



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
August 24, 2017 6:00 p.m.



1. CALL MEETING TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

A. July 20, 2017

4. PUBLIC REMARKS

5. COMMUNICATIONS

A. Received and on file:

- Renee Korrey, Redi-Ride
- Allan Falk, Redi-Ride
- Elizabeth Kaufman, Redi-Ride
- Laura Stebbins, Redi-Ride
- Lynn Bartley, Redi-Ride
- Commissioner Vagnozzi, BATA Dial-A-Ride Service
- Commissioner Hudson, CATA CEO Search
- Paul and Paula Zang, Redi-Ride
- Don Isleib, Redi-Ride
- Christine Beavers, Redi-Ride
- Darwin Neilson, Redi-Ride
- Lawrence Schiamberg, Redi-Ride
- Benjamin Amber, Redi-Ride
- Fred Wertzel, Redi-Ride
- Kay Lockwood, Redi-Ride
- Jim and Rose Zacks, Redi-Ride
- Donna Rose, Redi-Ride
- Donna Rose, Public Comment
- LeRoy Harvey, Thank You
- Donna Rose, Redi-Ride
- Sandy Drago, Redi-Ride
- Donna Rose, Redi-ride
- Commissioner Vagnozzi, Railroad Quiet Zone
- Vice Chair Potter, M-43 Maintenance



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
August 24, 2017 6:00 p.m.



6. PRESENTATION

- A. Railroad Quiet Zone, Derek Perry, Director of Public Works and Engineering
- B. Complete Streets, Mark Kieselbach, Director of Community Planning and Development

7. COMMISSION DISCUSSION/REVIEW

- A. Redi-Ride

8. COMMISSION COMMENTS

9. NEXT MEETING DATE

- A. September 21, 2017 Meridian Municipal Building Town Hall Room
(discuss rescheduling this meeting to September 28, 2017)
- B. Township Board Meeting September 5, 2017

10. ADJOURNMENT

DRAFT

CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION (MTC)
MEETING MINUTES OF JULY 20, 2017

PRESENT: Commissioners: Chair Hackbarth, Vice-Chair Potter, Hudson (left at 8:00 p.m.), Kolbasa, and Vagnozzi

ABSENT: Commissioner Deschaine

STAFF: Dave Hall, Chief of Police
Ken Plaga, Assistant Chief of Police
Mark Kieselbach, Director of Community Planning and Development

1. Call Meeting to Order

Chair Hackbarth called the meeting to order at 6:02 p.m.

2. Approval of Agenda

Vice Chair Potter moved to approve the agenda as written.

Seconded by Commissioner Vagnozzi.

VOICE VOTE: Motion carried unanimously

3. Approval of Minutes

Commissioner Vagnozzi moved to approve the minutes of June 15, 2017

Seconded by Commissioner Hudson

VOICE VOTE: Motion carried unanimously

4. Public Remarks

Donna Rose requested the Transportation Commission allow public remarks at the beginning and end of meetings. She thought there should be more discussion on the draft Redi-Ride recommendation. Ms. Rose also expressed a concern with dogs running loose and possibly attacking a person walking on a pathway or sidewalk.

Renee Korrey stated there were different opinions on CATA (Capital Area Transportation Authority) providing Redi-Ride Service to the Township. A 40 percent approval rating is a failure. CATA must earn the right to be the provider.

Neil Bowlby stated it was a bad practice to have a sole provider for Redi-Ride unless the provider was giving exceptional service.

Marina Ionescu introduced herself as a member of the Environmental Commission, she stated she had been asked to be the Environmental Commission's liaison to the Transportation Commission. Chair Hackbarth welcomed her to the meeting.

5. Communications

The Commission accepted the communications that had been received and placed on file.

6. Presentation/Discussion

A. Sustainability and Climate Action Plan

Chair Hackbarth welcomed Township Recycling Coordinator LeRoy Harvey and Environmental Commission member John Sarver.

- LeRoy Harvey introduced the draft plan dated July 11, 2017 (copy on file)
- The Township's Energy Team was established approximately ten years ago after the Township signed the U.S. Mayor's Climate Protection Agreement.
- Township Board adopted a resolution in support of the continued adherence to the Paris Climate Accord
- The Energy Team helped write the draft Sustainability Plan.
- The Energy Team has worked on projects to improve the energy efficiency of Township buildings
- The Sustainability Plan is incorporated by reference in the Township's Master Plan
- Environmental Commission has recommended the Plan be adopted
- The Plan focus is on how the Township operates
- Transportation section has four objectives:
 - Encourage employee and citizen participation in Smart Commute
 - Decrease the use of petroleum in Township vehicle fleet
 - Use Land-use planning to reduce vehicle miles traveled and petroleum use
 - Adopt a policy on vehicle idling
- New school buses are more fuel efficient and environmentally friendly

B. Transportation Safety

Assistant Chief of Police Ken Plaga (presentation on file)

- Marsh Road/Grand River Avenue is highest crash area (2014-2016)
- Average 9 bicyclist crashes per year (2013-2016)
- Average 5 pedestrian crashes per year (2013-2016)
- Improved road design (road diets) and signals have reduced crashes
- Public education efforts:
 - Click it or Ticket it
 - Stop the texts, stop the wrecks
 - Speed warning signs mounted on a trailer or pole
- Distracted drivers have become more of a problem
- Some cyclists do not obey the traffic laws
- Traffic calming methods (narrow lanes and landscaping) help reduce speeds
- Largest number of crashes is on Grand River Avenue

- Future meeting with Michigan Department of Transportation (MDOT) to discuss safety issues.

7. Commission Discussion/Review

A. Redi-Ride

Chair Hackbarth outlined the draft recommendation on the Redi-Ride Service Program dated July 13, 2017

- Misperception on what the Transportation Commission was recommending
- Township Attorney is reviewing the issue if CATA is not named as the provider is it still a millage renewal
- Need to expand the service
- Cost to increase capacity and hours
- Meeting with CATA to discuss the issues
- The recommendation should not include a sole service provider for the millage
- Length of the millage should it be less than 10 years
- Increase the amount of the millage
- Should the Township have a “mobility manager”
- CATA representative at next Transportation Commission meeting

8. Commission Comments

- If possible schedule a joint meeting with City of East Lansing Transportation Commission
- Presentations on safe routes to school and complete streets at the August meeting

9. Next Meeting Dates

- Commission’s next meeting is August 24, 2017
- Township Board’s next meeting is August 1, 2017

10. Adjournment

Chair Hackbarth called for a motion to adjourn the meeting

Vice Chair Potter moved to adjourn the meeting

Seconded by Commissioner Vagnozzi

VOICE VOTE: Motion carried unanimously

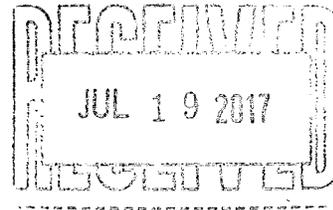
Meeting adjourned at 8:17 p.m.

5 A.

COMMUNICATIONS

Mark Kieselbach

From: renee korrey <rkorrey@yahoo.com>
Sent: Wednesday, July 19, 2017 5:08 AM
To: Mark Kieselbach
Cc: Karla Hudson
Subject: RENEWAL MILLAGE DRAFT



Dear Transportation Committee,

I hope to attend your session to speak however should that not be possible I wish to convey my thoughts on the proposed draft before you this Thursday, July 20.

There has been many conversations that I know you are aware of regarding removing CATA from being named the sole transportation provider in our township. There have been many opposed to that and have been very vocal in requesting that CATA NOT be named so that we can leave our options open. At this time I wish to enumerate important items as I see them:

- We pay in our township more millage money for CATA than we do Police or Fire!
- If you break down how much each ride costs (crunching numbers on ride and then how much per ride by reviewing true stats) we are NOT getting our money's worth. This happens to transcend into the regular CATA operation of busses in our township.
- CATA was first accused and then proven to be irresponsible with our tax dollars as seen in recent and repeated media coverage. Each pointing the finger at the other but bottom line - irresponsible. Do we want to continue to hitch our horses to this carriage?
- CATA needs to earn the right to be our provider and an automatic naming provides no incentive for them to improve, own what they are doing and compete to provide a service which we can all be proud of.
- We have heard time and time again direct recipients and users of the Redi Ride service complain about how they give up and call a private provider. Will we please validate their pleas?
- We have heard some people happy with the service and two thoughts come to mind. First several were shown to be directly related to CATA. Second, the voices overwhelmingly voiced concern and if that percentage of people are dissatisfied, it is too great a percentage to ignore. It is NOT okay to fail the citizens so much of the time!

There are so many other options rather than naming CATA in our millage request on the ballot. They currently have a bad rep and we need to be aware of that as we look for partners in transportation. We spent lots of money on rebranding so let's make sure we do all we can to support our efforts!

By NOT naming CATA on the ballot we say that we demand accountability for whatever provider(s) we select. This township has a lot of "cleaning" up to do in many areas and this is one of them. Time to fix it!!!!!!!

We are not saying that CATA will not be the provider but we are keeping our options open to the best highest option for our citizens who use Redi Ride. We are saying that we have compassion for those people who use Redi Ride and that want the BEST that money can buy...in OUR case a LOT of money compared to what some pay and in comparison to what service we get!

You may like CATA and you may not like CATA as an organization but it is obvious that CATA has been a rogue organization for some time. Their desire to be a closed society will continue any time it can and they will continue taking our money unless something changes.

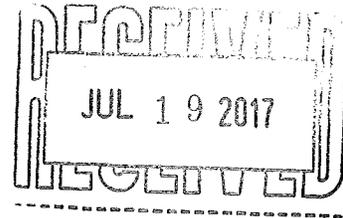
Mark Kieselbach

From: Allan Falk <falklaw@comcast.net>
Sent: Wednesday, July 19, 2017 11:06 AM
To: Mark Kieselbach
Subject: Redi Ride 5-year plan--dump CATA

To: Meridian Transportation Comm'n

Mark Kieselbach

Director of Community Planning and Development



Gentlepersons:

I write to protest the plan to make CATA the sole Redi-Ride source for seniors over the next 3-5 years (or 3-5 nanoseconds for that matter). Over the past many years of sucking up Meridian Township tax dollars in exchange for terrible service at inflated prices, CATA has proved itself unworthy of even being *allowed* to provide senior transportation in Meridian, still less to be granted exclusive right to continue plundering the Meridian public fisc. As trustees and stewards of Meridian transportation funds, you owe it to your public to recognize that CATA has failed miserably to provide adequate service, or to provide any service at a fair price. CATA ought to be disqualified from consideration for any such role.

It is unusual for me to take a position in favor of private enterprise and against government service--usually privatization of public services leads to poorer service at higher prices. But in this instance we have years of experience demonstrating that CATA cannot fulfill Meridian's needs or do so (inadequately) at a reasonable cost. Private transportation services such as Dean are providing better service at a lower price, and must be given fair opportunity to do what private enterprise always does--compete for Meridian's patronage. As a taxpayer and a senior (albeit a senior who does not yet need anyone else to act as chauffeur) living in Meridian for more than 25 years, I voted repeatedly for the transportation millage in expectation that our seniors who need such assistance will be well served at little or no out of pocket cost to themselves; I find that my expectations have been wholly frustrated by CATA's monopoly and atrocious service at inflated prices and related predations of our senior community's limited dollars.

It is understandable that the Commission may be concerned about some private services, such as Uber and Lyft, whose drivers usually will not have commercial operators' licenses, or ID posted inside their vehicles (as taxis would). But surely this is a simple regulatory problem easily addressed--just allow only CDLs to be subsidized with our public funds, and require drivers to register and establish their bona fides. Permitting CATA to continue plundering our resources while leaving our needy seniors underserved would be a travesty when there are superior alternatives readily available.

This is most definitely not a problem that requires "further study"--we have ample proof of CATA's incompetence and inefficiency over (too) many years. Our seniors ought not suffer while bureaucrats waffle; there comes a time to bite the bullet, cut our losses, stop throwing good money after bad, and take a new direction. That time is NOW.

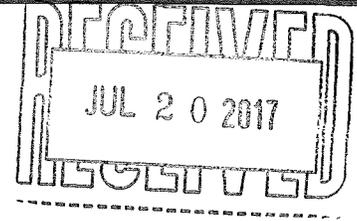
Allan Falk

2010 Cimarron Dr.

Okemos, MI 48864-3908

Mark Kieselbach

From: Elizabeth Kaufman <kaufmanea@gmail.com>
Sent: Wednesday, July 19, 2017 4:14 PM
To: Mark Kieselbach
Subject: Redi Ride



Dear Mr. Kieselbach, We are writing to support the use of competitive bidding for the upcoming Redi Ride renewal. The current service from CATA has been spotty and expensive, and competitive bidding is expected practice.

