as follows:

Supplemental Safety Measure (SSM)	Effectiveness Rate
Temporary or Permanent Closure of a Crossing	1.00
One-Way Street with Gates	0.82
Gates with Medians (Non-traversable curbs)	0.80
Four Quadrant Gate System with presence detection	0.77
Gates with Channelization Devices	0.75

The results of that evaluation are shown below as follows:

P - Preferred Supplemental Safety Measure

O - Optional Supplemental Safety Measure

U - Undesirable (due to public acceptability or budget constraints)

2.1 Table of Supplemental Safety Measures

Street Name	DOT Number	Crossing Closure	One Way Street w/Gates	Gates w/Medians	Four Quad Gate System	Wayside Horn
Berlin Rd	524054E	U	U	P	U	U
River Rd	524055L	U	U	P	O	U
Main St	524056T	U	U	P	O	U
Williams St	524057A	P	U	O	O	U
Rye Beach Rd	524059N	U	U	P	U	U

This review also determined if the existing railroad active grade crossing warning devices meet the minimum requirements for establishment of a quiet zone. The rule requires that each public highway-rail grade crossing in the quiet zone must be equipped with flashing lights and gates, constant warning time device and power out indicator in accordance with 49 CFR Subpart C 222.35(3)(b).

The following table provides the results of that review:

2.2 Table of Active Grade Crossing Warning Devices

Street Name	DOT Number	Flashing Lights, Gates, and Bells	Constant Warning Time Devices	Power Out Indicator
Berlin Rd	524054E	✓	✓	✓
River Rd	524055L	✓	✓	✓
Main St	524056T	✓	✓	✓
Williams St	524057A	✓	✓	✓
Rye Beach Rd	524059N	✓	✓	✓

The above reference data was obtained from the Federal Railroad Administration (FRA) website inventory forms. If it is determined later that any of this data is inaccurate, the proposed project cost may be adversely affected due to increased railroad equipment upgrades.

3 OVERVIEW AND DESCRIPTION OF EACH CROSSING

3.1 Berlin Road – DOT 524054E

The Berlin Rd crossing is located at railroad milepost 231.18, it's the eastern most crossing of the proposed quiet zone. Berlin Road is a two-lane roadway crossing over two main line tracks. The roadway is approximately 24 feet wide and constructed of asphalt composition with no curb and gutter. The crossing is constructed with an asphalt crossing and asphalt pavement between tracks. There is a private driveway approximately 30 feet south of the southeast gate and a private grass driveway access located just 15 feet south of the crossing inside the northbound gate.



The agency review team considered the approved SSM options provided in 49 CFR 222, Appendix A and agreed with the Agency's preference for this location to install non-traversable concrete median barriers. The required median length of 100 feet would require one private driveway and the grass driveway access to the private property to be a right-in and right-out only. The agency will discuss this option with the owner to determine if the installation of the median is acceptable. It was also noted that the mailbox for the home is located on the east side of the street. As a result, the proposed median would prevent picking up their mail from the car driver side window as witnessed during our field inspection.

The team recommended that concrete median barriers be 160 feet in length to the south and 160 feet to the north, one foot wide and 7 inches high. The additional 60 feet in length above the FRA requirement for both approaches are due to the angle of the crossing which places the existing gate tips approximately 75 feet from the nearest rail. The team recommended the additional median between the gate and the crossing to improve safety and prevent drivers from accessing the street behind the existing gates. The proposed median to the south includes one private driveway located 30 feet from the railroad gate.

Although this is allowed under the FRA train horn rule, the resident will have a right-in and right-out only and there is no safe turnaround existing in the area to provide access north towards downtown area. Therefore, the team proposed the installation of a traffic roundabout approximately 250 feet from the crossing to provide a safe and convenient method for the residents to get to the downtown area. However, the city staff has determined that no traffic roundabout will be constructed and therefore, is not included in the current evaluation.

CTC report stated that should the plans for the installation of the median and roundabout be determined not to be a feasible solution, a wayside horn system is the alternative recommendation by the team. The installation of the wayside horn system requires an interconnection with the railroad equipment for proper operation. Benesch does not include the installation of a wayside horn system in the current evaluation since the installation of concrete medians is the preferred option and can be implemented at the lowest cost without railroad signal work.

The following signs and pavement markings will need to be installed to comply with 49 CFR 222.35(c) and the MUTCD:

- W10-1 Advance Warning Signs with W10-9 No Train Horn plaques will be installed on each approach.
- New stop lines prior to each gate and railroad pavement markings.

3.2 River Road – DOT 524055L

The River Rd crossing is located at railroad milepost 231.93 and is the next crossing to the west of Berlin Rd. River Rd is a two-lane roadway crossing over two main line tracks. The roadway is approximately 24 feet wide with 5-foot bike lanes on both approaches. The roadway is asphalt composition with no curb and gutter on the approaches to the crossing. The crossing is an asphalt crossing surface with asphalt pavement between the tracks. The crossing is located approximately 260 feet south of the stop-controlled intersection at Cleveland Rd/SH 6. There is a commercial gravel driveway adjacent to the crossing in the southwest quadrant that provides access to a local business.



The agency review team considered the approved SSM options provided in 49 CFR 222, Appendix A and agreed with the Agency's preferred option to install non-traversable concrete median barriers. The proposed median lengths are 100 feet to the north and 60 feet to the south. There is a commercial driveway located less than 10 feet from the railroad gate to the south of the crossing. The team proposed that the driveway be relocated to a minimum of 60 feet south of the existing gate which would result in the median qualifying as an SSM. The relocation of the driveway will require the acquisition of adjacent property to accommodate the new driveway and the construction of approximately 100 feet of gravel/asphalt road. This solution depends on the willingness of both private property owners to facilitate the relocation of the driveway. The City will evaluate the feasibility of relocating the commercial driveway to provide the required 60-foot median length. Since this option is SSM compliant, it is the preferred option for the city.

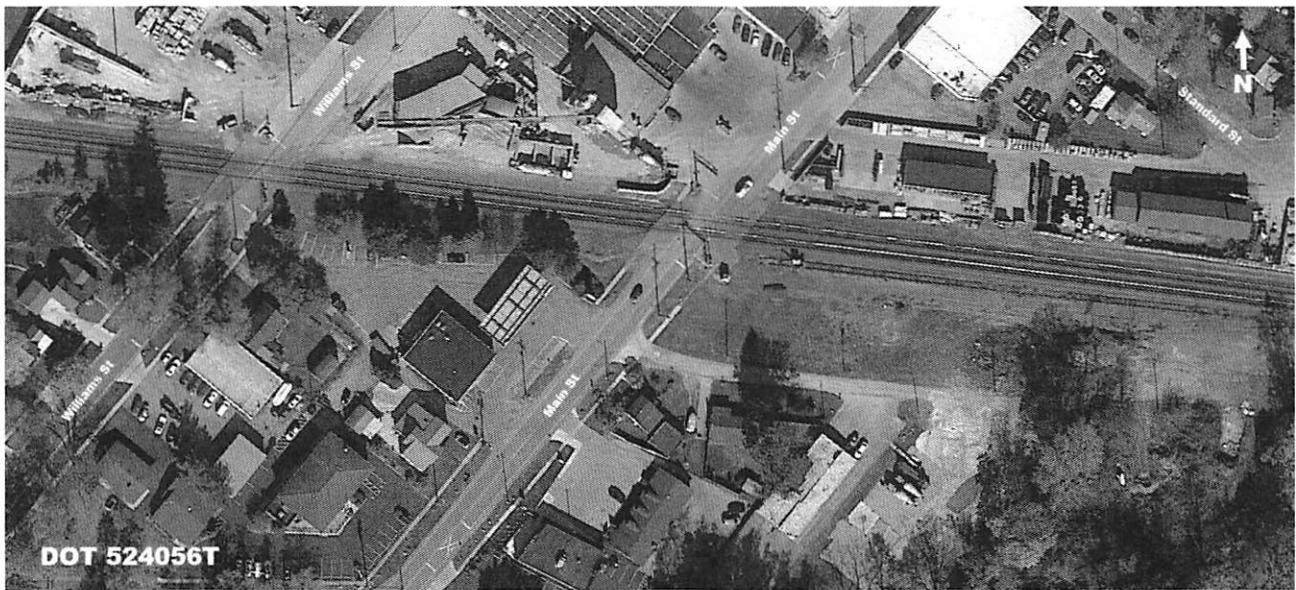
Should the plans for the installation of the median be determined not to be a feasible solution, the city will consider the installation of a non-SSM concrete median that will be installed to the north of the crossing only. No quiet zone credit will be taken if this option is implemented and the quiet zone calculation for this plan are shown in Option B in Appendix B. The wayside horn option may be considered but is not recommended due to railroad signal upgrade needed for installation.

The following signs and pavement markings will need to be installed to comply with 49 CFR 222.35(c) and the MUTCD:

- W10-1 Advance Warning Signs with W10-9 No Train Horn plaques will be installed on each approach.
- New stop lines prior to each gate and railroad pavement markings.

3.3 Main Street – DOT 524056T

The Main St crossing is located at railroad milepost 232.42 and is the next crossing to the west of the River Rd crossing. Main St is a two-lane roadway crossing over two main line tracks between River Rd to the east and Williams St to the west. The roadway is approximately 24 feet wide with a 5-foot shoulder to the west. The street is asphalt composition with no curb and gutter on the approaches to the crossing. There are commercial driveways just to the north of the crossing in the northwest and northeast quadrants. The crossing is an asphalt crossing surface with asphalt pavement between the tracks.



The agency review team considered the approved SSM options provided in 49 CFR 222, Appendix A and agreed with the Agency's preferred option to install non-traversable concrete median barriers. The proposed median lengths are 60 feet to the north and 75 feet to the south. There is a commercial driveway located approximately 90 feet to the south that limits the length of the median to the south but does qualify as SSM. However, the commercial driveways located north of the crossing on both sides of Main St which provide access to the Huron Cement Company prohibit the installation of an SSM compliant median under existing conditions.

The agency will discuss the proposal with the business owner to determine if the installation of the median and the installation of sixty feet of curb to reduce the existing driveway length is acceptable to the business owner. If the business owner approves the plan, a SSM compliant median 60 feet in length will be installed along with curb and gutter to define the driveway access in the northwest quadrant. Curb and gutter will be installed in the northeast quadrant to eliminate the existing concrete driveway access to the gated storage area.

Should the plans for the installation of the SSM compliant concrete medians not be a feasible solution, the city will install non-SSM compliant median and take no credit in quiet zone calculations as shown in Option B,

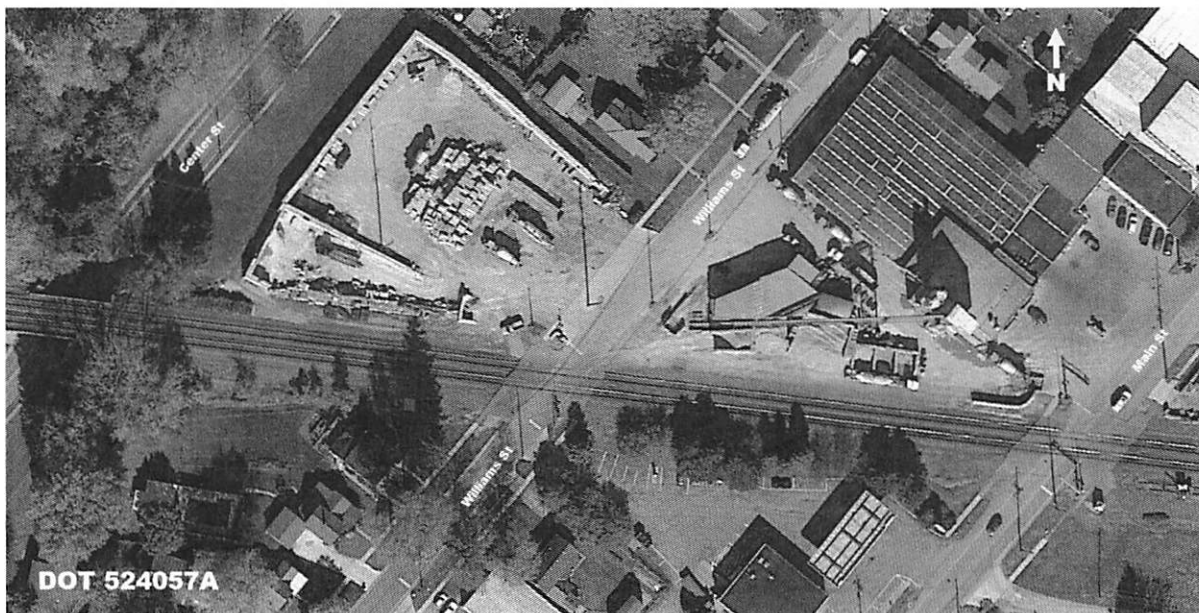
Appendix B. A four-quadrant gate system is the alternative if both median options are not feasible, and this shown in Option C which included SSM compliant improvements at all crossings.

The following signs and pavement markings will need to be installed to comply with 49 CFR 222.35(c) and the MUTCD:

- W10-1 Advance Warning Signs with W10-9 No Train Horn plaques will be installed on each approach.
- New stop lines prior to each gate and railroad pavement markings.

3.4 Williams Street – DOT 524057A

The Williams St crossing is located at railroad milepost 232.50, just west of the Main St crossing. Williams St is a two-lane roadway crossing over two main line tracks. The roadway is approximately 26 feet wide and constructed of asphalt composition. The crossing is an asphalt crossing surface with asphalt pavement between the tracks. There are commercial driveways located in the southeast quadrant approximately 20 feet south of the gate and on both sides of the street north of the crossing.



