

Nittle, Timothy O.

From: Sarah.Zibart@dot.ohio.gov
Sent: Friday, January 7, 2022 9:58 AM
To: Nittle, Timothy O.; Thomas.Burns@dot.ohio.gov
Cc: Matt.Dietrich@dot.ohio.gov; Allen.Bell@dot.ohio.gov
Subject: [EXTERNAL] RE: Rail Grade Blocked Crossing Tool Question

Follow Up Flag: Follow up
Flag Status: Completed

Good morning Tim,

I've put together some information about the two open, at-grade crossings in the East Williams Road corridor (DOT Numbers 481445B and 228919S).

Below are four categories of information: blocked crossing statistics, Adaptive Capacity Scores, Safety Hazard Score, and crashes.

Adaptive Capacity Score

The Motorized Adaptive Capacity Score is a value generated from the criteria below to give the crossing an "importance" score.

Scores range from 0 to 5, with 5 being the highest importance.

- Public importance: factors include vehicular traffic count, land use type around crossing, potential delay in response time for emergency vehicles
- Redundancy: how close is the nearest separated crossing (such as a road bridge)
- Delay to road users: impact of delays based on vehicular traffic, train traffic, and proximity of the crossing to high-traffic rail features such as yards or sidings
- Safety: Safety Hazard Score as determined by the Public Utilities Commission of Ohio (PUCO)

DOT Number	Overall Motorized ACS	Public Importance	Redundancy	Delay to Road Users	Safety
481445B	2.46	1.96	3.47	3.93	3.60
228919S	3.32	2.60	3.38	3.82	3.49

Scores as of September 25, 2020

Blocked Crossing Reports

From the FRA Blocked Crossing Data page:

"Use this form to report when a train is blocking a highway-rail grade crossing. Please report only once for each blocked crossing.

There are no federal laws or regulations pertaining to blocked crossings.

Therefore, this information is only being used to track the location and impacts of blocked crossings.

FRA's purpose of collecting this information is to learn where, when, for how long, and what impacts result from blocked highway-rail grade crossings.

FRA may share this information with stakeholders, including railroads, state and local governments, and other federal authorities.

There may be legitimate operating and/or safety-related reasons for a crossing to be occupied by a slow or idling train."

Reports for Jan 1, 2021 – Dec 31, 2021

DOT Number	Count	Duration
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		0-15 min.	16-30 min.	31-60 min.	1-2 hrs.	2-6 hrs.	6-12 hrs.
481445B	123	3	22	42	40	14	2
228919S	26	1	5	15	5	0	0

Safety Hazard Score

Ranking given out of approximately 5,700 crossings, with 1 being the most dangerous.

As of January 4, 2022

DOT Number	Hazard Rank
481445B	582
228919S	857

Crashes

481445B – Last reported 2010-06-09; no injuries or fatalities

228919S – None Reported

Thanks!

Sarah Zibart

GIMS Specialist 1

Ohio Rail Development Commission
 1980 West Broad Street, Mail Stop #3140
 Columbus, Ohio 43223



From: Nittle, Timothy O. <TONittle@columbus.gov>
Sent: Friday, January 7, 2022 8:42 AM
To: Burns, Thomas <Thomas.Burns@dot.ohio.gov>
Cc: Dietrich, Matthew <Matt.Dietrich@dot.ohio.gov>; Bell, Allen <Allen.Bell@dot.ohio.gov>; Zibart, Sarah <Sarah.Zibart@dot.ohio.gov>
Subject: RE: Rail Grade Blocked Crossing Tool Question

Hi Tom,

Any Williams Road crossing area data would be great appreciated, thank you very much! Do you need anything from the City for it?

Also, early pre-vetting would be great. Do you have time for a call next week to discuss what that process might look like?

Thanks,
 Tim

Timothy O. Nittle
 Management Analyst II

From: Thomas.Burns@dot.ohio.gov [mailto:Thomas.Burns@dot.ohio.gov]
Sent: Thursday, January 6, 2022 2:07 PM
To: Nittle, Timothy O. <TONittle@columbus.gov>
Cc: Matt.Dietrich@dot.ohio.gov; Allen.Bell@dot.ohio.gov; Sarah.Zibart@dot.ohio.gov
Subject: [EXTERNAL] RE: Rail Grade Blocked Crossing Tool Question

Hi Tim,

Good to make your acquaintance electronically!

You are indeed correct in that we've recently developed a tool that helps us determine the relative importance of a particular grade crossing – our ACS tool. We've also got another tool, our Hazard Index, that determines where a crossing ranks relative to other crossings in the state for certain safety characteristics. I've copied Allen Bell, our Grade Crossing Safety Manager, and Sarah Zibart, our GIS/Data Analyst, on this email as they're the experts on those tools and how they works/what they measures/etc. They'll be able to help you paint a better picture of what's going on at that Williams Road crossing area.

As far as quantifying the benefits of a grade separation for a potential USDOT competitive grant, I think that's a much different conversation and would require a lot more work. We've got a lot of experience with the USDOT grant process for rail-related projects though so we'd be happy to start looking at this to see if it's a potential candidate for a grant like CRISI or INFRA. We can help you get through an early pre-vetting of the project so we can identify potential red flags to ensure we're not all wasting our time trying to apply for a grant program that's a bad fit for this particular project.

Sarah/Allen,

Looks like the DOT #s are **228624A** and **481445B**. Any information you've got that would help Tim out would I'm sure be appreciated. Thanks!

Tom Burns, Project Development Manager
Ohio | Rail Development Commission
614-644-0293

From: Nittle, Timothy O. <TONittle@columbus.gov>
Sent: Thursday, January 6, 2022 1:32 PM
To: Burns, Thomas <Thomas.Burns@dot.ohio.gov>
Subject: Rail Grade Blocked Crossing Tool Question

Good Afternoon Mr. Burns,

My name is Tim Nittle, and I work for the City of Columbus' Public Service Department. We are currently looking at potential projects on the Williams Road corridor from High Street (US 23) all the to Hamilton Road (SR 317). In particular, we are looking at a section of Williams Road that includes the intersection of Williams Road at Groveport Road and, potentially, two at grade crossings just to the east (a CSX line, and a NS line).

I've attached a picture that shows the general location. Williams Road at Groveport Road is the highlighted circle to the left, and the at-grade RR crossings are the highlighted circle on the right. I discussed the corridor with Mark Locker, and he mentioned that ORDC has a rail grade blocked crossing tool and he provided me with your contact information. Is there a way to see how poor the current conditions are for these crossings and/or the project benefit of a separated crossing for these two lines? We are trying to see if there is enough benefit to support seeking grant funding such as INFRA, RAISE, or the Railway-Highway Grade Crossings grant program.

Thanks!

Tim

Timothy O. Nittle
Management Analyst II

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