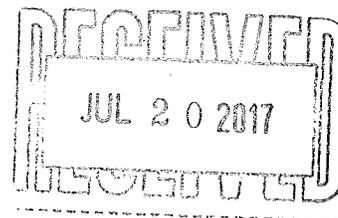
Sincerely,

Donald and Elizabeth Kaufman

Haslett

Mark Kieselbach

From: LAURA Stebbins <lstebbins123@comcast.net>
Sent: Wednesday, July 19, 2017 5:47 PM
To: Mark Kieselbach
Cc: hudsonkc@live.com
Subject: Cata Sole Source Recommendation



To the Members of the Meridian Transportation Commission:

Please allow the township manager to consider transportation providers OTHER than CATA for the Redi Ride service. Dean Transportation, Green Cab, Lyft, Uber should all be allowed to bid, and be involved in the study of why transportation for this service is so terribly expensive, and scarce.

CATA is essentially becoming a monopoly while seriously underperforming in this area. Please don't give them funding for doing nothing about the problem.

Allow other providers.

Thank You,

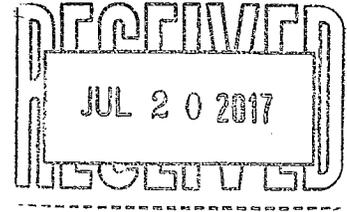
Laura Stebbins

Meridian Township resident for 42 years

lstebbins123@comcast.net

Mark Kieselbach

From: Lynn Bartley <lynnawb@aol.com>
Sent: Thursday, July 20, 2017 8:42 AM
To: Mark Kieselbach
Cc: hudson.kc@live.com
Subject: RECONSIDER CATA RENEWAL -

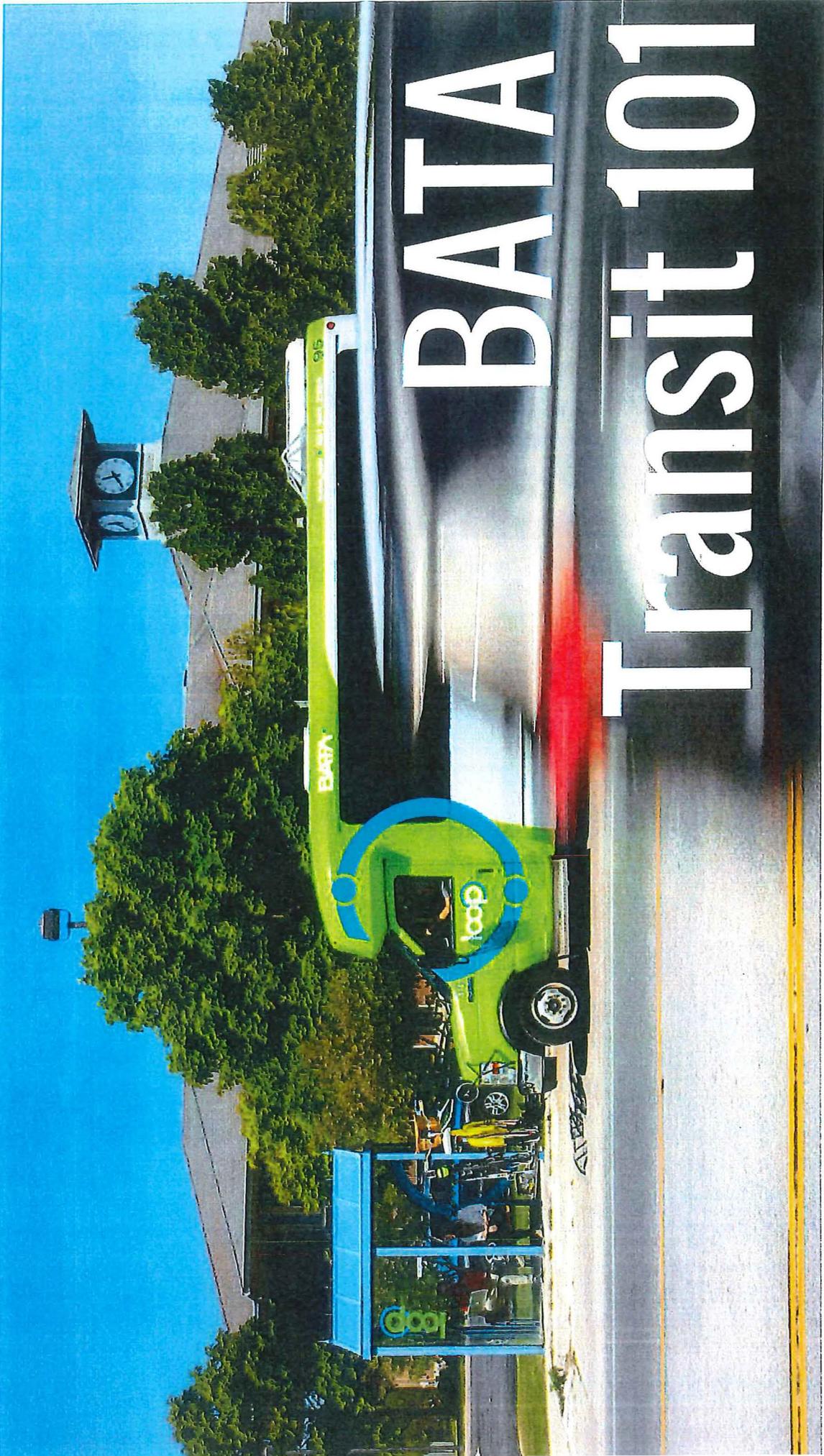


Dear Mr. Kieselbach,

Though I cannot be there tonight, I would like my strong request to be heard by the commission. **PLEASE do not name CATA as the automatic recipient of the Redi Ride funding!** CATA's services to date for seniors and the handicapped have been inefficient, inconvenient, overly expensive (\$23 per 3-5 mile ride!), and at times non-existent! Instead please substitute the term "transportation provider" in the millage ballot language and place the service on the open market for bids. More efficient and cost-effective options will surely surface.

As a Meridian Township taxpayer, I want to be assured that my dollars are being spent carefully and wisely. The CATA Redi-Ride expenditures have been neither. It will be very hard to support another millage if Meridian names CATA as the automatic provider of this service.

Thank you very much for your work.
Lynn Bartley
Meridian Township Resident
1527 River Terrace Drive

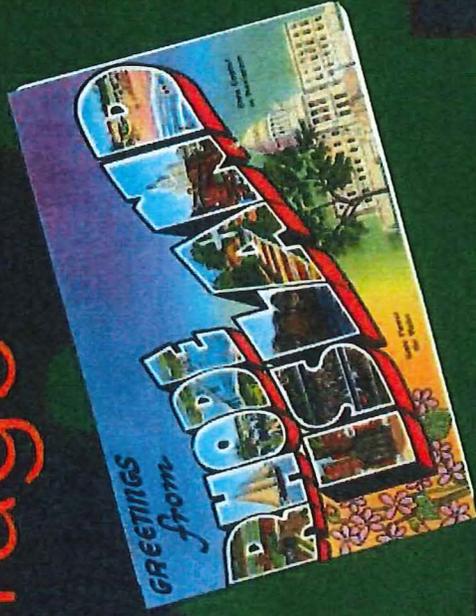


BATA

Transit 101

**~900 Sq. Miles
Coverage**

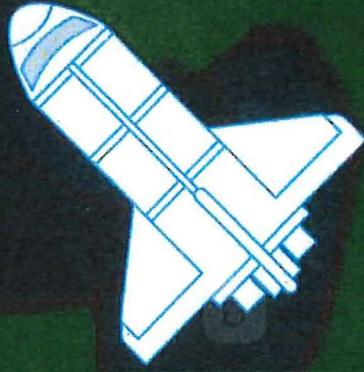
Roughly
the Size of
Rhode
Island!



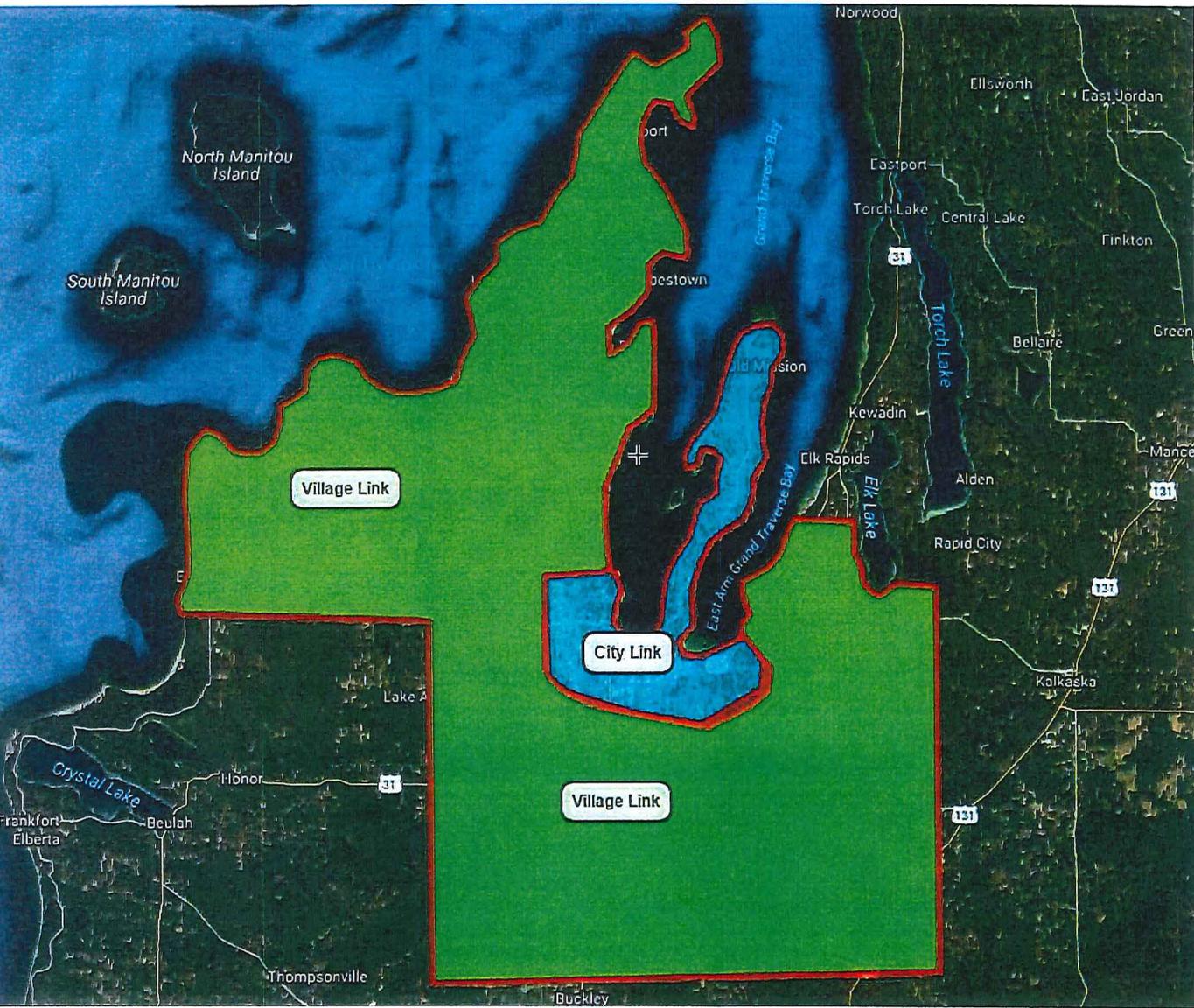
**More Than
1.9 Million**

Annual Miles Traveled

**That's 4
Roundtrips to
the MOON!**



**HOW DOES BATA
DELIVER VALUE
TO OUR COMMUNITIES?**



Link Service Areas City Link & Village Link



City vs. Village links

- Generally...

- ***City Link* : Urban Core**

- Door to door service
- Hours: 6AM – Midnight (7 Days a Week)\
- Weekend Availability



HOW HAS RECENT REGIONAL GROWTH INFLUENCED BATA?