The agency review team considered the approved SSM options provided in 49 CFR 222, Appendix A and agreed with the Agency's preferred option of permanent closure of this crossing. Specific requirements for the permanent closure will require additional analysis by the city and railroad once approval is obtained to permanently close the crossing. However, at a minimum, the city will remove all pavement from railroad right of way and install Type III barricades (or equivalent) on both approaches to prevent vehicle access to the area. Additional fencing, barriers, etc., will be required to prevent pedestrian access to the area. The railroad will remove all railroad signal equipment and crossing panels.

The diagnostic team agreed with the Agency that if permission to close the crossing is not obtained, then the city should consider the quiet zone treatment would be the installation of a four-quadrant gate system. However, upon further quiet zone evaluation, Benesch determined that the city could install non-SSM compliant

concrete medians and not take any quiet zone credit. With the proposed SSM compliant improvements at other crossings, the quiet zone will qualify as shown in the quiet zone calculations provided in Appendix B, Option B.

The following signs and pavement markings will need to be installed to comply with 49 CFR 222.35(c) and the MUTCD:

- W10-1 Advance Warning Signs with W10-9 No Train Horn plaques will be installed on each approach.
- New stop lines prior to each gate and railroad pavement markings.

3.5 Rye Beach Road – DOT 524059N

The Rye Beach Rd crossing is located at railroad milepost 234.22 and is the western most crossing in the proposed quiet zone. Rye Beach Rd is a two-lane roadway crossing over two main line tracks. The roadway is approximately 24 feet wide and is asphalt composite with no curb and gutter. The crossing is constructed with an asphalt crossing and with asphalt pavement between tracks.



The agency review team considered the approved SSM options provided in 49 CFR 222, Appendix A and agreed with the Agency's preferred option of a non-traversable concrete median barrier. The team recommended that concrete median barriers be 100 feet in length to the south and 100 feet to the north which will qualify as an SSM. The minimum median height of 7 inches is recommended and the team proposed a 1-foot median. Since this is the best option and requires no additional railroad or public involvement for approval, the team did not recommend any other options for this location.

The team also recommended the sidewalk located on the east of the crossing that currently terminates at the railroad right of way be extended through the railroad crossing and include detectable warning on the sidewalks near the crossing. This will require the railroad to extend the width of the asphalt crossing.

City staff stated that the city limit line is located along the centerline of Rye Beach Rd and the other half of the street is in the adjoining township. Therefore, this quiet zone crossing is in two agency jurisdictions and must have cooperation of both agencies (See 49 CFR 222.37 (a)).

Benesch will provide an example letter that needs to be completed and signed by the adjacent jurisdiction supporting the quiet zone and delegating the authority to establish the quiet zone to the City of Huron.

The following signs and pavement markings will need to be installed to comply with 49 CFR 222.35(c) and the MUTCD:

- W10-1 Advance Warning Signs with W10-9 No Train Horn plaques will be installed on each approach.
- New stop lines prior to each gate and railroad pavement markings.

4 SUMMARY OF QUIET ZONE OPTIONS

Benesch has performed an evaluation of the Agency preferences, the agency review team comments, and the estimated cost for establishing the quiet zone. It has been determined that should the Agency desire, Option A as outlined above, would be the preferred option to establish a 24-hour quiet zone. This option allows the Agency to utilize the Public Authority Designation method for the quiet zone using SSMs at every crossing. This quiet zone process includes submission of a Notice of Intent (NOI), with SSMs at each crossing and a Notice of Establishment (NOE).

However, the preferred Option A requires the cooperation of private owner to complete the proposed safety improvements. If the city is unable to garner that support, Option B provides for safety improvements that do not meet SSM requirements at every crossing but eliminates the improvements at River Rd that require additional private owner involvement. These proposed improvements would be presented to the diagnostic team and additional recommendations may be requested but the proposed option in this report meet FRA rule requirements.

The following table provides a summary of cost for each option:

4.1 Summary Table of Quiet Zone Options

Street Name	DOT Number	Option A	Option B	Option C	Option D
Berlin Rd	524054E	Non-SSM Concrete Median	Non-SSM Concrete Median	Non-SSM Concrete Median	SSM Concrete Median
River Rd	524055L	SSM Concrete Median	Non-SSM Concrete Median	SSM Four Quad Gates	SSM Concrete Median
Main St	524056T	SSM Concrete Median	Non-SSM Concrete Median	SSM Four Quad Gates	SSM Concrete Median
Williams St	524057A	SSM Permanent Closure	SSM Permanent Closure	SSM Four Quad Gates	Non-SSM Concrete Median
Rye Beach Rd	524059N	SSM Concrete Median	SSM Concrete Median	SSM Concrete Median	SSM Concrete Median

Quiet zone calculations were completed for each of the above referenced options based on the current traffic, train data, and crash history (See Appendix B). Each option provides sufficient reduction in the quiet zone risk index to qualify for establishment of the quiet zone. It's important to note that new traffic data will be collected and any future incidents at the crossings could impact the ability to qualify as specified in the options above.

5 SUMMARY OF ESTIMATED COST FOR QUIET ZONE SAFETY IMPROVEMENTS

The table below summarizes the proposed quiet zone improvements approximate costs for each crossing location. *These are budget estimates only to evaluate alternatives for planning purposes only.* Specific detailed cost estimates should be obtained from railroad, civil design firms, and construction contractors once the agency has determined the final quiet zone plan.

Four alternatives are provided for comparison of cost and types of quiet zone methods that are available to the City for establishing the quiet zone. (See Appendix E for detailed cost summaries for each option)

Option	Berlin Rd	River Rd	Main St	Williams St	Rye Beach Rd	Other Costs	Contingency	Total Estimated Cost
A	\$46,500	\$89,250	\$51,750	\$31,250	\$75,250	\$207,500	\$100,300	\$601,800
B	\$46,500	\$24,250	\$39,250	\$31,250	\$75,250	\$207,500	\$84,800	\$508,800
C	\$46,500	\$759,250	\$764,250	\$756,000	\$75,250	\$120,000	\$504,250	\$3,025,500
D	\$64,250	\$89,250	\$51,750	\$34,250	\$75,250	\$212,500	\$105,450	\$632,700

5.1 Option A - SSMs Concrete Medians/Close Williams St

Option A includes the agency preferred treatments for each location which include the closure of Williams St, the installation of SSM-compliant concrete medians at River Rd, Main St, and Rye Beach Rd. Berlin Rd will be a non-SSM compliant median due to leaving gap for private driveway access.

This option includes the creation of a joint driveway for the private resident owners to the west of the crossing which will allow the northern most owner to access Berlin Rd and make a left turn towards Huron at the end of the new concrete median. This will require the cooperation of both private resident owners and the willingness of the owner to the south to provide driveway easement.

This option also includes relocation of the business access road (Lake Erie Adventure Company) located in the southwest quadrant to provide for installation of SSM compliant 60-foot median south of the track.

The advantages of this option are as follows:

- Lower construction costs.
- Lower yearly maintenance costs.
- Railroad and State will offer money for closure of Williams.

- No railroad construction agreement for signal upgrades.
- The timeline for establishment of quiet zone under city control (no railroad upgrades required)
- The timeline for establishment of quiet zone reduced significantly compared to other options.
- The installation of SSM compliant treatment at each location will reduce the FRA requirement to provide affirmation letters every 2.5-3 years. This option will require affirmation letters every 4.5 – 5 years.

The disadvantage of this option is the amount of public and private support and cooperation that will be needed to accomplish several of the proposed treatments. This option would require public and private support for the following:

- Proposed closure of Williams St requires public and EMS approval
- Proposed relocation of the private business drive at River Rd

5.2 Option B – Non-SSM Concrete Medians at Berlin Rd, Main St and River Rd

This option includes the installation of SSMs at Williams St and Rye Beach Rd. The SSM at Rye Beach Rd will be non-traversable concrete medians with the permanent closure at Williams St. There will be non-traversable concrete medians installed at Berlin Rd, Main St and River Rd, but the lengths of the median will not qualify as SSMs and the gap for the private driveway at Berlin Rd does not qualify as a SSM. This option at River Rd would eliminate the need to relocate the business access road and reduce the overall cost. The shorter median north of the track at Main St would not impact existing driveway access to businesses in the NE and NW quadrants of the crossing.

The advantages of this option are as follows:

- Lower construction costs.
- Lower yearly maintenance costs.
- Railroad and State will offer money for closure of Williams St.
- No railroad construction agreement for signal upgrades.
- The timeline for establishment of quiet zone under city control (no railroad upgrades required)
- The timeline for establishment of quiet zone reduced significantly compared to other options.
- The installation of SSM compliant treatment at each location will reduce the FRA requirement to provide affirmation letters every 2.5-3 years. This option will require affirmation letters every 4.5 – 5 years.

The disadvantage of this option is the amount of public and private support and cooperation that will be needed to accomplish several of the proposed treatments. This option would require public and private support for the following:

- Proposed closure of Williams St requires public and EMS approval.
- The installation of non-SSM medians will require the agency to provide affirmation letters to the FRA every 2.5-3 yrs.

5.3 Option C – SSM Four Quadrant Gate Systems at River Rd, Main St, and Williams St.

This option includes the installation of SSM compliant four-quadrant gates with vehicle presence detection at River Rd, Main St, and Williams St. The crossings at Berlin Rd and Rye Beach Rd will have SSM compliant non-traversable concrete median safety improvement.

The advantages of this option are as follows:

- The installation of SSM compliant treatment at each location will reduce the FRA requirement to provide affirmation letters every 2.5-3 years. This option will require affirmation letters every 4.5 – 5 years.
- Will not impact business driveway access.

The disadvantage of this option are as follows:

- High initial capital cost.
- Railroad signal work required.
- The timeline to establish the quiet zone is much longer due to railroad design and construction schedules.
- High annual maintenance costs paid to the railroad for the life of the quiet zone.

This option also requires railroad construction and maintenance agreements which lengthens the amount of time required to implement the quiet zone. Once the diagnostic meeting is held and quiet zone improvements are agreed upon, the railroad may take 18-30 months to complete the agreement process, design, and construction of the proposed railroad signal improvements.

5.4 Option D - Option A with Non-SSM compliant medians at Williams St

This option is identical to Option A except it does not include the closure of Williams St. This option replaces the closure with Non-SSM compliant concrete medians on both approaches that provide improved safety but does not impact the business operations in the area. This option is provided to show that although not the preferred option, it is possible for the city to establish the quiet zone without the closure of Williams St.

The advantages of this option are as follows:

- Williams St remains open quiet zone treatment does not impact businesses near crossing.
- Quiet zone treatment will not impact business driveway access.

The disadvantage of this option are as follows:

- No money from railroad for closure of Williams St
- Railroad signal work required.
- The timeline to establish the quiet zone is much longer due to railroad design and construction schedules.
- High annual maintenance costs paid to the railroad for the life of the quiet zone.

Quiet Zone Maintenance Cost:

The proposed safety improvements and the preferred option for implementation will not have a significant increase in yearly maintenance costs for the city. The proposed signs and pavement markings exist at the crossing today and the city currently maintains those safety improvements. The installation of medians, sidewalk, curb and gutter to meet quiet zone requirements are also items that require little or no routine maintenance. The closure of Williams St will result in removal of railroad-related signs and pavement markings but does include the installation of fencing and permanent barricades that will result in additional maintenance cost for the city. The estimated annual maintenance cost for fencing will depend on type of fencing installed and should require minimal maintenance.

Three of the four options do not include any railroad signal work and, in those cases, there will be no yearly maintenance fees for railroad equipment. Option C does include the installation of three four-quadrant gate systems that would require annual maintenance fees paid to railroad for the life of the quiet zone. This option is provided for comparison, and it is not preferred or recommended due to the cost and the fact that other options equally meet FRA quiet zone regulations. Annual railroad maintenance fees for each of the four quadrant gate system ranges from \$10,000 to \$20,000.

5.5 Pedestrian Treatments

The estimated quiet zone construction and maintenance cost listed above does not include any additional pedestrian treatments except for the extension of the existing sidewalk at Rye Beach Rd.

The Final Rule minimum requirements for a quiet zone (Part 222.35) state that each public highway-rail grade crossing that is subjected to pedestrian traffic and equipped with one or more bells shall retain those bells in working condition. Therefore, any additional safety improvements for pedestrian traffic at a crossing will be determined by the public agency and/or the diagnostic team during the on-site diagnostic meeting at each crossing. In many cases, where there is a low volume of pedestrian traffic, the existing flashing lights and existing bells may be determined to provide adequate pedestrian warning and the team may have no additional recommendations.

Other safety treatments that may be considered by the agency and/or the diagnostic team are listed below, but are not limited to the following:

- Extension/addition of sidewalks through the railroad right of way
- Extension of railroad surface to accommodate sidewalk(s)
- Addition of detectable warning on sidewalks
- Addition of signs and pavement markings for pedestrians
- Installation of mast flashers with bell in non-gate quadrants
- Installation of pedestrian flashing lights and gates with emergency exit gate
- Installation of fencing to channel pedestrians and prevent trespassing
- Installation of electronic second train coming sign(s)

The actual cost for the installation of the safety measures above will vary and are site specific. However, the following estimated additional costs can be used for budgeting and comparison for major safety improvement options:

<u>Description</u>	<u>Estimated Cost</u>
Pedestrian Flashing Lights and Gates	\$50K - \$75K each (Minimum two gates per crossing)
Emergency exit gates	\$1,500 - \$2,500 each
Fencing	\$50 - \$100 per foot
Extension of Railroad Surface	\$1,200 - \$1,500 per foot
Second Train Coming Electronic Sign	\$25K per sign
Railroad Interconnection Circuits	\$35K - \$75K per interconnection

The agency and/or diagnostic team should consider all options related to pedestrian safety within the quiet zone. The team should consider existing treatments, the amount of pedestrian and train traffic through the crossing, proposed development, crash history, and the experience of team members when making recommendations to implement additional pedestrian safety improvements. Although additional improvements may not be recommended, the diagnostic notes should reflect the team had no additional recommendations for pedestrian treatments as part of the quiet zone implementation.

