

GLENDALE - WOODLAWN DIAGNOSTIC TEAM REVIEW

October 23, 2007

Participants: Evelyn Hendricks (FRA), LaCoya Greggley (CSX), Dave Warman (Chief, Glendale Police), Dave LeCompte (Lt., Glendale Police), Ralph Hoop (QZ Committee), Dan Raabe (QZ Committee), Dave Schmid (QZ Committee), Jack Buescher (QZ Committee) Becky Love (QZ Committee), Willie Norton (Woodlawn Councilman), Woodlawn Police Chief

After introductory comments, the Diagnostic Team visited all four highway-rail crossings and a pedestrian crossing in the potential Quiet Zone. The Sharon Road, Oak Street and Marion Avenue crossings were examined for the possibility of four-quadrant gate installations. No SSM is envisioned for Albion. RCL proposals for Wayside Horn installations at each crossing were considered. Following are observations made at each crossing.

Sharon Road 152376N Glendale

There are several issues confronting the possible installation of four quadrant gates at Sharon Road. Ms. Greggley observed that the existing two quadrant gates are located closer to the rail centerlines and closer to the highway than would be permitted for a new installation. New four quadrant gates installed to current standards would intrude into the Greenville roadway north and south of Sharon Road and intrude into the parking lot access road on the east side of the railway. Also, if gates were moved further from the roadway to conform to the new standard, the gates on the north side of the crossing would likely interfere with overhead power lines.

During the review, Ms. Greggley said the Manual on Uniform Traffic Control Devices (MUTCD) requires 15 feet from the crossing gate post to the centerline of the adjacent rail line. However, the 2003 edition of the MUTCD (attached) appears to require only a 12 foot spacing. This apparent difference must be investigated further.

Ms. Greggley advised that the Ohio Highway Department might grant a variation to allow new gates to be installed on the same spacing as the grandfathered existing gates. This should be ruled upon by the State agency before CSX starts preliminary engineering for the Sharon crossing.

Ms. Greggley said there were no obvious situations at Sharon Road that would significantly affect the nominal budget costs of \$400,000 for four quadrant gates plus \$100,000 for CWT circuitry, if new gates could be installed on old centerlines. Reuse of existing gate mechanisms would not provide significant savings.

Neither Ms. Greggley or Ms. Hendricks had information on vehicle detection circuitry used with four quadrant gates.

Pedestrian 153617D Glendale

Both Ms. Greggley and Ms. Hendricks felt that the only safety precaution required for the pedestrian crossing would be signage. Although not required for a Quiet Zone, a blinking light to alert pedestrians about the crossing would be a safety enhancement even today with train horns.

Albion Avenue 152375G Glendale

No SSM is envisioned for the Albion crossing. Ideas to improve safety that would not be used as part of the safety index calculation were discussed. The possibility of using a short median divider on the west side of the Albion crossing was judged not to be a significant safety enhancement because the approach is so short. The longer approach on the east side of the crossing might productively use a short median barrier. Ms. Greggley referred the idea of a median pole installed between the tracks to Ohio highway authorities. A center pole might prevent a vehicle from making an S pattern path around lowered gates. Ms. Greggley further commented that future maintenance or improvements in the rail bed were not likely to raise the railway nearly enough to cause the crossing to be closed because of the steepness of the approaches.

Oak Street 152374A Glendale/Woodlawn

It appeared that there was space to install four quadrant gates to current spacing standards at the Oak Street crossing. A power utility pole on the NW quadrant would probably need to be relocated. There might be special foundation requirements at the southeast quadrant due to sloping ground.

Marion Avenue 152370X Woodlawn

It appeared that four quadrant gates could be installed at the Marion crossing without dimensional difficulty.

Median barriers could be installed without difficulty as a SSM on the west side of the Marion crossing. If the measurement is started from the crossing gate, a sixty foot median barrier could probably be installed on the east side of the crossing without interfering with the truck entrance into Bushelman's Supply business. Ms. Greggley was not certain if the starting point should be the gate itself or the traffic stop line which is roughly 20 feet from the gate. If the correct standard is 60 feet from the traffic stop line, this additional length would definitely intrude upon the Bushelman entrance.

Train Detection Circuitry

The train detection circuitry currently installed for all four highway crossings (Sharon, Albion, Oak, Marion) is motion detection circuitry. None of the crossings are equipped with Constant Warning Time circuitry.

Wayside Horns

The Wayside Horn proposals developed by RCL for Sharon, Albion and Oak crossings seemed plausible to both the CSX and FRA representatives. However, CSX has not yet finalized installation standards for Wayside Horns, so this general agreement is not definitive. Ms. Greggley also said CSX has not finalized a position on who installs, maintains and tests Wayside Horns for on-going functioning and who would be liable if a horn system should fail and be a factor in a crossing incident.

Ralph Hoop