Grand Traverse County

Aging at a rate of 5% annually

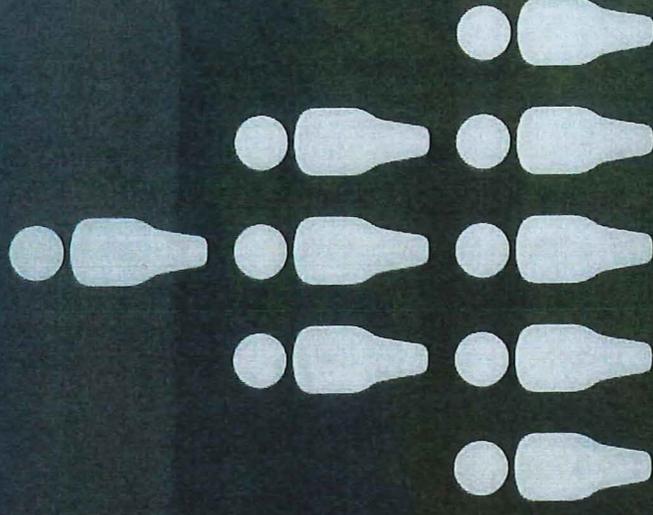
Highest in 10-county region

Leelanau County

One of America's Oldest Counties by Age

38% Residents
60 or Older

22% Increase in residents 85 and older since last
census



BATA Fare Structure

- Special rates for students, seniors and people with disabilities
- Zoom Cards, ZIP tickets and cash on the bus
- City Loop:
 - Full: \$1.50
 - Reduced \$.75
- Village Loop:
 - Full: \$3.00
 - Reduced \$1.50
- City and Village Link:
 - Full: \$3.00
 - Reduced \$1.50



Introducing BATA
FLASHFARE

ZIP and ZOOM Everywhere

[Learn More](#)

Three BATA fare cards are displayed. From left to right: a blue ZIP card, a green ZOOM card, and a light blue ZOOM card. Each card has the BATA logo and the name of the fare type.



BE A PART OF CHARTING CATA'S FUTURE!

The CATA CEO Search Committee is gathering public input on what qualities you would like to see in CATA's future CEO and the issues you feel our new leader should focus on in the years to come. Join us!

Public Listening Session

Monday, July 31, 2017
7 p.m. to 8:30 p.m.

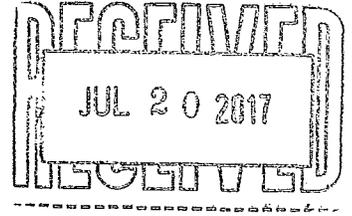
Hannah Community Center
819 Abbot Road, East Lansing

Online Survey

If you are unable to attend but would like to provide input, an online survey is available at www.cata.org/CEOSurvey through Aug. 1.

Mark Kieselbach

From: Pzang4920 <pzang4920@aol.com>
Sent: Thursday, July 20, 2017 11:56 AM
To: Mark Kieselbach
Cc: Hudson.kc@live.com.
Subject: To: Meridian Transportation Commission c/o



Dear Meridian Transportation Commission,

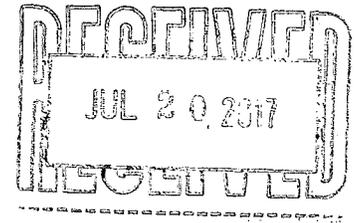
As you debate the fate of Meridian Redi-Ride, I would like you to take into consideration that many residents like my wife, Paula, and me have lived and paid taxes in this township for over 30 years. We feel that our tax dollars have helped build this community into a safe and desirable place to live. As we grow older and transition into retirement and fixed incomes, services like Redi-Ride are now more attractive than ever. My wife has been disabled for 17 years with MS and she would need accessible and affordable transportation services. The current draft recommendation to list CATA as the sole transportation provider eliminates competitive options for us as residents and I urge you to change the language in Meridian Transportation Commission Recommendation on Redi-Ride Service Program draft from naming CATA as the sole provider to "transportation provider."

Thank you,

Paul and Paula Zang
4920 Chipping Camden Lane
Okemos, MI 48864

Mark Kieselbach

From: Don Isleib <isleib@msu.edu>
Sent: Thursday, July 20, 2017 1:09 PM
To: Mark Kieselbach; Hudson.kc@live.com; Beavers, Christine
Subject: Fwd: Redi-Ride Services



----- Original Message -----

Subject: Redi-Ride Services
Date: Thu, 20 Jul 2017 12:30:51 -0400
From: Don Isleib <isleib@msu.edu>
To: kieselbach@meridian.mi.us, Hudson.kc@live.com, "Beavers, Christine" <cgbeav777@gmail.com>

Dear Mr. Kieselbach and Ms. Hudson:

I ask that you do not limit the potential vendors of RediRide Service to CATA in the Meridian Transportation Commission Recommendation on Redi-Ride Service which will be discussed and acted upon this evening.

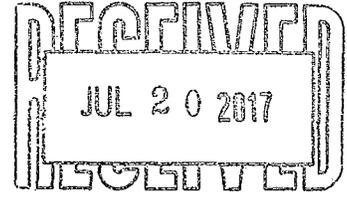
It is my opinion that CATA has failed to respond to the needs and wishes of the people of Meridian Township for years and should not be vested solely with providing Redi-Ride services to Meridian Twsp. The Township manager and elected leaders should have authority to investigate all providers, and to be at liberty to engage whichever vendor is found to be most appropriate for the need. CATA has been exhorbitant in cost, has failed to provide adequate service, and through its attempt to impose BRT on the unwilling people of Merdian Township has demonstrated its disdain for the citizens of the Township.

If CATA can convince the manager and the Township Supervisor and Board that it is the best choice to provide Redi-Ride service, so be it. If others offer better, more competitive service - they should be eligible to be contracted. Please do not preclude these choices by designating CATA as the sole provider for the coming several years - CATA has had enough time to demonstrate its capability and willingness - and in my opinion has failed.

Thank you for your consideratrion of my position.

Mark Kieselbach

From: Christine Goodrick Beavers <cgbeav777@gmail.com>
Sent: Thursday, July 20, 2017 1:41 PM
To: Mark Kieselbach
Cc: Ron styka; Frank Walsh
Subject: Redi Ride Contract



I have had first hand experience with Redi ride and was surprised and disappointed at what they do not do for people with disabilities. For them to promote themselves as such is a disservice to citizens that really need help. After all the information that has come out about Cata from the disabled you need to pause and take another look at the service we are paying for and compare it to other providers.

My husband is a paraplegic with minimal communication skills. He continues with various rehabs and works with a trainer at the MAC and has done so for six years. During a particular tough winter storm I called Redi Ride thinking a van would be a little easier and there would be someone to help me get him safely down the ramp. When I called them I learned they do not come up the drive or assist people with canes, walkers or wheelchairs. They sit at the curb and watch people maneuver through snow, sleet and rain. So this is your image: a person who had knee or hip surgery ,using a walker, trying to go down front stairs slowly shuffling down the driveway in the snow or rain to the van. And a person sitting at the wheel or leaning against the van watching them but not offering any assistance. And for this you are willing to pay \$23.00. Well, I passed on Redi Ride because for \$22.00 you can have an aid that will take you from the house to rehab and return him safely to the living room.

I understand liability but you have to tell the truth about the services that are provided and not provided. I would never pay anyone \$23.00 for driving a van 5 miles without assuring the safety of the person. I do think all of their clients need the level of help my husband and I did but thank goodness I called ahead of time and asked questions otherwise we would have been stuck. Do not say they provide services for the disabled just to get a "yes" vote.

I think some of you should spend time in a wheelchair, with a walker, blinding yours eyes to understand the struggles people with disabilities have in this country. You cannot speak to any of these issues if you have not been there yourself ,therefore you must listen to the people that face these every day. It is time to treat people with respect and get the best transport available and I do not think it is Redi Ride.

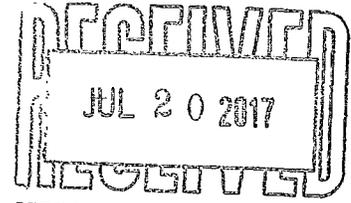
Sincerely,

Christine Goodrick Beavers

--

Mark Kieselbach

From: Darwin Neilson <caribou2u@comcast.net>
Sent: Thursday, July 20, 2017 1:57 PM
To: Mark Kieselbach
Subject: CATA/Redi Ride



CATA has shown under Draggoo to be self righteous and disingenuous to all tax payers. With the gross loss of 5.7 million with the BRT along with 1.4 million in penalties on late filing of payroll taxes. This shows they have little if any regard to what they charge for Redi Ride. Please know we need Meridian Township Representatives to stand up on behalf of their tax payers and say No to what CATA is charging us for Redi Ride. Open the bidding and show us your responsibility in representing our tax dollars.

We see that Meridian Redi Ride is on the agenda for discussion at the Thursday, July 20, 2017 Meridian Transportation Commission Meeting. Unfortunately, due to other commitments we at not able to attend this important meeting. Please note that we strongly object to CATA being named once again as the sole transportation provider for the next 3-5 years for Redi Ride for the following reasons:

- Meridian Township taxpayers are paying over \$300,000/year to subsidize Redi Ride and are being gouged by paying an exorbitant rate of \$23 for a 3-5 mile shared ride. This is double or triple the open market rate for a direct private ride offered by taxi services, Green Cab, LYFT or UBER.
- With Chris working at the Michigan Athletic Club she sees first hand how CATA customers using Redi Ride consistently wait 1-2 hours for their ride. This is not acceptable customer service and poor use of resident tax dollars when UBER, etc. arrives within minutes of a call and would be at a much lower cost. This cost savings would allow more residents in need to use this valuable service.
- Meridian Township purchasing rules call for competitive bidding for acquisition of goods and services exceeding \$5,000. By listing CATA specifically in this millage the commission is ignoring Township purchasing rules. Ingham County has taken the step to swapping the term "CATA" with the term "transportation provider" in all ballot measures. This gives Ingham County options to select the best provider to serve seniors and disabled residents at the best price.

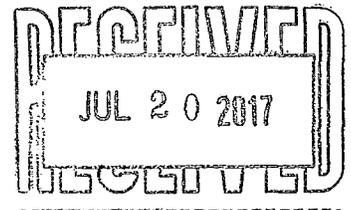
Since March of 2016 Meridian Township residents have spoken loudly and in large numbers (at meetings and in written communications to Meridian Township) about their numerous concerns with CATA. Please share this communication with the Meridian Township Board and the Transportation Commission in the hopes they will take this information into account and make good fiscal decisions on behalf of Meridian Township tax paying residents. Thank you for your attention.

Sincerely, Darwin Neilson

Sent from my iPhone

Mark Kieselbach

From: Schiamburg, Lawrence <schiambe@hdfs.msu.edu>
Sent: Thursday, July 20, 2017 3:12 PM
To: Mark Kieselbach
Cc: Hudson.kc@live.com
Subject: Proposed Meridian Township renewal Millage



July 20, 2017

Mark
Kieselbach

Meridian Transportation

Commission

Director of Community Planning and

Development

Meridian

Township

Okemos, Michigan

Mr. Kieselbach:

As a resident of Meridian Township, I am writing to request that, for the proposed Meridian Township renewal Millage, CATA not be designated as the exclusive or automatic recipient of all Redi Ride funding for seniors or disabled individuals. There are several reasons for this request:

- Competitive bidding/ Contract specifications and ensured accountability. Township purchasing rules require competitive bidding for acquiring goods and services exceeding \$5,000. In the spirit of fiscal responsibility, such competitive bidding obviously allows for 1) selection of a best bid or bids from qualified transportation providers and, as well, the development of guidelines for defining qualified transportation providers in advance and 2) for ensuring accountability through specific contract outcome expectations for providers.
- Open market options. The need for competitive bidding is further supported by data which indicate the high cost and poor quality, in general, for CATA ride provision compared to other possible transportation providers (e.g. Uber, Dean Transportation). Open/free market options are available which can be seriously considered in a bidding process.
- Fiscally sound investment in older adult/disabled transportation needs. As an MSU faculty member with expertise in gerontology and aging, I would emphasize what many may already know---one of the most challenging, sometimes demoralizing, circumstances for seniors is the loss of self-provided transportation. In turn, I think it essential that Meridian Township invest in the efficient and economical provision of transportation services for seniors and the disabled. As a political Independent, I would urge, without apology, that open market privatization be considered as all or part of the funding mechanism for Redi Ride.

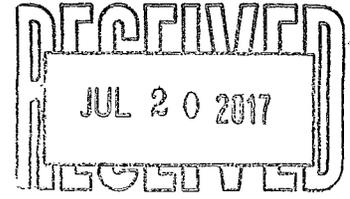
I thank you for the opportunity of offering suggestions for your deliberations.

Best regards,

L. Schiamburg

Mark Kieselbach

From: Benjamin Amber <benamber@gmail.com>
Sent: Thursday, July 20, 2017 3:53 PM
To: Mark Kieselbach
Cc: Hudson.kc@live.com
Subject: Meridian Redi Ride planning



I'm concerned that Meridian Township is considering locking in from 2019 - 2023 with Redi Ride thru CATA with no other options.

Things are changing fast. Two examples:

1) For safety's sake and to keep me behind the wheel longer, I purchased a new car in 2016 that has driver assist, lane change warnings, automatic backup and emergency braking along with variable speed control. Yes, I'm over 65.