6 QUIET ZONE IMPLEMENTATION PROCESS

Once the Agency has made the determination to proceed with implementation of the quiet zone, there is a sequence of events that must occur. Norfolk Southern requires completion of Quiet Zone Project Initiation Form (see Appendix D) and execution of a Preliminary Engineering Services Agreement that includes estimated cost for NS to assist in quiet zone process (NS provides standard agreement). The fee may vary but is estimated at \$30,000. The NS link for instructions is located at [Quiet Zone Information | Norfolk Southern](#).

The overall quiet zone process is described below.

6.1 USDOT Inventory Report Form Update - Existing Conditions

The Agency will be required to update USDOT Grade Crossing Inventory Report Forms for each of the highway-rail grade crossings within the limits of the proposed quiet zone to reflect the existing conditions. The current USDOT Grade Crossing Inventory Forms for each location do not accurately reflect the existing conditions and are included, for reference purposes, in Appendix C. An average daily traffic count for affected roadways will be required. Once the Agency has collected traffic data for all crossings located in the quiet zone, the grade crossing inventory can be updated.

6.2 Notice of Intent to Create a Quiet Zone

The purpose of the Notice of Intent (NOI) is to provide notice to the railroads operating over the public highway-rail grade crossings within the quiet zone, the highway or traffic control authority or law enforcement authority having jurisdiction over vehicular traffic at grade crossings within the quiet zone, the State agency responsible for highway and road safety that the Agency is planning on creating a new quiet zone. The NOI provides an

opportunity for the railroads and the agencies to give input to the Agency during the quiet zone development process. The agencies and railroads will be given sixty days to provide information and comments to the public agency.

The NOI must contain the following information:

1. A list of each public highway-rail grade crossing, private highway-rail grade crossing, and pedestrian crossing within the proposed quiet zone. The crossings are to be identified by both the U.S. DOT Crossing Inventory Number and the street or highway name.
2. A statement of the time period within which the restrictions would be in effect on the routine sounding of train horns (i.e., 24 hours or from 10 p.m. to 7 a.m.).
3. A brief explanation of the Agency's tentative plans for implementing improvements within the proposed quiet zone.
4. The name and title of the person who will act as the point of contact during the quiet zone development process and how that person can be contacted.
5. A list of the names and addresses of each party that will receive a copy of the NOI.

The Agency must provide the written NOI, by certified mail, return receipt requested to the Railroad(s) and Ohio Department of Transportation (ODOT). Although it is not required by the rule, it is recommended to also send a copy of the NOI to the Associate Administrator of the Federal Railroad Administration. If the Agency receives comments within the sixty-day period, assistance from the FRA may be required to resolve any of the issues raised. Since we will include the Railroad and the FRA in the planning process, it is not anticipated that there will be any issues raised during the NOI process.

6.3 Diagnostic Team Review Can we add something showing that there is more recent input from us

The agency review team conducted a review on July 8, 2015, and provided the information necessary to develop a plan and budgetary costs for the proposed improvements throughout the quiet zone. Although a diagnostic team inspection is not required, it is highly recommended to allow the railroad, FRA, and state DOT the opportunity to be involved at the beginning of the process and provide recommendations during the design process. This will prevent issues from occurring later in the quiet zone progression and will also allow for project details to be finalized with all stakeholders involved in the decision-making process. The diagnostic team must, at a minimum, consist of representatives from the Railroad, ODOT and the Agency. It is also recommended to include a representative from the FRA to ensure that the proposed quiet zone meets all the necessary requirements.

6.4 Implementation of Safety Improvements

Upon conclusion of the diagnostic team review, specific recommendations will be developed and responsibility for improvements will be defined. The following steps are required for implementation of the improvement plan.

1. The Agency must enter into a preliminary engineering agreement with the Railroad authorizing preparation of plans and estimates for the proposed improvements to be performed by the Railroad
2. The Railroad will prepare project agreements, plans, and estimates for approval and execution by the Agency.

3. Once the agreements have been fully executed, the Railroad will begin assembling the material and schedule proposed improvements.
4. Upon completion of improvements by the Railroad, the Agency will place all the appropriate signing and pavement markings as required in the implementation plan.

NOTE: See Appendix D - Project Process Outline provided by Norfolk Southern

6.5 USDOT Inventory Report Form Update - After Improvements

The Agency will also be required to update USDOT Grade Crossing Inventory Report Forms for each of the highway-rail grade crossings within the limits of the proposed quiet zone to reflect the crossing conditions after the proposed improvements have been completed. The Grade Crossing Inventory Report Forms will be included as part of the quiet zone Notice of Establishment (NOE).

6.6 Quiet Zone Notice of Establishment

The purpose of the Notice of Establishment (NOE) is to provide a means for the Agency to formally advise affected parties that a new quiet zone is being established. The Agency must provide written notice, by certified mail, return receipt requested, to the following:

1. Norfolk Southern Railroad
2. City of Huron Police Department
3. ODOT
4. FRA Associate Administrator

The Notice of Establishment (NOE) must contain the following information:

1. The date upon which the quiet zone will be established, but the date shall never be earlier than 21 days after the date of mailing the NOE.
2. A list of each public highway-rail grade crossing and private highway-rail grade crossing within the quiet zone, identified by both U.S. DOT National Highway-Rail Grade Crossing Inventory Number and street or highway name.
3. A specific reference to the regulatory section of 49 CFR Parts 222 and 229 that provides the basis under the Public Authority Designation for quiet zone establishment. For example, if the improvements are completed as proposed, the appropriate regulatory provision is § 222.39(a)(1).
4. A statement affirming that the State Agency responsible for grade crossing safety and all affected railroads were provided an opportunity to participate in the diagnostic team review as required under § 222.25 (private crossings). The Notice of Quiet Establishment shall also include a list of recommendations by the diagnostic team.
5. A statement of the time period within which restrictions on the routine sounding of the locomotive horn will be imposed (i.e., 24 hours or from 10 p.m. until 7 a.m.)
6. An accurate and complete Grade Crossing Inventory Report Form for each public highway-rail grade crossing and private highway-rail grade crossing within the quiet zone that reflects the conditions existing at the crossing before any new SSMs or ASMs were implemented.

7. An accurate, complete, and current Grade Crossing Inventory Report Form for each public highway-rail grade crossing and private highway-rail grade crossing within the quiet zone that reflect implemented SSMs and ASMs upon establishment of the quiet zone. SSMs and ASMs that cannot be fully described on the Inventory Report Form shall be separately described.
8. A statement affirming that the NOI was provided in accordance with the rule. This statement shall also state the date on which the NOI was mailed.
9. The name, title, and contact information for the person responsible for monitoring compliance and the requirements for the establishment of the quiet zone.
10. A list of the names and addresses of each party that is receiving a copy of the quiet zone NOE.
11. A statement signed by the chief executive officer of each public authority participating in the establishment of the quiet zone, in which the chief executive officer shall certify that the information submitted by the public authority is accurate and complete to the best of his/her knowledge and belief.

6.7 Quiet Zone Creation and Affirmation

Once the quiet zone Notice of Establishment has been accepted and filed, the quiet zone will be created on the establishment date outlined in the NOE. At that point, it is the responsibility of the Agency to maintain all the required signs, pavement markings, medians, and sight distance improvements for the crossings. The Railroad will maintain the flashing lights and gates at the affected crossings. The project agreement will define the cost responsibility associated with maintenance provided by the railroad.

The Agency is responsible for submitting affirmation letters to the FRA in accordance with Section 222.47 of 49 CFR Parts 222 and 229.

The process for submission is as follows:

1. Affirm in writing to the Associate Administrator that the SSMs implemented within the quiet zone continue to conform to the requirements of Appendix A of this part. Copies of such affirmation must be provided by certified mail, return receipt requested, to the parties identified in § 222.43(a)(3).
2. Provide to the Associate Administrator an up-to-date, accurate, and complete Grade Crossing Inventory Report Form for each public highway-rail grade crossing, private highway- rail grade crossing, and pedestrian crossing within the quiet zone.

NOTE: This section requires current traffic counts (within last three years) to update the Grade Crossing Inventory Report Form and must not be outside of the period determined by the appropriate regulatory provision used to establish the quiet zone.

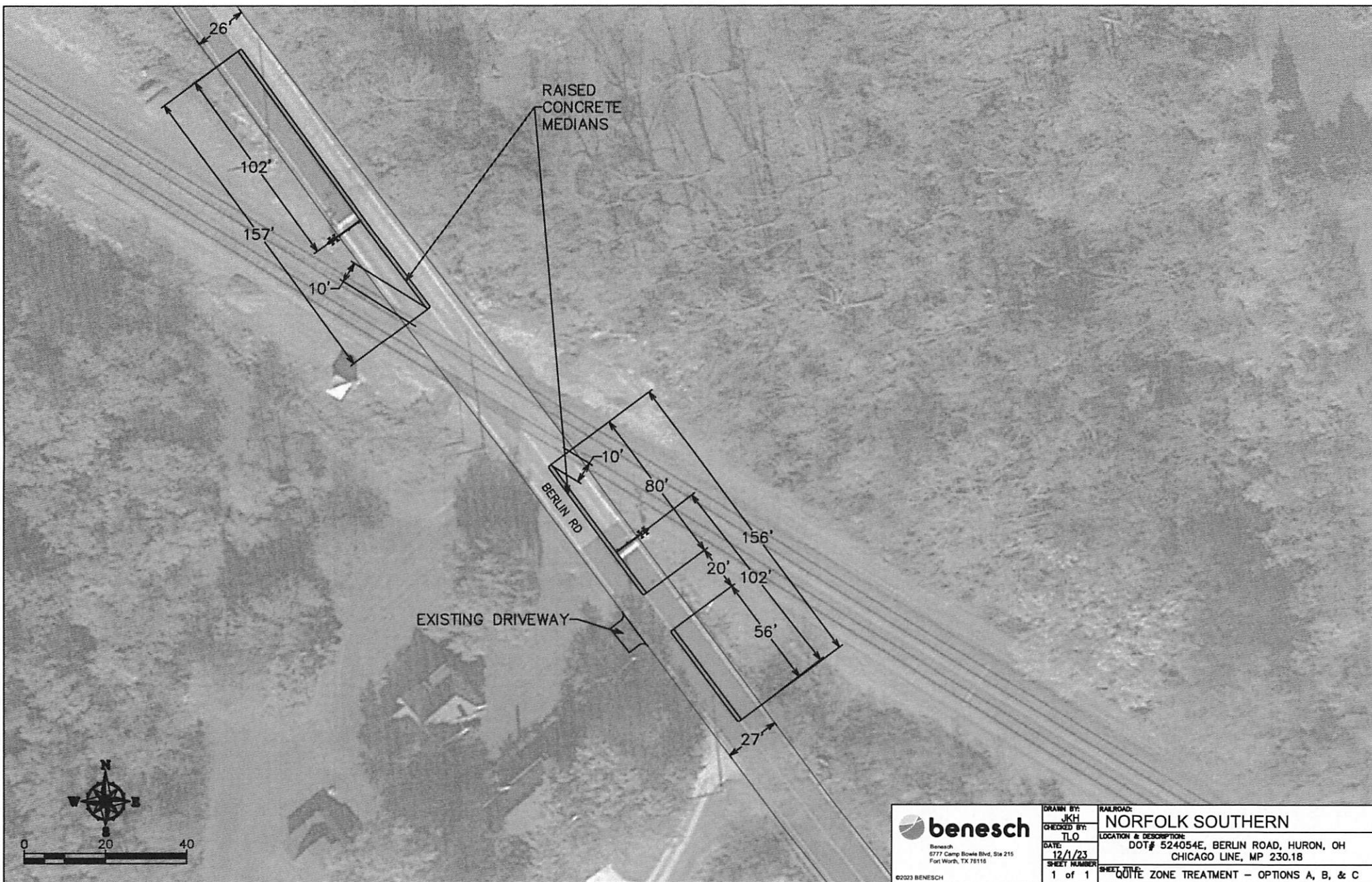
The affirmation letter for this quiet zone must be submitted every 4½ to 5 years from the date of establishment.


Some areas say 2.5 to 3 years and others say 4.5 to 5 years.