We are rapidly moving into uncharted waters as to transportation. My hope is that my next car will pretty much drive itself.

It may not be prudent for the Township to lock in with any vendor for so long.

The transportation world in 2023 will likely be unrecognizable from today.

2) My son drives for Lyft, a ride hailing service. He tells me that he is making a good living earning on average \$600 for a thirty hour week. He also reports that most of his fares are under \$15. Many under \$6.

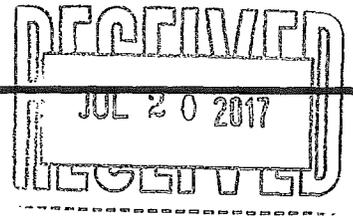
This makes me think that to lock into a contract with CATA at \$23 per 3-5 mile shared ride would be like throwing money away!

I urge the Meridian Transportation Commission to slow down, not act at this time, study this further and consider this rapidly changing world of transportation.

Please look deeply for the wisest way to spend these millions of taxpayer dollars that gives us the most bang for the buck.

Sincerely,
Ben Amber
East Lansing, MI

Mark Kieselbach



From: Fred Wurtzel <f.wurtzel@att.net>
Sent: Thursday, July 20, 2017 4:50 PM
To: Mark Kieselbach
Cc: 'Karla Hudson'; 'Donna Rose'; 'Ody Norkin'; 'Michael Powell'
Subject: Meridian Township Rediride

Hello,

I am writing on behalf of the National Federation of the Blind of Michigan. Our organization has quality public transportation and access to it, as a top priority. I am writing in support of reform of the procurement procedure for acquiring "Readiride" services in the Township. Good governance calls for an open and public bid process to include all possible bidders and not wire the process for CATA which has demonstrated an inability to meet the needs or expectations of the service users.

We strongly urge your Board to develop and implement a bidding process which is commensurate with all good practices of public bodies such as Meridian Township.

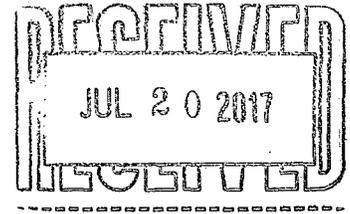
Thank you for your work to provide quality transportation services to Meridian Township residents.

Warmest Regards,

Fred j. Wurtzel
Second Vice President,
National Federation of the Blind of Michigan

Mark Kieselbach

From: KayL <lastchancegas@gmail.com>
Sent: Thursday, July 20, 2017 4:54 PM
To: Mark Kieselbach; Karla Hudson
Subject: Redi Ride - tonight's meeting



To the Meridian Transportation Commission:

The 2018 Redi Ride renewal ballot must remove CATA as the exclusive vendor and replace it with a generic term for transportation provider.

The current contract with CATA is costing we Meridian Township taxpayers an exhorbitant amount of money for little use, short trips, as well as a very badly run system for the consumers.

This past year has seen CATA destroy its business and reputation in all areas, and I will no longer vote for anything run by or connected to CATA.

We need to open the market to all bidders and get the best, not the worst.

Kay Lockwood

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Sunday, July 23, 2017 9:39 PM
To: Frank Walsh
Cc: Mark Kieselbach; 'Karla Hudson'; Ronald Styka
Subject: School year approaching and Redi Ride

Dear Manager Walsh,

I am writing to you to plead with you to try and negotiate something better now from CATA Meridian Ride than what is currently available to our residents. If we could only just come up with a solution about how to get the appropriate school children home from school, , I think this would be a big improvement for this upcoming school year. I would like to suggest the following plan.

1. Instead of using both buses in the afternoon for school kids just use one. They may have to wait to be picked up, like the rest of us.
2. Todd needs to have an active role in investigating which children live far enough from school to use Redi Ride.
3. Children permitted to ride must be preapproved by Todd to be eligible to ride and provide a list to CATA and each child coming from school should carry some sort of card which states they are eligible to ride. There are rules about school kids which have never been applied routinely and the whole township is burdened because of the lack of enforcement and consistency.
4. CATA Operators are tired of being babysitters for very young children and other children either not getting along or misbehaving. They did not sign up for this. I feel children under 12 need to be accompanied by an individual over 18 in order to protect children, CATA Operators, and our Township should there be any type of incident that couldn't have happened had young ones been supervised. Tax-payers should not be strapped with this liability. We can do this. It isn't the same as the fixed route bus service.

If we could just follow the few rules there are regarding which school kids can ride, I think that would be very helpful. Children are getting premium service from Redi Ride while the rest of us have difficulty even getting a ride. Remember, 70% of riders, according to Andrew, are not eligible for Spectran. Meridian has very few bus routes, so there are many people who live in places not served by a public bus. We have many non-choice riders who have to depend on services like Redi Ride or they can't travel very far unless they can walk. I feel it is very unfair to leave us hanging this way since 2015. We can't go another school year without some improvement.

I realize at this time this may sound a bit trivial, but CATA makes changes in its service at the end of August, so we have a time-frame before us. We have all worked hard and have made no progress on this front. I am extremely disappointed as I have had to ride a lot lately and have heard a lot of complaining from riders. People dread the impending school year

On July 14 my Redi Ride got tangled up somewhere on Dolby Road and never made it to my home in time, so I missed a physical therapy appointment. You know how important public transit is for people without automobiles. Please help us!

Very sincerely,
Donna Rose
6207 Cobblers Drive
East Lansing, MI 48823
517-489-2233

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Sunday, July 23, 2017 11:20 PM
To: Mark Kieselbach
Cc: Ronald Styka; Frank Walsh
Subject: Public Comment & Speaking Out of Turn

Greetings Meridian Transportation Commissioners,

Once again I am writing to plead with you to allow public comment at the beginning and the end of your meetings. Audience may have questions after hearing the entire meeting and even solutions. Also, I may have some answers to some of your questions as well and can let you know at that time. Sometimes I forget them by the time I get home.

I found it extremely annoying that the woman who attended to do a presentation from the Environmental Sustainability committee was allowed to talk after the end of her presentation and during the rest of the meeting. She took a lot of time away from the issues at hand. A couple of months earlier I was admonished for talking. She should have sat in the audience after her presentation, like the rest of us who are not Commissioners. Please apply these rules fairly from now on. I know you were trying to be polite, but you could just nicely explain to her the meeting is reserved for discussion of the Commissioners only.

I sent a message to Manager Walsh discussing ways we could deal with the school children taking up both buses in the afternoon during the school year. Hopefully Mark, who I also copied, will share that with you too. CATA always starts their new transit service for the school year beginning in late August. I think it is quite unfair many of us have been working on these Redi Ride issues for over two years with no improvement really in sight. The school children taking up both buses in the afternoon is one of the major problems affecting capacity.

Thanks,
Donna Rose
6207 Cobblers Drive
East Lansing, MI 48823
517-489-2233

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Saturday, July 29, 2017 12:40 PM
To: ronstyka@gmail.com
Cc: Mark Kieselbach; 'Chris Hackbarth'; Ronald Styka; Frank Walsh
Subject: RE: Public Comment & Speaking Out of Turn

Hi,

Thank you very much for your response regarding liaisons. I figured it was like that.

It will be helpful to have another woman on the Commission. I think it can be very intimidating for someone to be the only female. The Commissioners are a good bunch of individuals, but like others, they are a bit stymied as to how to deal with the Redi Ride issues. I think CATA will be presenting again at the next meeting. Being on the frontlines with riders and their complaints and compliments, the thing with the school kids needs to have some formal controls.

Donna Rose

"In the End, we will remember not the words of our enemies, but the silence of our friends."-- Dr. Martin Luther King, Jr

Access delayed is access denied.

-----Original Message-----

From: ronstyka@gmail.com [mailto:ronstyka@gmail.com]
Sent: Saturday, July 29, 2017 11:32 AM
To: Donna Rose
Cc: Mark Kieselbach; Chris Hackbarth; styka@meridian.mi.us; Walsh@meridian.mi.us
Subject: Re: Public Comment & Speaking Out of Turn

Liaison's from other boards or commissions do not sit as members. They are there to observe & to provide input when requested by the Commission.

I have placed on the agenda for Aug 1 the appointment to the Commission, & I am asking approval of a woman with Redi-Ride experience.

Thanks for your input.

Ron

Sent from my iPhone

> On Jul 27, 2017, at 4:02 PM, Donna Rose <wild-rose@sbcglobal.net> wrote:

>

> Hi Mark,

>

> So, my question is then... Can people from other Commissions just come in and be a part of the Transportation Commission discussion? To me, this would be a very disruptive policy as they may be trying to discuss items which have already been covered and taking the conversation away from the topic at hand. I don't see the Planning Commission allowing this, or the Board of Trustees. Does the Township have some guidelines about this, or public speaking time? If there aren't guidelines, there should be. I would think she, like everyone else, needs to sit in the audience. I don't think it would be inappropriate for the Commissioners to direct questions to her, but she shouldn't just be allowed to be

involved in discussions, any more than I am as a CATA Board member. If this is allowed, it seems extremely unfair as well. It is my belief the Transportation Commission should act as formal as all of the other Commissions. People are counting on this Commission to solve some very pressing problems in terms of their ability to get around. It is already unfortunate to me there is only one Redi Ride user seated on as a Commissioner and she is also the only woman. We can't get other Redi Ride users to meetings because the meeting occurs after 5 PM when that service ends. I am losing patience because I feel we need more progress for the immediate future. Allowing outside Commissioners to have an active role in the business of the Commission in terms of discussion will slow this process down. Does my Township really want to help its residents with public transit, or is it so far from everyone's daily lives they cannot get real interested or understand its importance? I have been working on this for over two years now and so has Karla Hudson. I hear complaints every time I ride when others are on the buses. They are all the same...about the school kids.

>
> Please let me know the Township policy when people from other Commissions want to visit, whether they are just allowed to add their opinions to discussions, and also any policy related to public speaking. Does the policy say public speaking at the beginning and the end, or is it just decided upon someone's whim?

> Sincerely,
> Donna Rose

>
>
> -----Original Message-----

> From: Mark Kieselbach [mailto:Kieselbach@meridian.mi.us]
> Sent: Thursday, July 27, 2017 09:36 AM
> To: Donna Rose
> Cc: Chris Hackbarth (chackbarth@mml.org)
> Subject: RE: Public Comment & Speaking Out of Turn

>
> Hi Donna,
> The Environmental Commission member, Marina Ionescu that attended the Transportation Commission meeting was not there because of the presentation. The Environmental Commission had asked her to be their liaison to the Transportation Commission. Similarly the Planning Commission asked one of their members, Jerry Richards, to attend the Transportation Commission meetings as their liaison. Jerry was not able to attend the last meeting. Please let me know if you have any questions. Thank you for your comments.

> Mark
>
>
> Mark Kieselbach
> Community Planning & Development Director kieselbach@meridian.mi.us W
> 517.853.4506
> 5151 Marsh Road | Okemos, MI 48864
> meridian.mi.us

> -----Original Message-----
> From: Donna Rose [mailto:wild-rose@sbcglobal.net]
> Sent: Sunday, July 23, 2017 11:20 PM
> To: Mark Kieselbach <Kieselbach@meridian.mi.us>
> Cc: Ronald Styka <styka@meridian.mi.us>; Frank Walsh
> <walsh@meridian.mi.us>
> Subject: Public Comment & Speaking Out of Turn

>
> Greetings Meridian Transportation Commissioners,

>

> Once again I am writing to plead with you to allow public comment at the beginning and the end of your meetings. Audience may have questions after hearing the entire meeting and even solutions. Also, I may have some answers to some of your questions as well and can let you know at that time. Sometimes I forget them by the time I get home.

>

> I found it extremely annoying that the woman who attended to do a presentation from the Environmental Sustainability committee was allowed to talk after the end of her presentation and during the rest of the meeting. She took a lot of time away from the issues at hand. A couple of months earlier I was admonished for talking. She should have sat in the audience after her presentation, like the rest of us who are not Commissioners. Please apply these rules fairly from now on. I know you were trying to be polite, but you could just nicely explain to her the meeting is reserved for discussion of the Commissioners only.

>

> I sent a message to Manager Walsh discussing ways we could deal with the school children taking up both buses in the afternoon during the school year. Hopefully Mark, who I also copied, will share that with you too. CATA always starts their new transit service for the school year beginning in late August. I think it is quite unfair many of us have been working on these Redi Ride issues for over two years with no improvement really in sight. The school children taking up both buses in the afternoon is one of the major problems affecting capacity.