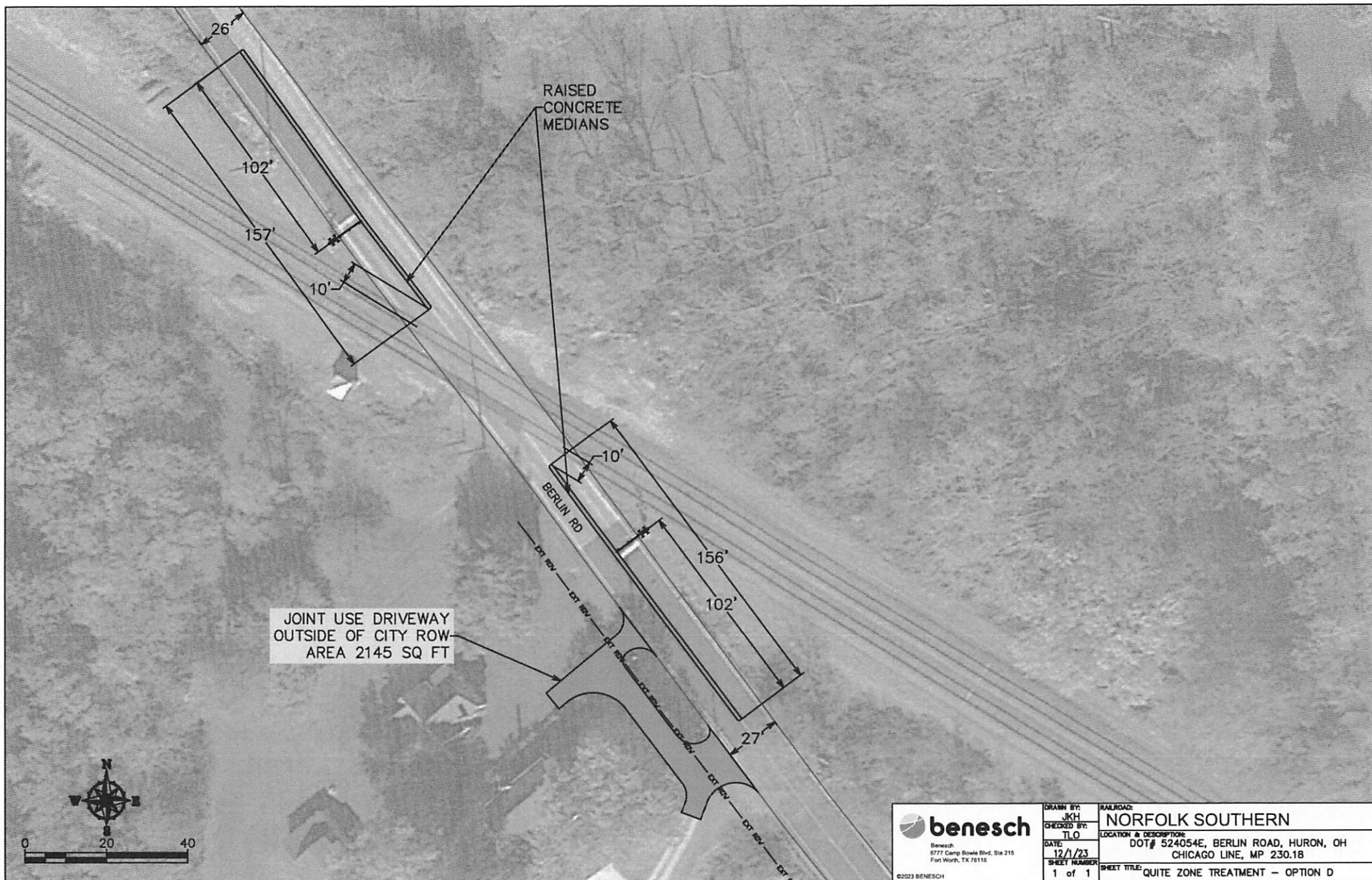
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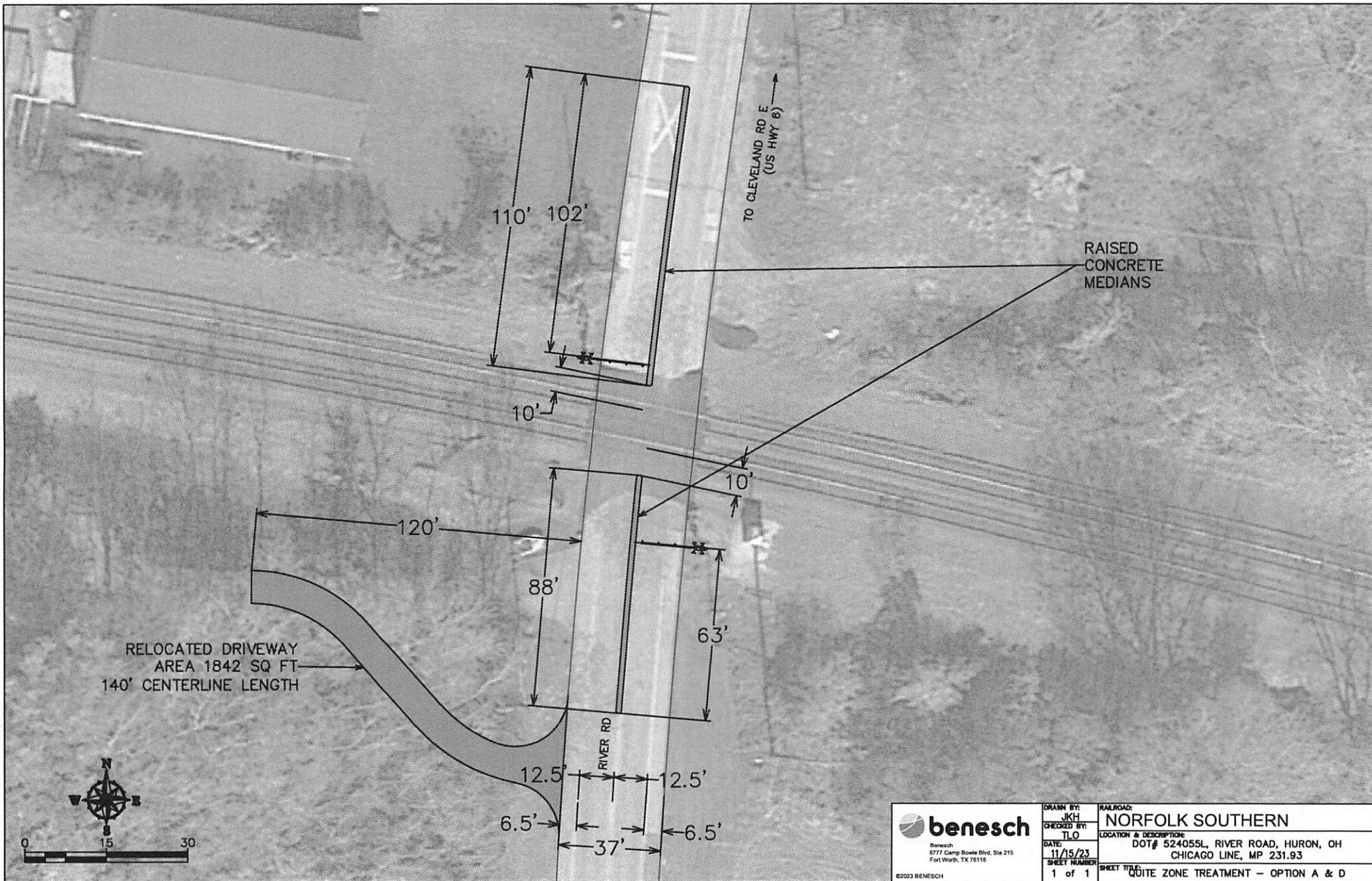
APPENDIX A

CONCEPTUAL CROSSING LAYOUTS

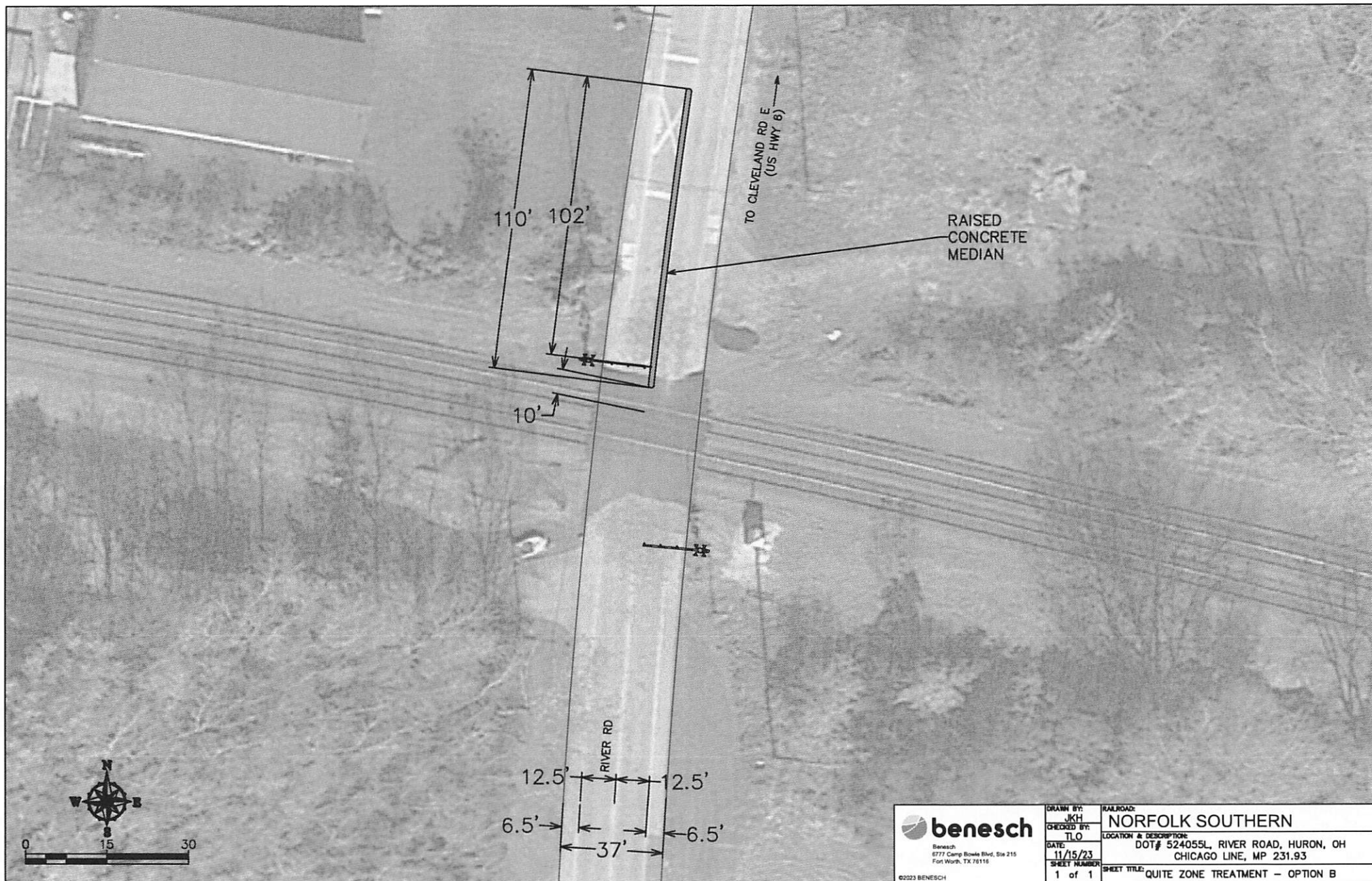


 Benesch 6777 Camp Bowie Blvd, Ste 215 Fort Worth, TX 76116 ©2023 BENESCH	DRAWN BY: JKH	RAILROAD: NORFOLK SOUTHERN
	CHECKED BY: TLO	LOCATION & DESCRIPTION: DOT# 524054E, BERLIN ROAD, HURON, OH
	DATE: 12/1/23	CHICAGO LINE, MP 230.18
	SHEET NUMBER: 1 of 1	SHEET TITLE: ROUTE ZONE TREATMENT - OPTIONS A, B, & C






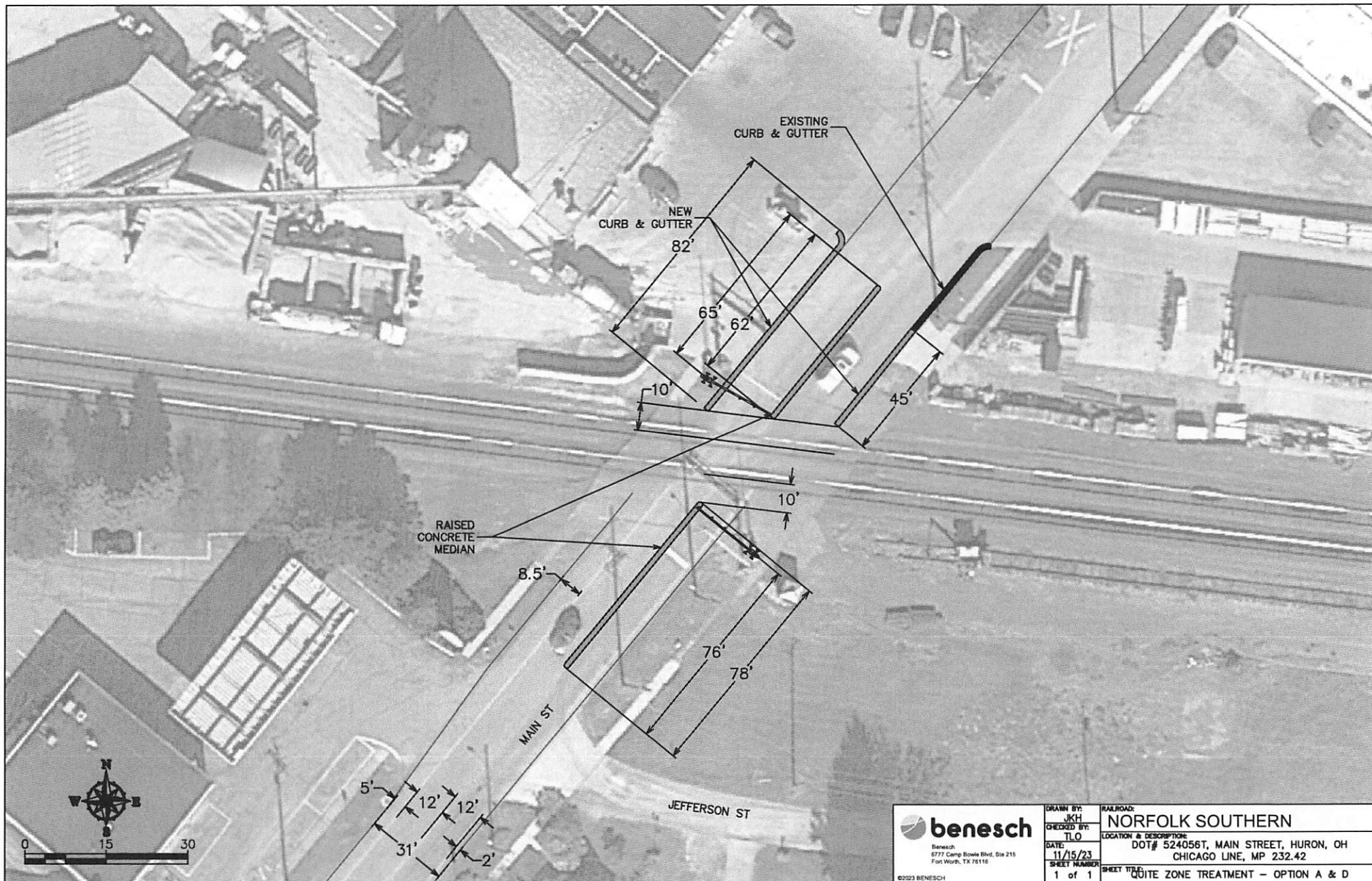
 <small>Benesch 6777 Camp Bowie Blvd, Ste 215 Fort Worth, TX 76116</small> <small>©2023 BENESCH</small>	DRAWN BY: JKH	RAILROAD:
	CHECKED BY: TLO	NORFOLK SOUTHERN
	DATE: 11/15/23	LOCATION & DESCRIPTION: DOT# 524055L, RIVER ROAD, HURON, OH
	SHEET NUMBER: 1 of 1	SHEET TITLE: ROUTE ZONE TREATMENT - OPTION A & D




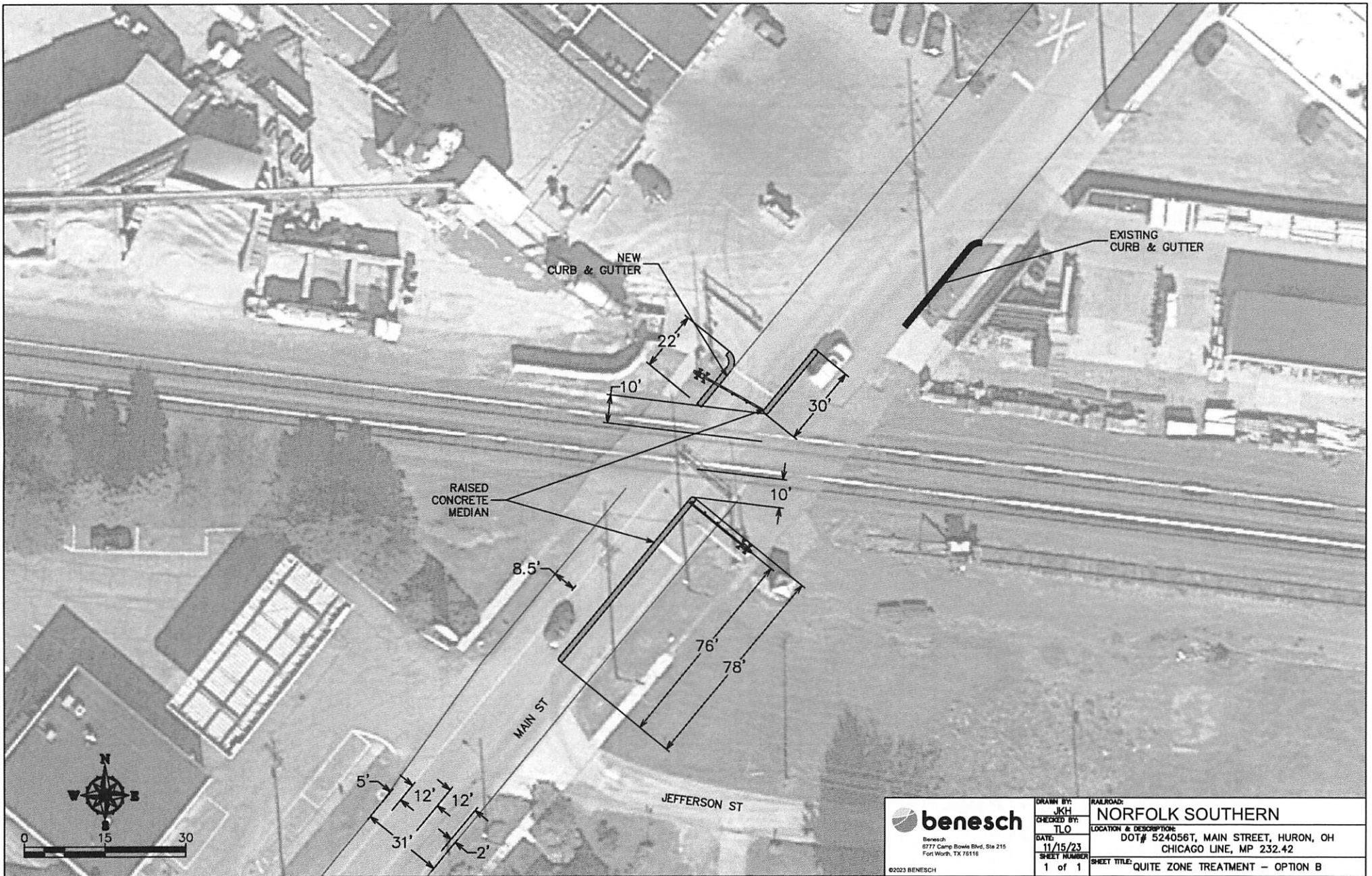
DRAWN BY: JKH	RAILROAD: NORFOLK SOUTHERN
CHECKED BY: TLO	LOCATION & DESCRIPTION: DOT# 524055L, RIVER ROAD, HURON, OH
DATE: 11/15/23	CHICAGO LINE, MP 231.93
SHEET NUMBER: 1 of 1	SHEET TITLE: QUITE ZONE TREATMENT - OPTION B




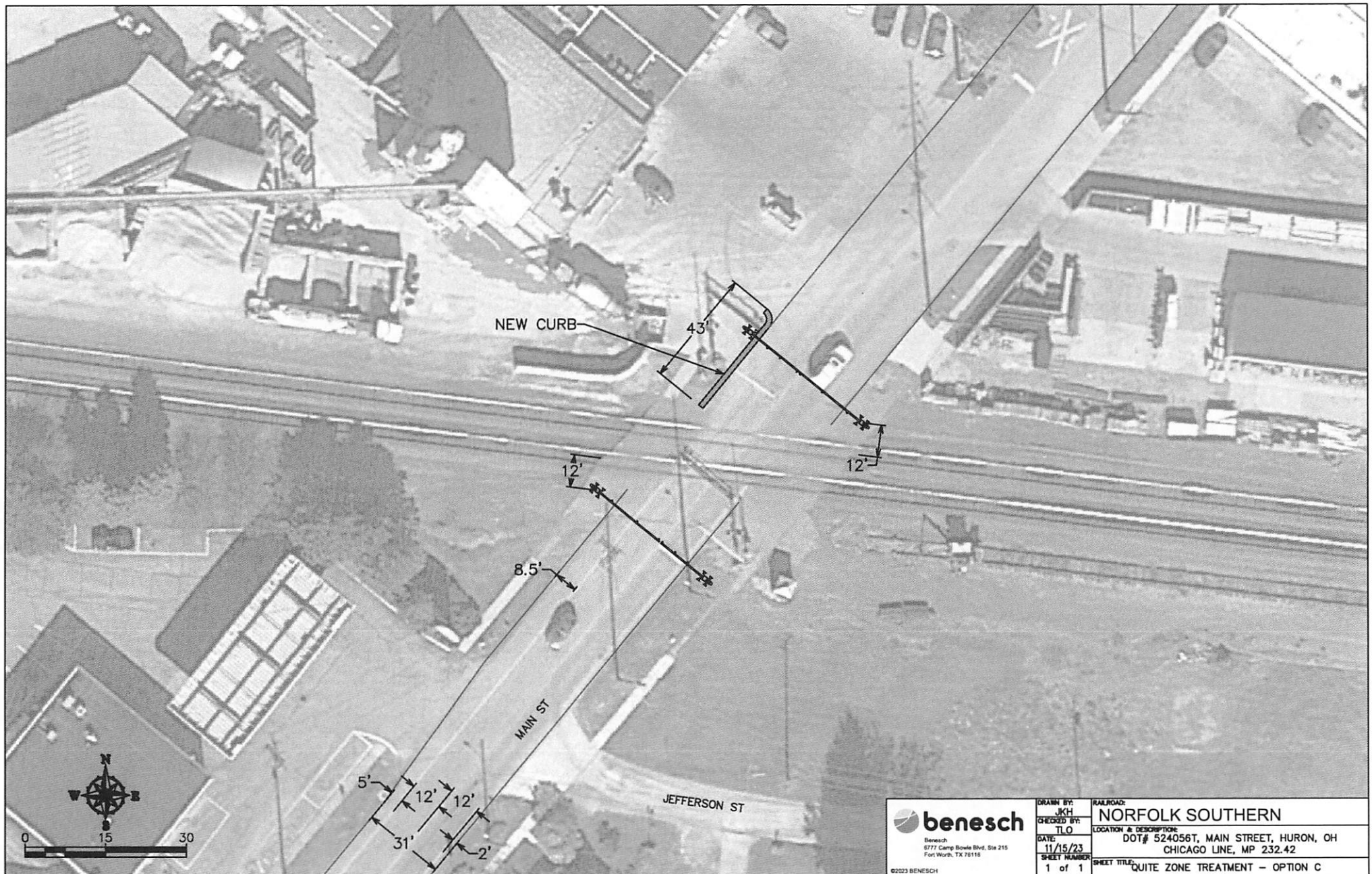
 Benesch 5777 Camp Bowie Blvd, Ste 215 Fort Worth, TX 76116		DRAWN BY JAH		RAILROAD	
PROJECT NO. 110		DATE 11/15/23		LOCATION & DESCRIPTION NORFOLK SOUTHERN	
SHEET NUMBER 1 of 1		SHEET TITLE CHICAGO LINE, MP 231.93		DOT# 524055L, RIVER ROAD, HURON, OH	
				QUITE ZONE TREATMENT - OPTION C	




 <p>Benesch 6777 Camp Bowie Blvd, Ste 215 Fort Worth, TX 76116</p>	DRAWN BY: JKH	RAILROAD: NORFOLK SOUTHERN
	CHECKED BY: TLO	LOCATION & DESCRIPTION: DOT# 524056T, MAIN STREET, HURON, OH
	DATE: 11/15/23	CHICAGO LINE, MP 232.42
	SHEET NUMBER: 1 of 1	SHEET TITLE: ROUTE ZONE TREATMENT - OPTION A & D

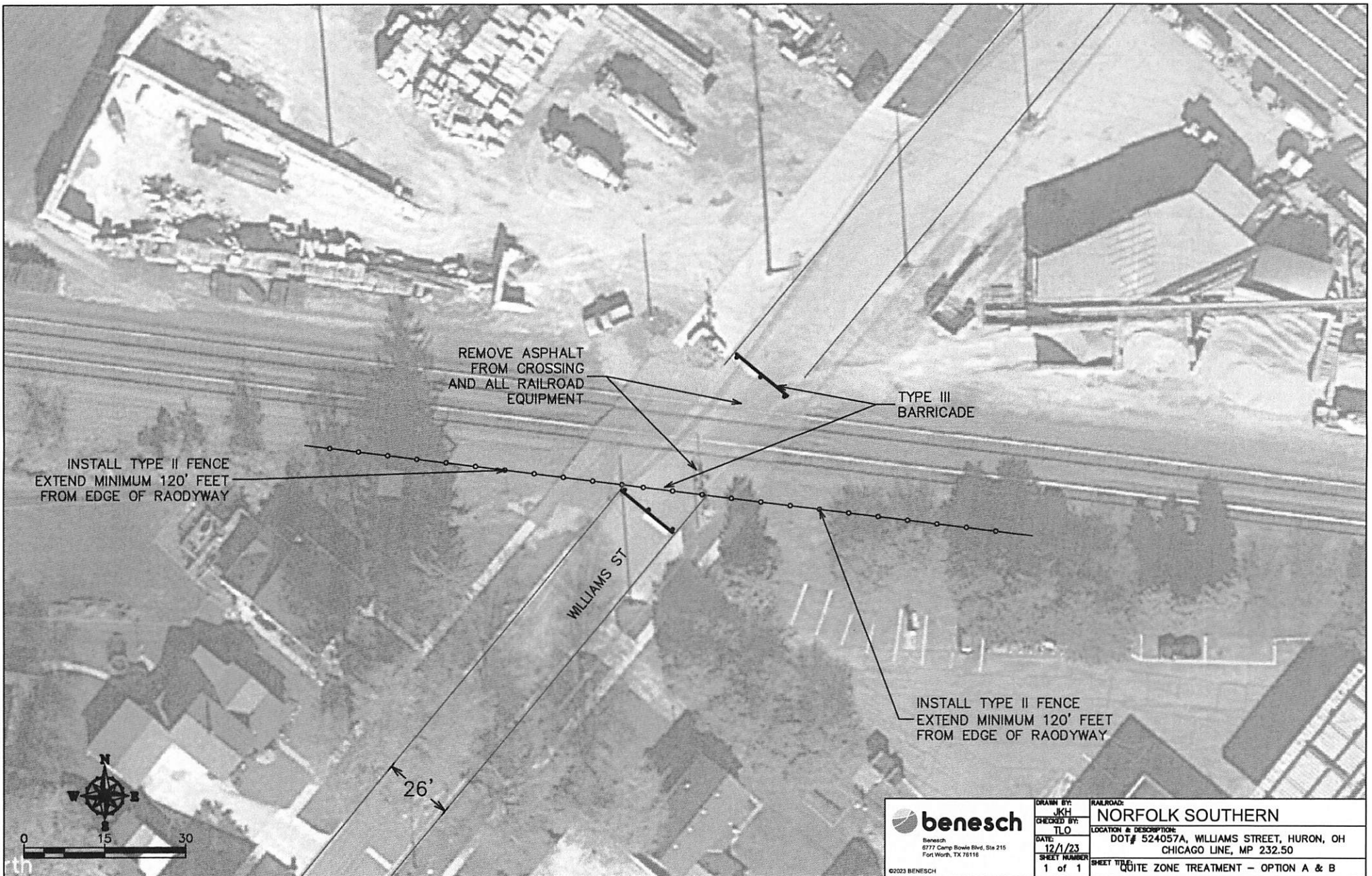



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	CHECKED BY: TLO	NORFOLK SOUTHERN
	DATE: 11/15/23	LOCATION & DESCRIPTION: DOT# 524056T, MAIN STREET, HURON, OH
	SHEET NUMBER: 1 of 1	CHICAGO LINE, MP 232.42 SHEET TITLE: QUITE ZONE TREATMENT - OPTION B