>

> Thanks,

> Donna Rose

> 6207 Cobblers Drive

> East Lansing, MI 48823

> 517-489-2233

>

>

>

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Saturday, July 29, 2017 1:40 PM
To: 'Sandy Draggoo'; BFUNKHOUSER@CATA.ORG; Andrew Brieschke; Craig Frazier
Cc: Ronald Styka; Frank Walsh; Robert Swanson; Mark Kieselbach
Subject: Redi Ride & the start of school

Greetings,

As you all know we are fast approaching another school year. I have been riding Redi Ride more than usual this summer to attend physical therapy appointments. I have heard from a lot of riders with whom I have shared rides. They report to me they love the service, but they are very disappointed the school children seem to consume the service in the afternoons during the school year. I want those who really need a ride to be able to get one, including school kids who live pretty far from the school, or who need to travel to another school for their sports participation or other related activities. To this point there has been no enforcement of rules that CATA instituted regarding the school children's eligibility to ride. Before the school year begins, I was wondering if we might finally make some changes to enforce these rules so adult riders have a fair chance at getting afternoon rides in Meridian Township.

I will pose the following plan, but I would be open to others. The school districts have staff who are responsible for transportation in their districts. In Okemos, for example, it is a man named Todd. He served with me on our Redi Ride committee last year. My riding experience, when I am able to get an afternoon ride, is that the school kids often ride home for very short distances, but CATA has rules prohibiting this in their agreement with Meridian Township. Also, it appears children sometimes ride who have been sanctioned from riding the regular school bus for reasons of poor conduct. I don't believe these students should be allowed to just transfer to Redi Ride either because they can pose problems for Redi Ride operators as well. I have also noticed the Redi Ride operators sort of become like driving baby-sitters. I don't think they feel comfortable being placed in this position. As well, I have ridden with kids as young as 4 years old. I feel CATA and Meridian Township are saddled with an extra unnecessary burden transporting children who are this young. I think it would be best to have an age requirement for riding alone unaccompanied by an adult. So my solution to these issues would be to ask Todd to verify those who live far enough away from the school to still be eligible for service and provide CATA with a list of these individuals for which CATA call takers can refer when making rides. Children who are eligible to ride could also be given eligibility cards to verify their eligibility to operators.

Our Redi Ride millage will be on the ballot for reauthorization next year, or in some form or another. So if we can better control the "school bus" aspect of this service I feel our millage will be more likely to pass. I say this because, although the kids can consume the time of our two Redi Ride buses in the afternoon, there are a lot of other adults who would like to get rides during this time and cannot. Parents whose children would not be eligible to ride, may still have their children riding the service to homes of friends or shopping, so they are likely to vote for a millage. It is a very popular and needed service in our township due to the limited number of fixed routes. According to Andrew, most people who ride are not eligible for Spectran. So this is a vital service for adults in our township.

I hope you will consider this plan, or another, very soon prior to the school year so we can ensure availability for adults who want to ride too.

Sincerely,
Donna Rose
CATA Board Member

"In the End, we will remember not the words of our enemies, but the silence of our friends."-- Dr. Martin Luther King, Jr

Mark Kieselbach

From: LeRoy Harvey
Sent: Tuesday, July 25, 2017 12:58 PM
To: Mark Kieselbach
Cc: john Sarver; Judy Kindel (kindelj1@gmail.com); Roger; JoAnn Render; Heidi Porter (heidiporter@gmail.com); Derek Perry
Subject: Thank you Transportation Commissioners!
Attachments: MeridianClimatePlan7-29-17.docx

Dear Transportation Commissioners,

On behalf of our Energy Team, thank you for squeezing us in to your busy agenda last week. We appreciated your questions and comments on the Climate Sustainability Plan and made changes.

If you have additional changes, questions, or suggestions, please pass them along by Thursday if possible. We look forward to working with you in implementing this Plan in the months and years to come.

Thanks again,

LeRoy



LeRoy Harvey
Recycling & Energy Coordinator
harvey@meridian.mi.us
W 517.853.4466 | C 517.505.2809
5151 Marsh Road | Okemos, MI 48864
meridian.mi.us

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Monday, July 31, 2017 6:00 PM
To: 'Sandy Draggoo'
Cc: 'Andrew Brieschke'; 'Brad Funkhouser'; 'Craig Frazier'; Ronald Styka; Frank Walsh; 'Robert Swanson'; Mark Kieselbach
Subject: RE: Redi-Ride

Hi Sandy,

Well, what has been done thus far hasn't worked well. Kids get dropped off closer than ½ mile. I have been on the Redi Ride when this has happened. Perhaps you should talk to your Redi Ride operators to find out just what is actually happening, That is, if you don't believe me and a bunch of others riding Redi Ride. Saying you have already initiated the solution when I am reporting to you there are still issues, seem so nonproductive. Perhaps we could focus on different ways to figure this out. It is not helping with whatever measures have already been taken. Maybe call takers don't screen school kids scheduling? Something isn't working the way it should.

The figures you quote here regarding Redi Ride usage are different than those given to the Transportation Commission by Andrew at the beginning of the year. Then he quoted 30% of people with disabilities and 70% riders without disabilities.

I don't think it is ever smart for any public transit service to allow 4 year olds to ride. They could get off at the wrong spot, get lost, be kidnapped, sexually abused by another rider. How can it make sense? Why does that seem fine to everyone? I certainly don't want to be indicted for not properly protecting young children. Even on the school buses this stuff happens.

Sandy, I am pleading with you to do something different to help Meridian improve its Redi Ride Service. I gave you a good suggestion. We cannot take it for granted a new Redi Ride millage will pass here. People say they are tired of paying for a school bus when adults need rides in the afternoons too. But if nothing changes, there will either be full or partial outsourcing or a lack of millage support. Please, even though you will no longer be here, think of a way to be helpful. The status quo must be reworked. I want CATA to keep providing this service, but you have to realize CATA is not the only game in town, and others are keen on this fact. There have got to be ways to please the community as a whole.

Very sincerely,
Donna Rose
CATA Board Member

"In the End, we will remember not the words of our enemies,
but the silence of our friends."-- Dr. Martin Luther King, Jr

Access delayed is access denied.

From: Sandy Draggoo [mailto:SDraggoo@cata.org]
Sent: Monday, July 31, 2017 04:56 PM

Mark Kieselbach

From: Sandy Draggoo <SDraggoo@cata.org>
Sent: Monday, July 31, 2017 4:56 PM
To: Donna Rose
Cc: Andrew Brieschke; Brad Funkhouser; Craig Frazier; Ronald Styka; Frank Walsh; Robert Swanson; Mark Kieselbach
Subject: Redi-Ride

Donna:

We received your email about Meridian Redi-Ride of July 29th and I wanted to respond to you. I will try to cover your points that you spoke about.

1. You stated that "there has been no enforcement of rules that CATA instituted regarding the school children's eligibility to ride".

CATA staff has made contacts with the schools within Meridian Township (Okemos and Haslett) to ask them to give us an updated list of the streets that are within the boundaries of 1 ½ miles of their school. We have also contacted Holt Schools. That is the boundary that we have been using to provide Redi-Ride Service because those students located within this 1 ½ mile boundary area are not eligible for school transportation. Our Agreement with Meridian Township states that when school transportation is available to a student, transportation to/from their school will not be provided by the Redi Ride service and we have done our due diligence to uphold this part of the Agreement.

2. Also stated was "it appears children sometimes ride who have been sanctioned from riding the regular school bus for reasons of poor conduct".

CATA does not rely on other entities to give us "poor conduct" lists. All persons are judged by our rules of conduct and are disciplined accordingly. Redi Ride operators are the same as fixed route operators and have the same authority on their individual bus. They are trained on how to deal with difficult situations.

3. "I think it would be best to have an age requirement for riding alone....."

CATA does not have an age requirement for riding alone. This is for ALL of our buses.

4. "Most people who ride are not eligible for SpecTran. So this is a vital service for adults in our township."

We agree that this is a vital service for adults and all persons in the township. We would like to give you the exact percentages of riders in Meridian Township. These are the actual riders in 2016 on the Redi-Ride buses:

Persons with Disabilities	45%
Youth	28%
Regular	12%
Senior	10%
Free	5%



Federal Railroad Administration Locomotive Horn Sounding and Quiet Zone Establishment Fact Sheet

Why Do Locomotives Need to Sound Their Horns?

Since their inception, railroads have sounded locomotive horns or whistles in advance of grade crossings and under other circumstances as a universal safety precaution. During the 20th century, nearly every state in the nation enacted laws requiring railroads to do so. Some states allowed local communities to create “whistle bans” where the train horn was not routinely sounded.

In accordance with a statutory mandate, FRA issued regulations which took effect in 2005 that require locomotive horns be sounded in advance of all public highway-rail crossings, and provide local communities the option of silencing them by establishing quiet zones. Under the Federal regulation, locomotive engineers must sound train horns for a minimum of 15 seconds, and a maximum of 20 seconds, in advance of all public grade crossings, except:

- If a train is traveling faster than 45mph, engineers do not have to sound the horn until it is within $\frac{1}{4}$ mile of the crossing, even if the advance warning is less than 15 seconds.
- If a train stops in close proximity to a crossing, the horn does not have to be sounded when the train begins to move again.
- A “good faith” exception at locations where engineers can’t precisely estimate their arrival at a crossing.

Wherever feasible, train horns must be sounded in a standardized pattern of 2 long, 1 short and 1 long and the horn must continue to sound until the lead locomotive or train car occupies the grade crossing. The minimum volume level for locomotive horns is 96 decibels and the maximum volume level is 110 decibels.

Establishing a Quiet Zone

Only local governments or public agencies may establish a quiet zone, which must be at least $\frac{1}{2}$ mile in length, and have at least one public highway-rail grade crossing. Every public grade crossing in a quiet zone must be equipped at minimum with the standard or conventional automatic warning devices (i.e. flashing lights and gates). Communities have the option to establish partial quiet zones restricting locomotive horn sounding during overnight hours between 10:00 P.M. to 7:00 A.M.

Local governments must work in cooperation with the railroad that owns the track, and the appropriate state transportation authority to convene a diagnostic team to assess the risk of collision at each grade crossing where they wish to silence the horn. An objective determination is made about where and what type of additional safety engineering improvements are necessary to effectively reduce the risk associated with silencing the horns based on localized conditions such as highway traffic volumes, train traffic volumes, the accident history and physical characteristics of the crossing, including existing safety measures.

Examples of additional safety engineering improvements that may be necessary to reduce the risk of collisions include: medians on one or both sides of the tracks to prevent a motorist from driving around a lowered gate; a four-quadrant gate system to block all lanes of highway traffic; converting a two-way street into a one-way street; permanent closure of the crossing to highway traffic; or approved variations of these treatments.

As an alternative to quiet zones, communities may also choose to silence locomotive horns through the installation of wayside horns at each crossing (train-activated stationary acoustical devices directed at highway traffic), as a one for one substitute for train horns.

Once all necessary safety engineering improvements are made, the local community must certify to FRA that the required level of risk reduction has been achieved. A quiet zone may only take effect after all necessary safety measures are installed and operational.

Notably, in a quiet zone engineers have no legal duty to sound the horn, but may exercise discretion during emergency situations (i.e. the presence of a vehicle or a person on the track). Under federal regulations, engineers must sound the horn to warn railroad maintenance employees or contractors working on the tracks. If a railroad or individual engineer fails to sound the locomotive horn as required or is unnecessarily sounding the horn in an established quiet zone, they are subject to enforcement action by FRA.

Pre-Rule Quiet Zones In some locations, communities had legacy “whistle bans,” which were established by local ordinance or through agreements with railroads in accordance with state laws, or through informal agreements honored or abided by a railroad. Whistle ban communities were required by law and FRA’s regulations to affirmatively state their intention to preserve them by submitting specific paperwork converting the ban to a “pre-rule quiet zone.” Those that failed to do so lost their special status and railroads resumed routine sounding of horns. Pre-rule quiet zone communities that completed the required paperwork were granted an extended grace period (from 5 to 8 years) to achieve compliance with certain rule requirements.

Additional information can be found at: <http://www.fra.dot.gov/Page/P0104>

FRA Office of Public Affairs
(202) 493-6024
www.fra.dot.gov
February 2013

Mark Kieselbach

From: Tim Potter <flyingdutchman63@gmail.com>
Sent: Saturday, August 12, 2017 10:09 PM
To: Fisher, Thomas (MDOT)
Cc: Chris Hackbarth (chackbarth@mml.org); Phil Deschaine (phildeschaine@gmail.com); Karla Hudson (Hudson.kc@live.com); Jon Kolbasa (hiphomes@outlook.com); Steven Vagnozzi (svagnozzi@comcast.net); Mark Kieselbach; David Hall; Frank Walsh; Derek Perry; Thompson, Willard (MDOT)
Subject: M-43 maintenance requests

Mr Fisher,

I've noticed your maintenance crew out on M-43 in our Twp recently. They've done some needed crack sealing and chip sealing work. There are some really badly deteriorating sections in the W. bound right lane area between Dobie and Marsh Rd. that are quite hazardous for me while bicycling. These are large areas which are beyond simple crack sealing and really need repaving.

Additionally, the numerous sunken manhole covers have not been addressed along M-43 thru our Twp. on into the City of E. Lansing jurisdiction. I noticed some minor asphalt patching was done around the lids which has done very little to lessen the 2-3 maybe 4 in. drop to the lid from the road surface.

Like naturally occurring potholes these are hazardous and potentially damaging to all road users especially bicyclists and motorcyclists. Most of them are in the area west of the Park Lk. Rd intersection repaved most recently but there is also one just 500 ft west of the Cornell Rd intersection too.

There are some inexpensive fixes for these that I've located w some Googling of the topic:
http://www.pwmag.com/roadways/so-many-manholes-so-little-time_o?o=0

I hope these problems can still be rectified in this construction season.

Thank you for your attention to these hazards.

Tim Potter

Sent from Tim Potter's mobile

On Apr 18, 2017, at 4:04 PM, Tim Potter <flyingdutchman63@gmail.com> wrote:

Thank you for the information and review of my requests for more information about what the steps are to initiate a formal request for such safety improvements to M-43.
We'll discuss this in our next meeting on Apr. 27.

Tim

PS: While your crew is out doing repairs to the sunken manhole covers on M-43 there are several more along the curb-side west-bound lane in Mer. Twp. heading into E. Lansing including ones that are in the segment that was completely renovated just a few years ago which are very hazardous for bicyclists and also deep enough to cause possible damage to motor

vehicles. Many vehicles swerve into the other lane to avoid hitting them creating crash hazards. Thanks in advance for having them repaired.

On Thu, Apr 13, 2017 at 5:28 PM, Fisher, Thomas (MDOT) <FisherT1@michigan.gov> wrote:

Mr. Potter,

I apologize for the delayed response as I have been out of the office for much of the past 2 weeks. With that being said, I hope that I am able to address most of your questions.

1) *When are the segments of M-43 from Marsh to Dobie and also from Cornell to Oak Pointe (St. Martha's Church) planned to be resurfaced?*

-I talked to Keith Simons about this. We are aware of the condition of the road, however, neither one of these segments are currently in our 5-year plan. Unfortunately, there are many miles of road in our area that are as bad or in worse condition as this section of M-43. With the limited funding that MDOT has, we are struggling with pavement condition throughout our area. We will continue to monitor this corridor, and we will program it as soon as we can.

2) *There are also some large problem areas within the M-43 / Okemos Rd. intersection which are hazardous; one manhole cover (towards the north side of the intersection) is sunken by 3-4 inches which can cause crashes and damage to vehicles traveling thru that intersection.*

-Our maintenance forces did a temporary fix this winter, and they should be addressing the manhole in the M-43/Okemos Road intersection with a more long-term fix soon. I will check with them to make sure this is addressed quickly.

3) *What is the process for requesting a safe mid-block crossing across M-43 for pedestrians crossing from the Meijer entrance to the restaurants/Meridian Mall/bus stop on the north side? The Michigan Traffic Crash Facts show us that, from 2004 - 2015, there were 307 people involved in 94 crashes. While these didn't all involve pedestrians, I believe we can all agree that there are more crashes in this area than any of us want to see continue if we can do anything about it. Is it possible to install a safe midblock crossing? Could the existing signal be reconfigured to allow a pedestrian crossing of M-43?*

-Based on my review of the website you linked to, and after reviewing our own crash database, it appears that there have been 5 pedestrian crashes along this section of M-43 since 2004. Of those 5, I think that 3 can be considered "midblock crossing" crashes.

-Although I don't have an origin-destination study to determine where pedestrians are coming from/going to, my understanding is that the majority of pedestrians crossing in this midblock area are using the bus stop in front of McDonald's.

-Due to the number of access points in this segment, I'm not sure where a midblock crossing could be installed to allow for a safe crossing for pedestrians. Refuge islands can work when they are installed in

the right locations, but access management/driveway consolidation would need to occur before installing one here.

-I am not opposed to modifying the existing signal at the Meridian Mall to accommodate a pedestrian crossing; however, I'm not sure that many pedestrians would use this considering that this route would not be much shorter than the existing route (crossing at Okemos Road signal). Considering the age of the signal, we may need to fully modernize it to make the required changes, which would significantly increase the cost of this seemingly minor project.

4) *The MDOT Guidance for Trunkline Main Streets document makes it pretty clear that there is a process for townships to consider changes to our "main street" (M-43 in our case) to make them safer and more attractive for visitors and residents. Can you please give us a brief summary of how our commission might explore that process?*

-The township board would need to put together an official resolution to have MDOT evaluate whatever requests/changes the township/MTC would propose. Also, it would be beneficial for all of us to meet ahead of time to make sure everyone is on the same page and that whatever requests/changes are proposed are actually feasible.

Hopefully this email has addressed all of your questions. Please feel free to contact me again if you should have any other questions or concerns. Thanks.

Tom

Thomas J. Fisher, P.E.

Operations Engineer Manager, Lansing TSC

Michigan Department of Transportation

2700 Port Lansing Road | Lansing, MI 48906

D [517.335.3707](tel:517.335.3707) | M [517.285.9331](tel:517.285.9331) | F [517.335.3752](tel:517.335.3752)

FisherT1@michigan.gov



6. A.

To: Transportation Commission Members

From: 
Derek N. Perry, Assistant Township Manager
Director of Public Works & Engineering

Date: August 18, 2017

Re: Railroad Quiet Zone Preliminary Study

For several years the Township Board has discussed the concept of implementing a Railroad Quiet Zone to eliminate the need for trains to use their horn at crossings when they traverse our community. In 2017, the project was formally included into the annual Township Board goal document and the attached preliminary study is the result of the effort to investigate the issue in detail.

On Thursday (08/24/17) night, representatives of Abonmarche will present the findings of the study to the Transportation Commission and be available to answer questions regarding the attached document.

Township staff recently met with the Ingham County Road Department to discuss potential funding and implementation options for the program in Meridian Township. We will continue our discussion with the Road Department in an effort to move forward with the recommendations.



PRELIMINARY STUDY: RAILROAD QUIET ZONES

Prepared for:

The Charter Township of Meridian
5151 Marsh Road
Okemos, Michigan 48864

Prepared by:



95 West Main Street, Benton Harbor, MI 49022 • 269.927.2295
abonmarche.com

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Introduction

The Federal Railroad Administration (FRA) requires trains to blow whistles for at least 15 seconds before every public grade crossing to maintain the safety of the crossing and reduce the potential for collisions. This whistle blowing can impact the quality of life and home values for the environment near the tracks.

One option for mitigating this noise pollution is for municipalities to establish quiet zones. Quiet zones must extend for at least ½ mile of track and may include one or several crossings. To be considered for a quiet zone, crossings must, at a minimum, have active warning devices such as flashing lights, gates, constant warning train detection systems and power out indicators. Once these basics are provided, the process of seeking a quiet zone can be pursued by improving the crossing to meet one of the following criteria:

- The Quiet Zone Risk Index (QZRI) is less than or equal to the Risk Index with [Train] Horns Sounding (RIWH)
- The QZRI is less than the National Significant Risk Threshold (NSRT)

The NSRT is determined annually. Crossings established as quiet zones based on being less than the NSRT require more frequent reevaluation. It may be a more conservative practice to establish a quiet zone based on the RIWH. The QZRI can be reduced through the implementation of one of many possible Supplementary Safety Measures (SSMs) as described in Figure 1.

SSM CODES | other codes

- 1 Temporary Closure of a Public Highway-Rail Grade Crossing
- 2 Permanent Closure of a Public Highway-Rail Grade Crossing
- 3 Grade Separation of a Public Highway-Rail Grade Crossing
- 4 Four-Quadrant Gates Upgrade from Two Quadrant gates, No Vehicle Presence Detection
- 5 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and no Vehicle Presence Detection
- 6 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with Vehicle Presence Detection
- 7 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and Vehicle Presence Detection
- 8 Four-Quadrant Gates New Installation, No Vehicle Presence Detection
- 9 Four-Quadrant Gates New Installation with medians and no Vehicle Presence Detection
- 10 Four-Quadrant Gates New Installation with Vehicle Presence Detection
- 11 Four-Quadrant Gates New Installation with medians and Vehicle Presence Detection
- 12 Mountable medians with Reflective Traffic Channelization Devices
- 13 Non-Traversable Curb Medians with or without Channelization Devices
- 14 One-Way Streets with Gates

Figure 1: Available SSM codes for use in reducing Quiet Zone Risk Index

The QZRI can also be reduced through the use of other Alternative Safety Measures (ASMs), with written permission from the FRA. Upgrading crossings to reduce the QZRI to an acceptable value can cost anywhere from \$3,000 to over \$1 million depending on what measures are necessary to improve safety. [1] The SSMs required to meet these criteria can be determined by utilizing the FRA Quiet Zone Calculator to implement SSMs and evaluate their reduction of risk. If a quiet zone is implemented, the crossing warning signs must be upgraded to include a warning that horns are not being used at the crossing. The FRA recommends a diagnostic team be created to evaluate the crossings in the proposed quiet zone. A diagnostic team evaluation is **required** for proposed quiet zones which include private crossings. Diagnostic teams consist of representatives from the public authority,



railroad, State agency responsible for crossing safety and FRA grade crossing managers before a quiet zone is created.

Background

The Charter Township of Meridian requested an investigation into the requirements and feasibility of establishing a railroad quiet zone on the rail lines that stretch through the township. An interested citizen completed preliminary research and petitioned the township to pursue this endeavor. According to MDOT, no Michigan regulations or state statutes are available pertaining to whistle blowing, so only the federal guidelines apply. [3] Michigan is in Region 4 of the FRA, based out of Chicago. [4] Two rail lines cross through the township: CSX and CN as the Grand Western Trunk Railroad (GTW).

Railroad Crossings of Interest

CSX Rail Line Evaluation

The current CSX line from East Mount Hope Road to Meridian Road in the Charter Township of Meridian is an approximately 5.5 mile stretch of track with 8 at-grade crossings including one private crossing, depicted in Figure 2. 1 day train and 1 night train cross through the township daily.



Figure 2: Aerial map depicting 5.5 miles of CSX railroad crossings in the Charter Township of Meridian



Preliminary findings based on Google Earth street view and a field visit to each CSX crossing are summarized in the following table:

At Grade Crossing	Sidewalk		Detectable Warnings	Lights	Bells	Gates	Signage	Pavement Markings	Existing SSMs (# from Fig. 1)
	W	E							
E Mt Hope Rd	<input type="checkbox"/>	<input type="checkbox"/>	n/a	<input checked="" type="checkbox"/>					
S Hagadorn Rd	<input checked="" type="checkbox"/>	<input type="checkbox"/>	n/a	<input checked="" type="checkbox"/>					
Hulett Rd	<input type="checkbox"/>	<input type="checkbox"/>	n/a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Okemos Rd	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Dobie Rd	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Sylvan Glen Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Van Atta Rd	<input type="checkbox"/>	<input type="checkbox"/>	n/a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Meridian Rd	<input type="checkbox"/>	<input type="checkbox"/>	n/a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

The public crossings at Hulett Road and Meridian Road need to be upgraded to include gates before a quiet zone could be considered for the entire length. MDOT would not financially contribute to these improvements as there is not a measureable safety benefit to implementing a quiet zone; therefore all the funding must come from the road authority. The Michigan Department of Transportation's Office of Rail advised that the cost of implementing new lights and gates systems at a crossing would depend on the complexity of the crossing such as its proximity to other crossings, but may be estimated to cost \$300,000 per crossing.

The private crossing at Sylvan Glen Road appears to serve two homes from a private drive and only has signs as a crossing warning, see Figure 3. A private crossing's risk index is not factored into the overall QZRI, but requires diagnostic team review during consideration of a quiet zone. At a minimum the FRA requires private crossings in a quiet zone to have a stop sign and a sign signifying "no horn".



Figure 3: Private CSX crossing on Sylvan Glen Road



The FRA conducts crossing inventories which include: crossing location, railroad information, traffic control device information, physical characteristics, and public highway information. The most recent inventory forms for the crossings within Meridian Township along the CSX railroad can be found in Appendix A. To establish a quiet zone, these forms would need to be updated within a year preceding a request for a quiet zone.

Assuming the minimum required updates could be completed by adding gates at the Hulett Road and Meridian Road crossings, the FRA's Quiet Zone Calculator can be utilized to determine the current risk indices at each crossing as shown in Figure 4.