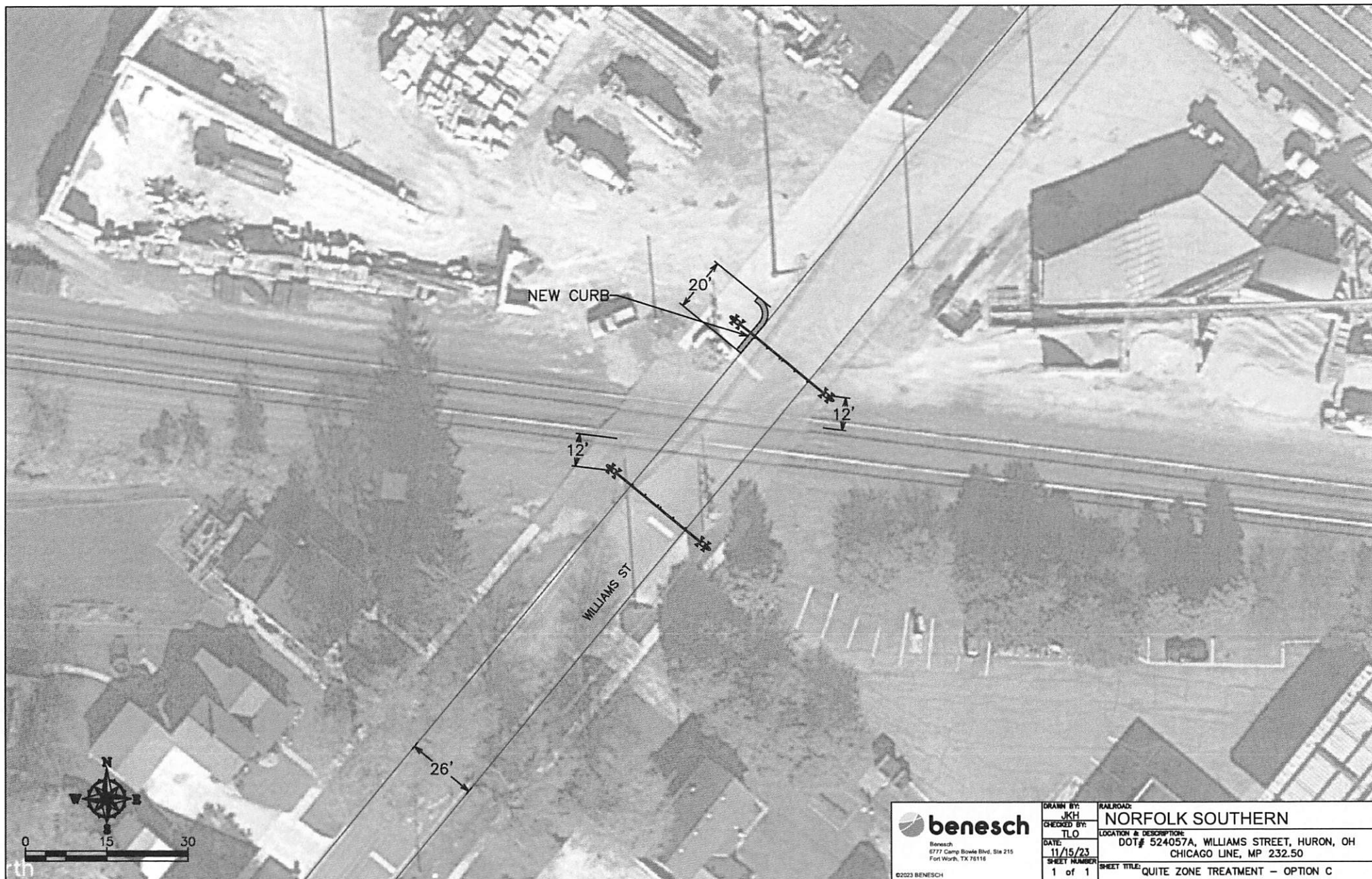



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	CHECKED BY: TLO	NORFOLK SOUTHERN
	DATE: 11/15/23	LOCATION & DESCRIPTION: DOT# 524056T, MAIN STREET, HURON, OH
	SHEET NUMBER: 1 of 1	CHICAGO LINE, MP 232.42 SHEET TITLE: QUOTE ZONE TREATMENT - OPTION C

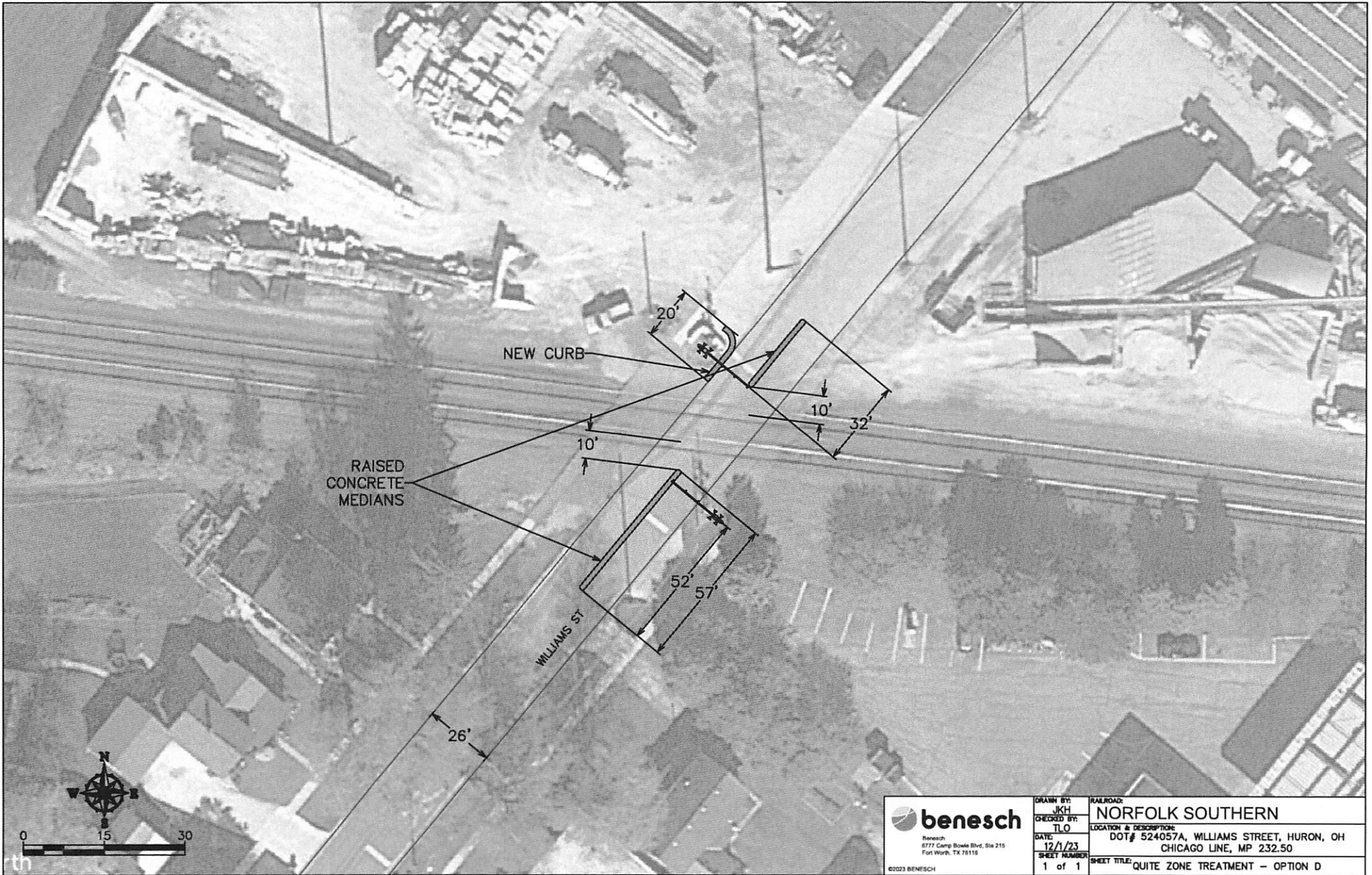
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	CHECKED BY: TLO	NORFOLK SOUTHERN
	DATE: 12/1/23	LOCATION & DESCRIPTION:
	SHEET NUMBER 1 of 1	DOT# 524057A, WILLIAMS STREET, HURON, OH CHICAGO LINE, MP 232.50 SHEET TITLE: CROSSING ZONE TREATMENT - OPTION A & B

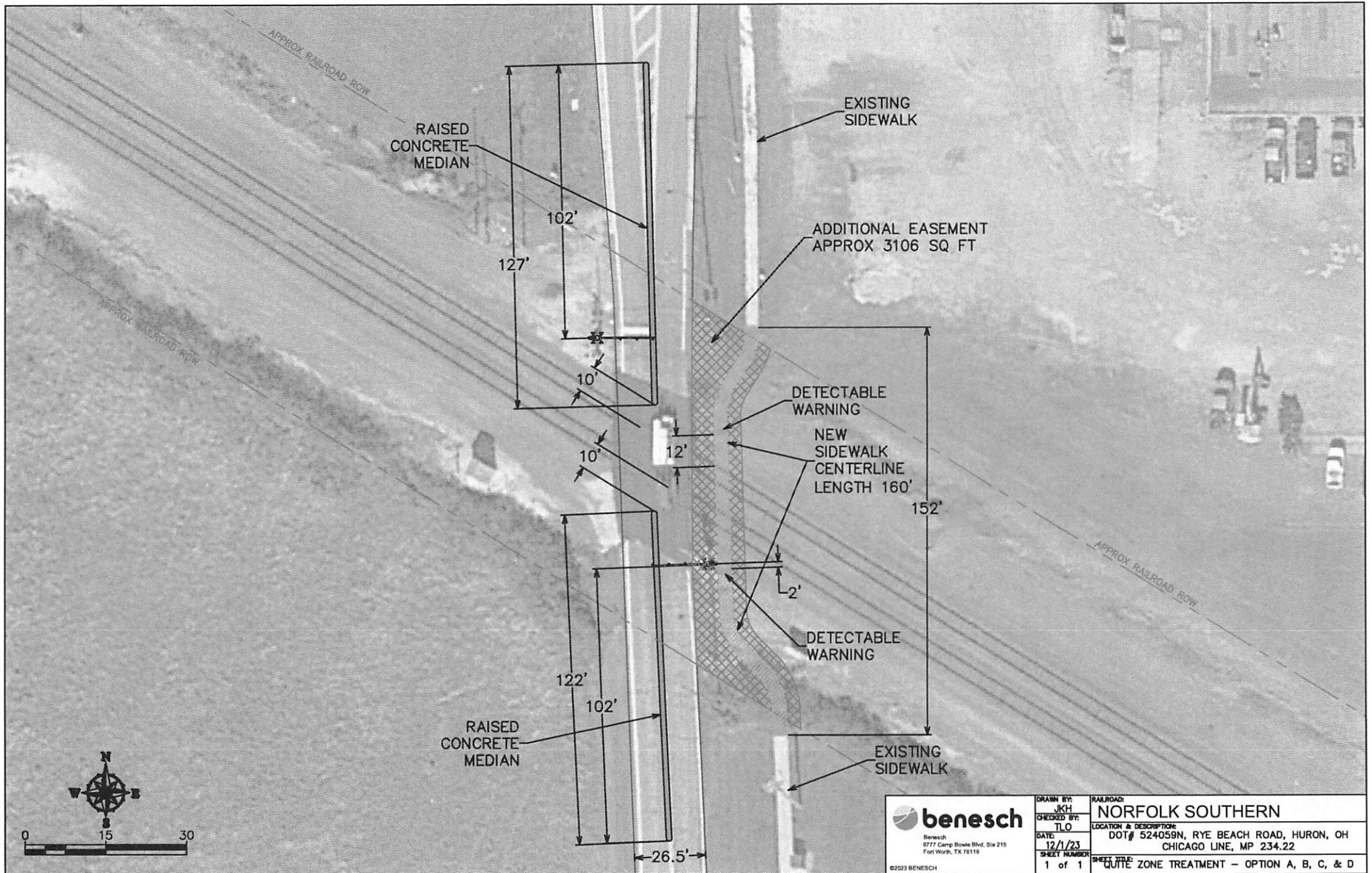


 <small>Benesch 6777 Camp Bowie Blvd, Ste 215 Fort Worth, TX 76116</small> <small>©2023 BENESCH</small>	DRAWN BY: JKH	RAILROAD:
	CHECKED BY: TLO	NORFOLK SOUTHERN
	DATE: 11/15/23	LOCATION & DESCRIPTION: DOT# 524057A, WILLIAMS STREET, HURON, OH
	SHEET NUMBER: 1 of 1	CHICAGO LINE, MP 232.50 SHEET TITLE: QUITE ZONE TREATMENT – OPTION C



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DESIGNED BY: JKH	RAILROAD: NORFOLK SOUTHERN
CHECKED BY: TLO	LOCATION & DESCRIPTION: DOT# 524057A, WILLIAMS STREET, HURON, OH
DATE: 12/1/23	CHICAGO LINE, MP 232.50
SHEET NUMBER: 1 of 1	SHEET TITLE: QUITE ZONE TREATMENT - OPTION D