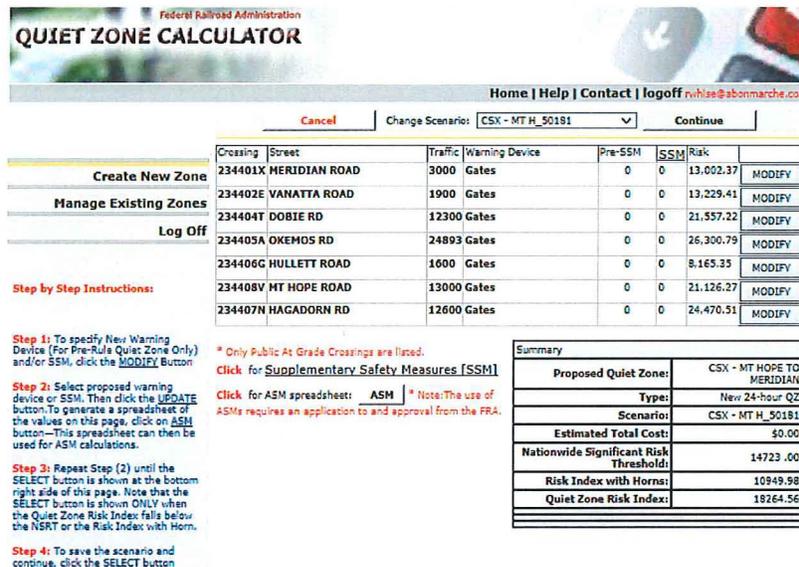


Figure 4: Quiet Zone Evaluation of the CSX Railroad in the Charter Township of Meridian including lights and gates at Hulett and Meridian Roads

The quiet zone calculator result indicates that additional safety measures beyond the implementation of gates would be required to improve the crossings to meet the qualifications of a quiet zone since the QZRI is higher than the NSRI and the RIWH.

SSM 12 is defined as mountable medians with channelization devices and is the most cost effective SSM option; SSM 13 is a non-traversable curb median with or without channelization devices, as defined in Figure 1. Each of these methods requires implementation for 100 feet along the roadway on either side of the crossing. Driveway entrances are located within 100 feet from the crossing at Hagadorn, Okemos, Dobie, and Meridian Roads making the implementation of SSMs 12 and 13 impossible without impeding access. SSM 12 could be installed at the crossing on Mount Hope, Hulett, and Van Atta Roads with no impacts on driveways. The result of constructing those improvements is shown in Figure 5.



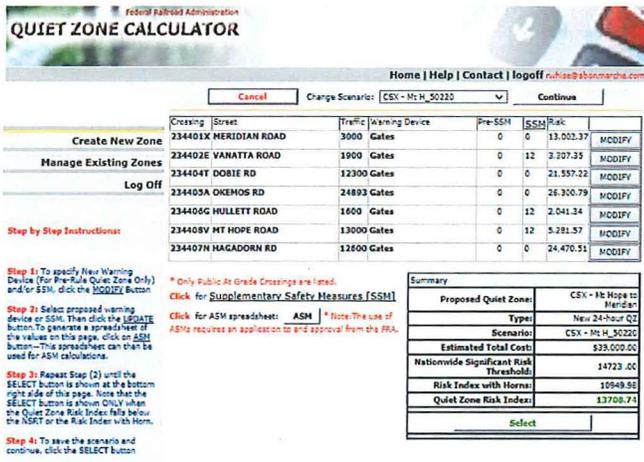


Figure 5: Risk calculation with installation of SSM 12 at CSX crossings on Mt. Hope, Hulett, and Van Atta Roads

While installing SSM 12 at Mount Hope, Hulett, and Van Atta Roads does make the quiet zone technically acceptable by reducing the QZRI lower than the NSRI, it is advised that improving overall safety in the quiet zone should concentrate first on reducing risk at the highest-risk crossings. The following two options were, therefore, also considered. The driveways within 100 feet of the crossing at Okemos Road appear to receive low volume use, so impeding access may not be very impactful. Figure 6 shows that implementing SSM 13 at the Okemos Road crossing and SSM 12 at Van Atta Road would be adequate to reduce the risk within the zone to below NSRI.

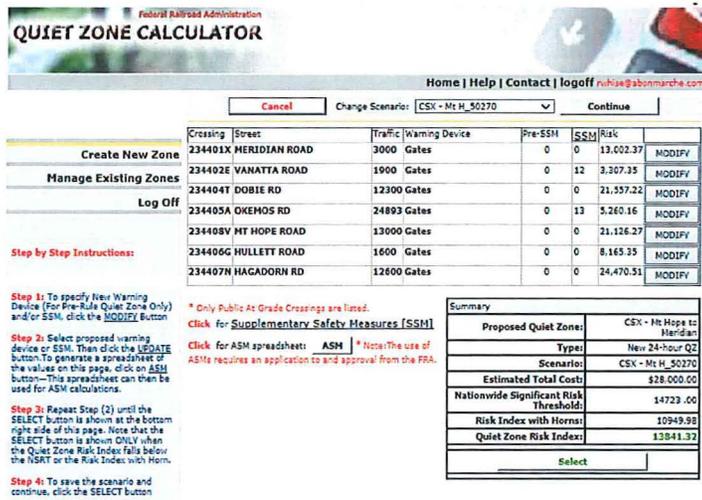


Figure 6: CSX Quiet Zone with SSM 13 at Okemos Road and SSM at Van Atta Road



Because a quiet zone only has to extend for a continuous 0.5 miles of track, a quiet zone could be implemented from the Okemos Road crossing to Van Atta Road crossing, a distance of 2.91 miles shown in Figure 7.



Figure 7: Aerial map depicting 2.91 miles of CSX railroad crossings in the Charter Township of Meridian

The cost would be significantly reduced because of the elimination of the upgrade costs required at the Hulett Road and Meridian Road crossings. Running the quiet zone calculator again yields the results shown in Figure 8. Since the QZRI is greater than the NSRI and the RIWH, some additional improvements are necessary.

Federal Railroad Administration
QUIET ZONE CALCULATOR

Home | Help | Contact | logoff rvh15e@kbom.maraha.com

Cancel Change Scenario: [SHORTER_CS_30235] Continue

Create New Zone	Crossing Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
	234402E VANATTA ROAD	1900	Gates	0	0	13,229.41	MODIFY
Manage Existing Zones	234404T DOBIE RD	12300	Gates	0	0	21,557.22	MODIFY
Log Off	234405A OKEMOS RD	24893	Gates	0	0	26,300.79	MODIFY

Summary

Proposed Quiet Zone:	Shorter CSX - Okemos to Van Atta
Type:	New 24-hour QZ
Scenario:	SHORTER_CS_30235
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	14723.00
Risk Index with Horns:	12207.72
Quiet Zone Risk Index:	20362.47

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 NSRI or the Risk Index with Horns.

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

* Only Public At Grade Crossings are listed.
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.

Figure 8: Proposed 2.91 mile long CSX quiet zone



If SSM 13 was implemented at the Okemos Road crossing as discussed previously, the risk would be reduced enough to implement a quiet zone from Okemos Road to Van Atta Road, see Figure 9.

Quiet Zone Calculator

Home | Help | Contact | logoff rwhite@bonmarche.com

Cancel Change Scenario: Shorter_CS_50269 Continue

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
234402E	VANATTA ROAD	1900	Gates	0	0	13,229.41	MODIFY
234404T	DOBIE RD	12300	Gates	0	0	21,537.22	MODIFY
234405A	OKEHOS RD	24893	Gates	0	13	3,260.16	MODIFY

Step by Step Instructions:

* Only Public At Grade Crossings are listed.
 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.

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

Summary	
Proposed Quiet Zone:	Shorter CSX - Okemos to Van Atta
Type:	New 24-hour QZ
Scenario:	Shorter CS_50269
Estimated Total Cost:	\$15,000.00
Nationwide Significant Risk Threshold:	14723.00
Risk Index with Horns:	12207.72
Quiet Zone Risk Index:	13348.93
Select	

Figure 9: 2.91 mile long CSX Quiet Zone with SSM 13 at Okemos Road



CN Rail Line Evaluation

The CN railroad travels as the Grand Trunk Western Railroad (GTW) for approximately 6.7 miles through the Charter Township of Meridian. Figure 10 shows the 5 public at-grade crossings.

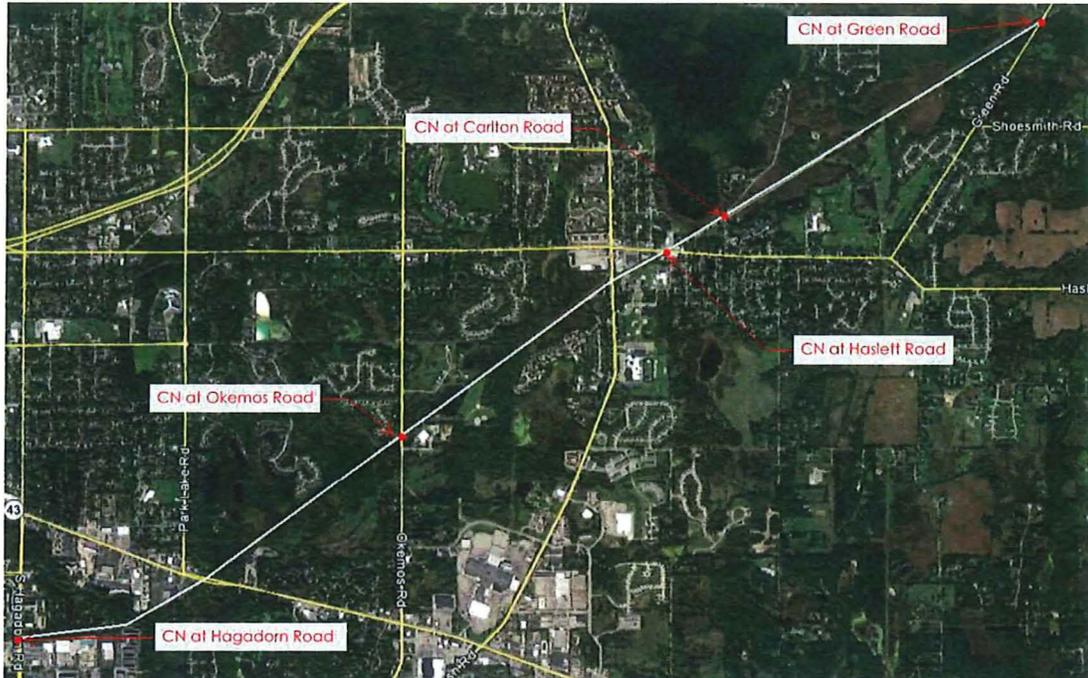


Figure 10: Aerial map depicting 6.7 miles of CN railroad crossings in the Charter Township of Meridian

Preliminary findings utilizing Google Earth street view and a field visit to each CN crossing are summarized in the following table:

At Grade Crossing	Sidewalk			Lights	Bells	Gates	Signage	Pavement Markings	Other SSMS (# per Figure 1)
	W	E	Detectable Warnings						
Hagadorn Rd	☒	☒	☒	☒	☒	☒	☒	☒	14, Z-gate
Okemos Rd	☐	☒	☒	☒	☒	☒	☒	☒	
Haslett Rd	☒	☒	☐	☒	☒	☒	☒	☒	
Carlton Rd	☐	☐	n/a	☒	☒	☒	☒	☒	
Green Rd	☐	☐	n/a	☒	☒	☒	☒	☒	



Hagadorn Road marks the division between the Charter Township of Meridian and the City of East Lansing, specifically Michigan State University's campus. At this railroad crossing there is a Z-gate, shown in Figure 11, on the East Lansing side of the street, which acts as a passive warning device to alert pedestrians to the fact they are about to cross the tracks.



Figure 11: A z-gate used as a passive warning system to pedestrians of railroad crossing on East Lansing side of Hagadorn Road

The inventory forms for the crossings within Meridian Township along the CN railroad can be found in Appendix B. The CN railroad has much heavier train traffic than the CSX railroad with 17 trains daily and 1 train each night.

Hagadorn Road acts as a divided road at this crossing, and the curb height is the required 6" to be considered a preexisting SSM 13. The calculator shows, in Figure 12, that the QZRI is lower than the RIWH at the current conditions; therefore it is possible a quiet zone could be established without additional SSM installation.