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APPENDIX B

QUIET ZONE CALCULATIONS

OPTION A

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Cancel

Change Scenario: HURON OH Q_69287



Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
524054E	BERLIN ROAD	2259	Gates	0	13	9,215.38	MODIFY
524055L	RIVER ROAD	1407	Gates	0	13	8,312.39	MODIFY
524056T	MAIN STREET	5756	Gates	0	13	11,168.05	MODIFY
524057A	WILLIAMS STREET	0	CLOSED(SSM 2)	0	2	0	Closed
524059N	RYE BEACH ROAD	5611	Gates	0	13	12,678.85	MODIFY

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

Step 2: Select proposed warning device or SSM. Then click the [UPDATE](#) button. To generate a spreadsheet of the values on this page, click on [ASM](#) button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the [SELECT](#) button is shown at the bottom right side of this page. Note that the [SELECT](#) button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the [SELECT](#) button

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for [Supplementary Safety Measures \[SSM\]](#)

Click for ASM spreadsheet: [ASM](#) * Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	Huron OH QZ 11092023
Type:	New 24-hour QZ
Scenario:	HURON OH Q_69287
Estimated Total Cost:	\$65,000.00
Nationwide Significant Risk Threshold:	15488 .00
Risk Index with Horns:	37838.42
Quiet Zone Risk Index:	8274.93
Select	

OPTION B

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Cancel

Change Scenario: HURON OH Q_69287



Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
524054E	BERLIN ROAD	2259	Gates	0	13	9,215.38	<input type="button" value="MODIFY"/>
524055L	RIVER ROAD	1407	Gates	0	0	41,561.96	<input type="button" value="MODIFY"/>
524056T	MAIN STREET	5756	Gates	0	0	55,840.23	<input type="button" value="MODIFY"/>
524057A	WILLIAMS STREET	0	CLOSED(SSM 2)	0	2	0	Closed
524059N	RYE BEACH ROAD	5611	Gates	0	13	12,678.85	<input type="button" value="MODIFY"/>

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

Step 2: Select proposed warning device or SSM. Then click the **UPDATE** button. To generate a spreadsheet of the values on this page, click on **ASM** button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the **SELECT** button is shown at the bottom right side of this page. Note that the **SELECT** button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the **SELECT** button

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because QZRI is less than Risk Index with Horns.

Click for **Supplementary Safety Measures [SSM]**

Click for ASM spreadsheet: **ASM** * Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	Huron OH QZ 11092023
Type:	New 24-hour QZ
Scenario:	HURON OH Q_69287
Estimated Total Cost:	\$35,000.00
Nationwide Significant Risk Threshold:	15488 .00
Risk Index with Horns:	37838.42
Quiet Zone Risk Index:	23859.28
<input type="button" value="Select"/>	

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Change Scenario: HURON OH Q_69287



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Create New Zone
Manage Existing Zones
Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
524054E	BERLIN ROAD	2259	Gates	0	13	9,215.38	<input type="button" value="MODIFY"/>
524055L	RIVER ROAD	1407	Gates	0	6	9,559.25	<input type="button" value="MODIFY"/>
524056T	MAIN STREET	3951	Gates	0	6	11,910.58	<input type="button" value="MODIFY"/>
524057A	WILLIAMS STREET	1805	Gates	0	6	25,933.46	<input type="button" value="MODIFY"/>
524059N	RYE BEACH ROAD	5611	Gates	0	13	12,678.85	<input type="button" value="MODIFY"/>

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

Step 2: Select proposed warning device or SSM. Then click the **UPDATE** button. To generate a spreadsheet of the values on this page, click on **ASM** button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the **SELECT** button is shown at the bottom right side of this page. Note that the **SELECT** button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the **SELECT** button

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	Huron OH QZ 11092023
Type:	New 24-hour QZ
Scenario:	HURON OH Q_69287
Estimated Total Cost:	\$414,000.00
Nationwide Significant Risk Threshold:	15488 .00
Risk Index with Horns:	37838.42
Quiet Zone Risk Index:	13859.5
<input type="button" value="Select"/>	

OPTION D

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Change Scenario: HURON OH Q_69287



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[Create New Zone](#)
[Manage Existing Zones](#)
[Log Off](#)

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
524054E	BERLIN ROAD	2259	Gates	0	13	9,215.38	MODIFY
524055L	RIVER ROAD	1407	Gates	0	13	8,312.39	MODIFY
524056T	MAIN STREET	3951	Gates	0	13	10,357.03	MODIFY
524057A	WILLIAMS STREET	1805	Gates	0	0	112,754.16	MODIFY
524059N	RYE BEACH ROAD	5611	Gates	0	13	12,678.85	MODIFY

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

Step 2: Select proposed warning device or SSM. Then click the [UPDATE](#) button. To generate a spreadsheet of the values on this page, click on [ASM](#) button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the [SELECT](#) button is shown at the bottom right side of this page. Note that the [SELECT](#) button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the [SELECT](#) button

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because QZRI is less than Risk Index with Horns.

Click for [Supplementary Safety Measures \[SSM\]](#)

Click for ASM spreadsheet: [ASM](#) * Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	Huron OH QZ 11092023
Type:	New 24-hour QZ
Scenario:	HURON OH Q_69287
Estimated Total Cost:	\$60,000.00
Nationwide Significant Risk Threshold:	15488 .00
Risk Index with Horns:	37838.42
Quiet Zone Risk Index:	30663.56
Select	

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APPENDIX C
FEDERAL RAILROAD ADMINISTRATION
INVENTORY FORMS

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 05 / 01 / 2022	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 524054E
---	--	--	--

Part I: Location and Classification Information

1. Primary Operating Railroad Norfolk Southern Railway Company [NS]		2. State OHIO		3. County ERIE	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near HURON		5. Street/Road Name & Block Number BERLIN ROAD (Street/Road Name) (* (Block Number)		6. Highway Type & No. TR 132	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None GREAT LAKES		10. Railroad Subdivision or District <input type="checkbox"/> None CHICAGO LINE		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost CD 0231.180 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *			
14. Nearest RR Timetable Station HURON		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input checked="" type="checkbox"/> N/A	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4
Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 41.3834887		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -82.5368496	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-946-4744		34. Railroad Contact (Telephone No.) 800-946-4744		35. State Contact (Telephone No.) 614-466-0407	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 20	1.B. Total Night Thru Trains (6 PM to 6 AM) 20	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>
2. Year of Train Count Data (YYYY) 2022		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 40 to 60		
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0				
Main Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 05/01/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 524054E	
Part III: Highway or Pathway Traffic Control Device Information					
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> 1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No </div> <div style="width: 85%;"> 2. Types of Passive Traffic Control Devices associated with the Crossing </div> </div>					
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> 2.A. Crossbuck Assemblies (count) 2 </div> <div style="width: 15%;"> 2.B. STOP Signs (R1-1) (count) 0 </div> <div style="width: 15%;"> 2.C. YIELD Signs (R1-2) (count) </div> <div style="width: 40%;"> 2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12 </div> </div>					
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	
2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____			2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		
2.L. LED Enhanced Signs (List types)					
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 1 Pedestrian 0		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad <input type="checkbox"/> Resistance <input type="checkbox"/> 4 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
		3.D. Mast Mounted Flashing Lights (count of masts) 1 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 0	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	
		3.I. Bells (count) 1			
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	
		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * 0 Stop Line Distance * 0		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input checked="" type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
		4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory			
		5. Linear Referencing System (LRS Route ID) *			
		6. LRS Milepost *			
7. Annual Average Daily Traffic (AADT) Year 2006 AADT 002219		8. Estimated Percent Trucks 04 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0	
		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No			
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 05 / 02 / 2022	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open </div> <div> <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only </div> <div> <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR </div> <div> <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Admin. Correction </div> <div> <input type="checkbox"/> Quiet Zone Update </div> </div>	D. DOT Crossing Inventory Number 524055L
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Part I: Location and Classification Information

1. Primary Operating Railroad Norfolk Southern Railway Company [NS]		2. State OHIO		3. County ERIE	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near <u>HURON</u>		5. Street/Road Name & Block Number <u>RIVER ROAD</u> <u> </u> (Street/Road Name) (* (Block Number))		6. Highway Type & No. <u>TR 126</u>	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR <u>ATK</u>		
9. Railroad Division or Region <input type="checkbox"/> None <u>GREAT LAKES</u>		10. Railroad Subdivision or District <input type="checkbox"/> None <u>CHICAGO LINE</u>		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost <u>CD</u> <u>0231.930</u> (prefix) (nnnn.nnn) (suffix)		16. Crossing Owner (if applicable) <input checked="" type="checkbox"/> N/A			
13. Line Segment *		14. Nearest RR Timetable Station * <u>HURON</u>		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day <u>4</u>	
Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) <u>41.3887727</u>		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) <u>-82.5503364</u>	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-946-4744		34. Railroad Contact (Telephone No.) 800-946-4744		35. State Contact (Telephone No.) 614-466-0407	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) <u>20</u>	1.B. Total Night Thru Trains (6 PM to 6 AM) <u>20</u>	1.C. Total Switching Trains <u>0</u>	1.D. Total Transit Trains <u>0</u>	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week?
2. Year of Train Count Data (YYYY) <u>2022</u>		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) <u>79</u> 3.B. Typical Speed Range Over Crossing (mph) From <u>40</u> to <u>60</u>		
4. Type and Count of Tracks Main <u>2</u> Siding <u>0</u> Yard <u>0</u> Transit <u>0</u> Industry <u>0</u>				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 05/02/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 524055L	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0		2.C. YIELD Signs (R1-2) (count)	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad Resistance <input type="checkbox"/> 4 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No		3.E. Total Count of Flashing Light Pairs 0	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	
5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * 0 Stop Line Distance * 0		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None			
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
7. Annual Average Daily Traffic (AADT) Year 2006 AADT 001743		8. Estimated Percent Trucks 04 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0	
4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No		6. LRS Milepost *			
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 05 / 02 / 2022	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 524056T
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Part I: Location and Classification Information

1. Primary Operating Railroad Norfolk Southern Railway Company [NS]		2. State OHIO		3. County ERIE	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near HURON		5. Street/Road Name & Block Number MAIN STREET (Street/Road Name) * (Block Number)		6. Highway Type & No. SR 13	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None GREAT LAKES		10. Railroad Subdivision or District <input type="checkbox"/> None CHICAGO LINE		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost CD 0232.420 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *			
14. Nearest RR Timetable Station HURON		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input checked="" type="checkbox"/> N/A	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4
Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 41.3897131		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -82.5597005	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		30.C. Railroad Use *			
30.D. Railroad Use *		30.E. Railroad Use *			
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-946-4744		34. Railroad Contact (Telephone No.) 800-946-4744		35. State Contact (Telephone No.) 614-466-0407	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 20	1.B. Total Night Thru Trains (6 PM to 6 AM) 20	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2022		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 40 to 60		
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 05/02/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 5240561					
Part III: Highway or Pathway Traffic Control Device Information									
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;"> 1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No </div> <div style="width: 85%;"> 2. Types of Passive Traffic Control Devices associated with the Crossing <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">2.A. Crossbuck Assemblies (count) 2</td> <td style="width: 20%;">2.B. STOP Signs (R1-1) (count) 0</td> <td style="width: 20%;">2.C. YIELD Signs (R1-2) (count)</td> <td style="width: 40%;"> 2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12 </td> </tr> </table> </div> </div>						2.A. Crossbuck Assemblies (count) 2	2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12
2.A. Crossbuck Assemblies (count) 2	2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12						
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None					
2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No							
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)					
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)									
3.A. Gate Arms (count) Roadway 2 Pedestrian 0		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad <input type="checkbox"/> Resistance <input type="checkbox"/> 4 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED					
		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 0					
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No					
3.I. Bells (count) 0									
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____					
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance					
		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * 0 Stop Line Distance * 0		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None					
Part IV: Physical Characteristics									
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No									
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____									
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
Part V: Public Highway Information									
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input checked="" type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
		4. Highway Speed Limit System _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *					
		6. LRS Milepost *							
7. Annual Average Daily Traffic (AADT) Year 2006 AADT 007529		8. Estimated Percent Trucks 06 %		9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 2					
		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No							
Submission Information - This information is used for administrative purposes and is not available on the public website.									
Submitted by _____ Organization _____ Phone _____ Date _____									
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.									

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 05 / 21 / 2022	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 524057A
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Part I: Location and Classification Information

1. Primary Operating Railroad Norfolk Southern Railway Company [NS]		2. State OHIO		3. County ERIE	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near HURON		5. Street/Road Name & Block Number WILLIAMS STREET (Street/Road Name) * (Block Number)		6. Highway Type & No. LS	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None GREAT LAKES		10. Railroad Subdivision or District <input type="checkbox"/> None CHICAGO LINE		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost CD 0232.500 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *			
14. Nearest RR Timetable Station *		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input checked="" type="checkbox"/> N/A	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Intercity Passenger <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Commuter <input type="checkbox"/> Tourist/Other	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4
Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					

24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number		25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established			
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 41.389852	28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -82.5611803	29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		
30.A. Railroad Use *		31.A. State Use *			
30.B. Railroad Use *		31.B. State Use *			
30.C. Railroad Use *		31.C. State Use *			
30.D. Railroad Use *		31.D. State Use *			
32.A. Narrative (Railroad Use) *		32.B. Narrative (State Use) *			
33. Emergency Notification Telephone No. (posted) 800-946-4744		34. Railroad Contact (Telephone No.) 800-946-4744		35. State Contact (Telephone No.) 614-466-0407	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 20	1.B. Total Night Thru Trains (6 PM to 6 AM) 20	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>
2. Year of Train Count Data (YYYY) 2022		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 40 to 60		
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0				
Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 05/21/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 524057A	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing <div style="display: flex; justify-content: space-between;"> <div style="width: 20%;">2.A. Crossbuck Assemblies (count) 2</div> <div style="width: 20%;">2.B. STOP Signs (R1-1) (count) 0</div> <div style="width: 20%;">2.C. YIELD Signs (R1-2) (count)</div> <div style="width: 40%;">2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12 </div> </div>			
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	
2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad Resistance <input type="checkbox"/> 4 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 0		3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required	
3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No		3.I. Bells (count) 1	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	
5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * 0 Stop Line Distance * 0		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None			
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Highway Speed Limit System ____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *		7. Annual Average Daily Traffic (AADT) Year 2006 AADT 001497			
8. Estimated Percent Trucks 03 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 05 / 13 / 2022	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <table style="width: 100%;"> <tr> <td><input checked="" type="checkbox"/> Change in Data</td> <td><input type="checkbox"/> New Crossing</td> <td><input type="checkbox"/> Closed</td> <td><input type="checkbox"/> No Train Traffic</td> <td><input type="checkbox"/> Quiet Zone Update</td> </tr> <tr> <td><input type="checkbox"/> Re-Open</td> <td><input type="checkbox"/> Date Change Only</td> <td><input type="checkbox"/> Change in Primary Operating RR</td> <td><input type="checkbox"/> Admin. Correction</td> <td></td> </tr> </table>	<input checked="" type="checkbox"/> Change in Data	<input type="checkbox"/> New Crossing	<input type="checkbox"/> Closed	<input type="checkbox"/> No Train Traffic	<input type="checkbox"/> Quiet Zone Update	<input type="checkbox"/> Re-Open	<input type="checkbox"/> Date Change Only	<input type="checkbox"/> Change in Primary Operating RR	<input type="checkbox"/> Admin. Correction		D. DOT Crossing Inventory Number 524059N
<input checked="" type="checkbox"/> Change in Data	<input type="checkbox"/> New Crossing	<input type="checkbox"/> Closed	<input type="checkbox"/> No Train Traffic	<input type="checkbox"/> Quiet Zone Update									
<input type="checkbox"/> Re-Open	<input type="checkbox"/> Date Change Only	<input type="checkbox"/> Change in Primary Operating RR	<input type="checkbox"/> Admin. Correction										

Part I: Location and Classification Information

1. Primary Operating Railroad Norfolk Southern Railway Company [NS]		2. State OHIO		3. County ERIE	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near HURON		5. Street/Road Name & Block Number RYE BEACH ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CR 122	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR ATK		
9. Railroad Division or Region <input type="checkbox"/> None GREAT LAKES		10. Railroad Subdivision or District <input type="checkbox"/> None CHICAGO LINE		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost CD 0234.220 (prefix) (nnnn.nnn) (suffix)					
13. Line Segment *		14. Nearest RR Timetable Station HURON		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A	
16. Crossing Owner (if applicable) <input checked="" type="checkbox"/> N/A					
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 4
Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 41.4003778		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -82.5911738	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-946-4744		34. Railroad Contact (Telephone No.) 800-946-4744		35. State Contact (Telephone No.) 614-466-0407	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 20	1.B. Total Night Thru Trains (6 PM to 6 AM) 20	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>
2. Year of Train Count Data (YYYY) 2022		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 40 to 60		
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0				
Main Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 05/13/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 524059N	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	
2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	
2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)			
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad Resistance <input type="checkbox"/> 4 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	
3.E. Total Count of Flashing Light Pairs 0					
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No	
3.I. Bells (count) 1					
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signals	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * 0 Stop Line Distance * 0		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No					
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input checked="" type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
				4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory	
				5. Linear Referencing System (LRS Route ID) *	
				6. LRS Milepost *	
7. Annual Average Daily Traffic (AADT) Year 2006 AADT 004582		8. Estimated Percent Trucks 04 %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0	
				10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

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APPENDIX D

NORFOLK SOUTHERN RAILROAD

QUIET ZONE INITIATION FORM



Quiet Zone Project Initiation Form

Please complete the following form and email to QuietZones@NSCorp.com

Note: Quiet Zone Initiation Form must be submitted by the Public Agency

Contact Information

Public Agency:

Billing Address:

Contact Name:

Contact Title:

Preferred Phone:

Alternate Phone:

E-mail:

Project Location

Location Description (ex. Proposed/Existing Quiet Zone from Market St. to Peachtree St.):

List all public and private DOT #s to be included in the Quiet Zone. (ex. #####X or 946941K):

Project Description:

Signature of Applicant*

Name and Title of Applicant:

Signature: Date:

*By signing this form, you are authorizing Norfolk Southern Corp. to incur costs and bill against this project. Should the project be canceled, Norfolk Southern Corp. will bill the Agency for the incurred costs. In the event the Agency is unresponsive for 90 days or more, the project will be closed, and the Agency will be final billed for all project costs incurred.

If needed, please attach any documents when emailing the completed form.

APPENDIX E

Summary of Estimated Construction Cost

Estimated Construction Costs for Option A

Option A - Proposed Improvement	Approximate Cost
Berlin Road - Non-SSM Concrete Median	
Install concrete median (Approximately 320 feet) - 2 feet wide by 7 inches in height, 160 feet in length for both approaches.	\$32,250
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Berlin Road Total	\$46,500
River Road - Non-SSM Concrete Median	
Install concrete median (approximately 200 feet) 2 feet wide by 7 inches in height by 100 feet in length north and 60 feet south of crossing	\$25,000
Relocate Driveway	\$50,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
River Road Total	\$89,250
Main Street - SSM Concrete Median	
Install concrete median (Approximately 145 feet) 4 foot wide by 7 inches in height 62 feet in length to the north and 4 foot wide by 7 inches in height by 78 feet in length to the south. Approximately 130 feet of curb and gutter.	\$37,500
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Main Street Total	\$51,750
Williams Street - SSM Permanent Closure	
Permanent Closure - Remove asphalt in railroad right of way. install end of street treatment, Type III barricades, and fencing	\$25,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Williams Street Total	\$31,250
Rye Beach Road - SSM Concrete Median	
Install concrete median (Approximately 250 feet) 2 feet wide by 7 inches in height by 127 feet in length to the north and 122 feet to the south.	\$25,000
Install approximately 160 feet of sidewalk	\$20,000
Advance Warning Signs/Pavement Markings	\$8,000
NS to extend crossing surfaces for sidewalk installation	\$10,000
Railroad additional easement cost for sidewalk (\$2,500) and railroad administration fees (\$1000)	\$3,500
Railroad Flagging Cost (estimated \$1250 per day) - 7 days	\$8,750
Rye Beach Road Total	\$75,250
Other Cost	
Quiet Zone Consultant	\$50,000
Street Engineering Design (Medians/Signs/Pavement Marking Layouts)	\$60,000
Railroad Liability Insurance	\$25,000
Mobilization	\$30,000
Traffic Control	\$10,000
Traffic Counts for five crossings	\$2,500
Norfolk Southern (NS) Administrative Fee	\$30,000
Other Cost Total	\$207,500
SUB-TOTAL	\$501,500
Contingency 20%	\$100,300
TOTAL	\$601,800

Estimated Construction Costs for Option B

Option B - Proposed Improvement	Approximate Cost
Berlin Road - Non-SSM Concrete Median	
Install concrete median (Approximately 320 feet) - 2 feet wide by 7 inches in height, 160 feet in length for both approaches.	\$32,250
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Berlin Road Total	\$46,500
River Road - Non-SSM Concrete Median	
Install concrete median (approximately 100 feet) 2 feet wide by 7 inches in height by 100 feet in length north of crossing.	\$12,500
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 3 Days)	\$3,750
River Road Total	\$24,250
Main Street - Non-SSM Concrete Median	
Install concrete median (Approximately 110 feet) 4 foot wide by 7 inches in height 30 feet in length to the north and 4 foot wide by 7 inches in height by 80 feet in length to the south. Approximately 22 feet curb and gutter.	\$25,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Main Street Total	\$39,250
Williams Street - SSM Permanent Closure	
Permanent Closure - Remove asphalt in railroad right of way. install end of street treatment, Type III barricades, and fencing	\$25,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Williams Street Total	\$31,250
Rye Beach Road - SSM Concrete Median	
Install concrete median (Approximately 250 feet) 2 feet wide by 7 inches in height by 127 feet in length to the north and 122 feet to the south.	\$25,000
Install approximately 160 feet of sidewalk (includes additional railroad crossing surface)	\$20,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad additional easement cost for sidewalk (\$2,500) and railroad administration fees (\$1000)	\$3,500
NS to extend crossing surfaces for sidewalk installation	\$10,000
Railroad Flagging Cost (estimated \$1250 per day) - 5 days for sidewalk plus 2 days for median	\$8,750
Rye Beach Road Total	\$75,250
Other Cost	
Quiet Zone Consultant	\$50,000
Street Engineering Design (Medians/Signs/Pavement Marking Layouts)	\$50,000
Railroad Liability Insurance	\$25,000
Mobilization	\$25,000
Traffic Control	\$25,000
Traffic Counts for five crossings	\$2,500
Norfolk Southern (NS) Administrative Fee	\$30,000
Other Cost Total	\$207,500
SUB-TOTAL	\$424,000
Contingency 20%	\$84,800
TOTAL	\$508,800

Estimated Construction Costs for Option C

Option C - Proposed Improvement	Approximate Cost
Berlin Road - Non-SSM Concrete Median	
Install concrete median (Approximately 320 feet) - 2 feet wide by 7 inches in height, 160 feet in length for both approaches.	\$32,250
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Berlin Road Total	\$46,500
River Road - SSM SSM Four-Quadrant Gate System	
Install four-quadrant gate system	\$750,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 1 Days)	\$1,250
River Road Total	\$759,250
Main Street - SSM SSM Four-Quadrant Gate System	
Install four-quadrant gate system	\$750,000
Install approximately 43 feet of curb and gutter for gate placement in northwest quadrant; detectable warning on sidewalk	\$5,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 1 Days)	\$1,250
Main Street Total	\$764,250
Williams Street - SSM Four-Quadrant Gate System	
Install four-quadrant gate system	\$750,000
Install approximately 20 feet of curb and gutter for gate placement in northwest quadrant	\$1,750
Advance Warning Signs/Pavement Markings	\$3,000
Railroad Flagging Cost (estimated \$1250 per day - 1 Days)	\$1,250
Williams Street Total	\$756,000
Rye Beach Road - SSM Concrete Median	
Install concrete median (Approximately 250 feet) 2 feet wide by 7 inches in height by 127 feet in length to the north and 122 feet to the south.	\$25,000
Install approximately 160 feet of sidewalk (includes additional railroad crossing surface)	\$20,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad additional easement cost for sidewalk (\$2,500) and railroad administration fees (\$1000)	\$3,500
NS to extend crossing surfaces for sidewalk installation	\$10,000
Railroad Flagging Cost (estimated \$1250 per day) - 5 days for sidewalk plus 2 days for median	\$8,750
Rye Beach Road Total	\$75,250
Other Cost	
Quiet Zone Consultant	\$50,000
Street Engineering Design (Medians/Signs/Pavement Marking Layouts)	\$25,000
Railroad Liability Insurance	\$25,000
Mobilization	\$15,000
Traffic Control	\$2,500
Traffic Counts for five crossings	\$2,500
Norfolk Southern (NS) Administrative Fee	TRUE
Other Cost Total	\$120,000
SUB-TOTAL	\$2,521,250
Contingency 20%	\$504,250
TOTAL	\$3,025,500

Estimated construction cost for Option D

Option D - Proposed Improvement	Approximate Cost
Berlin Road - SSM Concrete Median	
Install concrete median (Approximately 320 feet) - 2 feet wide by 7 inches in height, 160 feet in length for both approaches.	\$35,000
Construction Driveway for private property	\$15,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Berlin Road Total	\$64,250
River Road - SSM Concrete Median	
Install concrete median (approximately 200 feet) (2) 2 feet wide by 7 inches in height by 100 feet in length for both approaches.	\$25,000
Relocate Driveway	\$50,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
River Road Total	\$89,250
Main Street - SSM Concrete Median	
Install concrete median (Approximately 145 feet) 4 foot wide by 7 inches in height 62 feet in length to the north and 4 foot wide by 7 inches in height by 78 feet in length to the south. Approximately 130 feet of curb and gutter.	\$37,500
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Main Street Total	\$51,750
Williams Street -Non-SSM Concrete Median	
Install concrete median (Approximately 89 feet) 2 foot wide by 7 inches in height 32 feet in length to the north and 57 feet in length to the south. Approximately 20 feet of curb and gutter.	\$20,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad Flagging Cost (estimated \$1250 per day - 5 Days)	\$6,250
Williams Street Total	\$34,250
Rye Beach Road - SSM Concrete Median	
Install concrete median (Approximately 250 feet) 2 feet wide by 7 inches in height by 127 feet in length to the north and 122 feet to the south.	\$25,000
Install approximately 160 feet of sidewalk (includes additional railroad crossing surface)	\$20,000
Advance Warning Signs/Pavement Markings	\$8,000
Railroad additional easement cost for sidewalk (\$2,500) and railroad administration fees (\$1000)	\$3,500
NS to extend crossing surfaces for sidewalk installation	\$10,000
Railroad Flagging Cost (estimated \$1250 per day) - 5 days for sidewalk plus 2 days for median	\$8,750
Rye Beach Road Total	\$75,250
Other Cost	
Quiet Zone Consultant	\$50,000
Street Engineering Design (Medians/Signs/Pavement Marking Layouts)	\$60,000
Railroad Liability Insurance	\$25,000
Mobilization	\$35,000
Traffic Control	\$10,000
Traffic Counts for five crossings	\$2,500
Norfolk Southern (NS) Administrative Fee	\$30,000
Other Cost Total	\$212,500
SUB-TOTAL	\$527,250
Contingency 20%	\$105,450
TOTAL	\$632,700