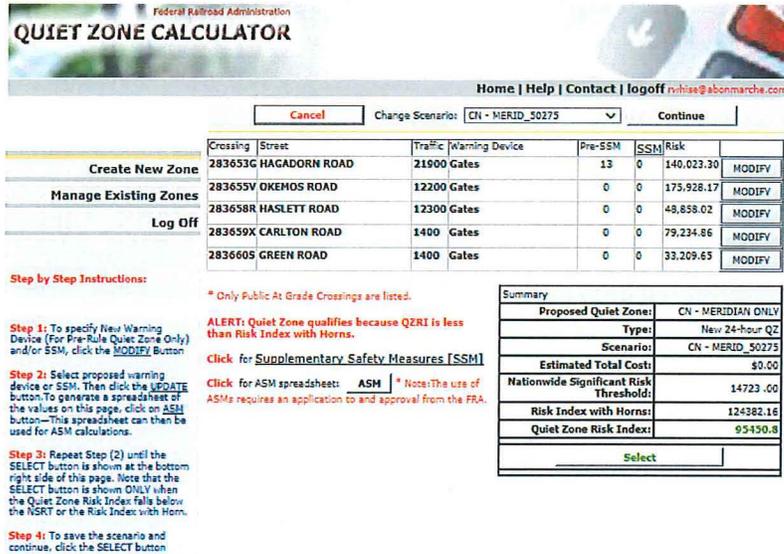


Figure 12: Current quiet zone evaluation of the CN railroad in the Charter Township of Meridian

Alternative options

As an alternative to quiet zones, communities may choose to silence locomotive horns through the installation of wayside horns, like the one in Figure 13, at each crossing as a one for one substitute for train horns. Wayside horns are directed at the highway at their installed crossing so they confine the noise to a radius directly around the crossing as compared to a locomotive horn being sounded along the track before reaching the crossing.



Figure 13: A wayside horn



Costs

CSX Quiet Zone

Option 1: E Mount Hope Road to Meridian Road

The costs associated with upgrading 5.5 miles of CSX crossings in the Township to Quiet Zone appropriate risk levels are summarized in the following table and shown in Figure 14.

Cost Location	Cost Description	Price
Every Public Crossing	Update USDOT Inventory Forms (7)	\$7,000
Hulett Road	Upgrade to lights and gates	\$300,000
Hulett Road	New pavement marking on S side	\$305
Okemos Road	Implement SSM 13	\$23,000
Van Atta Road	Implement SSM 12	\$15,000
Meridian Road	Upgrade to lights and gates	\$300,000
Meridian Road	New pavement marking on N side	\$305
Every Crossing	Install "No Horn" Signs (16)	\$2,880
	Total	\$648,490



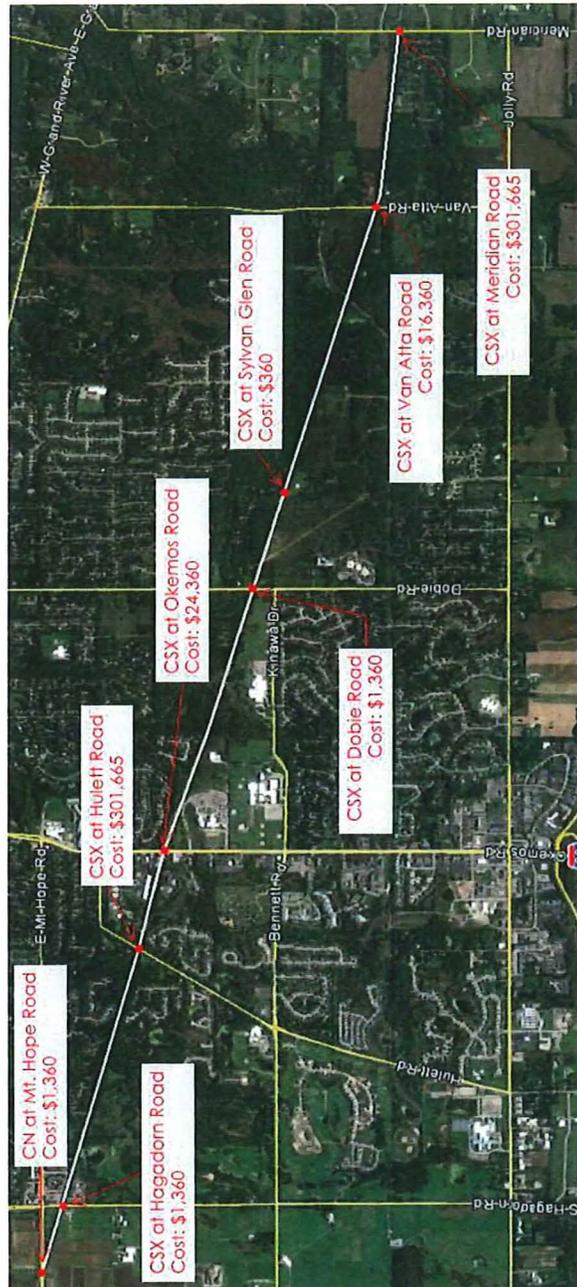


Figure 14: Quiet zone implementation costs at each CSX crossing from Hagadorn Road to Green Road as described in Option 1



Option 2: Okemos Road to Van Alta Road

The costs associated with upgrading 2.91 miles of CSX crossings in the Township to Quiet Zone appropriate risk levels are summarized in the following table and shown in Figure 15.

Cost Location	Cost Description	Price
Every Public Crossing	Update USDOT Inventory Forms (3)	\$3,000
Okemos Road	Implement SSM 13	\$23,000
Every Crossing	Install "No Horn" Signs (8)	\$1,440
	Total	\$27,440





Figure 15: Quiet zone implementation costs at each CSX crossing from Okemos Road to Van Atta Road as described in Option 2



CN Quiet Zone

Hagadorn Road to Green Road

The preexisting SSM 13 at Hagadorn Road reduces the quiet zone's risk index to an acceptable level without further safety measures being taken. The cost of the minor tasks needed to meet the standards is summarized in the following table.

Cost Location	Cost Description	Price
Every Public Crossing	Update USDOT Inventory Forms (5)	\$5,000
Green Road	Install pavement marking on S side	\$305
Every Crossing	Install "No Horn" Signs (10)	\$1,800
	Total	\$7,105

Option 1: Additional Suggested Safety Improvements

During the investigation it was discovered that the Haslett Public Schools are in close proximity to the Haslett Road – CN railroad crossing. Due to school's proximity, more, younger pedestrian traffic is prevalent at this crossing than others. Implementation of Z-gates like the one on Michigan State University's campus at the CN Hagadorn Road crossing would improve safety by making pedestrians more aware as they approach the crossing. The cost associated with moving forward with this option is described in the following table and shown in Figure 16.

Cost Location	Cost Description	Price
Haslett Road	Z-gates at each pedestrian approach	\$30,000
	Total	\$30,000



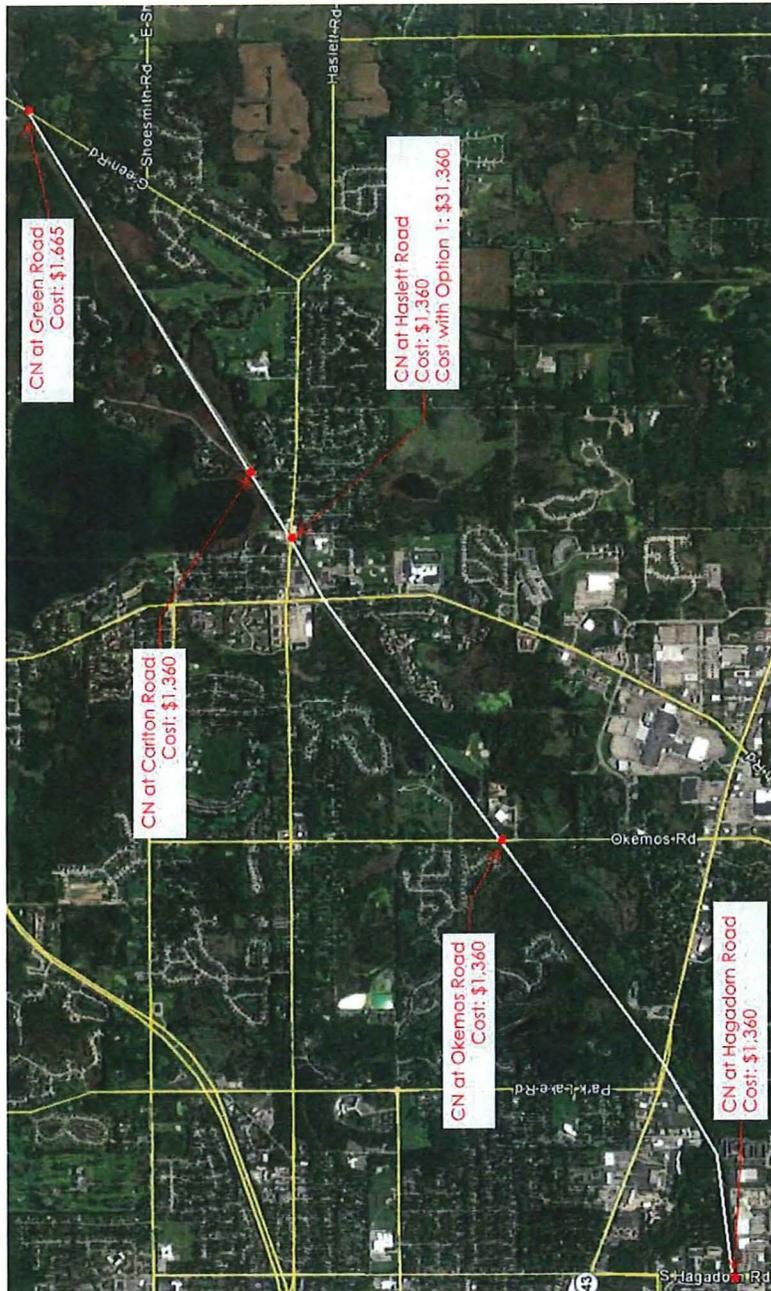


Figure 16: Quiet zone implementation costs at each CN crossing including the Z-gate option at the Haslett Road



Next Steps

CSX Quiet Zone

If the Charter Township of Meridian decides to pursue a quiet zone on the CSX railroad from either Mount Hope Road to Meridian Road or Okemos Road to Van Atta Road, the following steps are recommended. [5]

1. Upgrade all public crossings to include, at a minimum, lights and gates with constant warning time devices and power out indicators before a quiet zone. The crossings at Hulett Road and Meridian Road both only have lights currently.
2. Update the U.S. DOT Crossing Inventory Forms for each crossing within the proposed quiet zone within a year of the proposal as required by the FRA.
3. Provide a Notice of Intent (NOI) to: railroads who utilize the crossings, the State agency responsible for highway safety and the State agency responsible for crossing safety with the location of the proposed quiet zone and the tentative plan to improve safety to the standards necessary. Because the public authority of the roads in the Charter Township of Meridian is Ingham County, the diagnostic team would likely include a representative from the County.
4. Install the most cost-effective risk-abating solutions. An application must be filed with the FRA if any ASMs are being used.
5. Update the pavement markings at the Hulett and Meridian Road crossings if included in the quiet zone and the signage for all private, public, and pedestrian crossings.
6. Establish a quiet zone by providing a Notice of Quiet Zone Establishment; the quiet zone can take effect no sooner than 21 days after the Notice is mailed.

CN Quiet Zone

If the Charter Township of Meridian decides to pursue a quiet zone on the CN railroad from Hagadorn Road to Green Road, the following steps are recommended. [5]

1. Update the U.S. DOT Crossing Inventory Forms for each crossing within the proposed quiet zone within a year of the proposal as required by the FRA.
2. Provide a Notice of Intent (NOI) to: railroads who utilize the crossings, the State agency responsible for highway safety and the State agency responsible for crossing safety with the location of the proposed quiet zone and the tentative plan to improve safety to the standards necessary. Because the public authority of the roads in the Charter Township of Meridian is Ingham County, the diagnostic team would likely include a representative from the County.
3. Update the pavement markings at the Green Road crossing and the signage for all private, public, and pedestrian crossings.
4. Establish a quiet zone by providing a Notice of Quiet Zone Establishment; the quiet zone can take effect no sooner than 21 days after the Notice is mailed.



References

- [1] <https://www.csx.com/index.cfm/library/files/about-us/property/quiet-zones/>
- [2] <http://safetydata.fra.dot.gov/quiet/index.aspx>
- [3] http://www.michigan.gov/mdot/0,4616,7-151-12967_22649-60220--,00.html
- [4] <https://www.fra.dot.gov/Page/P0244>
- [5] <https://www.fra.dot.gov/eLib/Details/L04781>



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) 07 / 10 / 2014	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"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <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 234408V
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Part I: Location and Classification Information

1. Primary Operating Railroad CSX Transportation [CSX]		2. State MICHIGAN	3. County INGHAM		
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near EAST LANSING		5. Street/Road Name & Block Number MT HOPE ROAD (Street/Road Name) *(Block Number)		6. Highway Type & No. CR	
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 SOO			
9. Railroad Division or Region <input type="checkbox"/> None CHICAGO	10. Railroad Subdivision or District <input type="checkbox"/> None PLYMOUTH	11. Branch or Line Name <input type="checkbox"/> None		12. RR Milepost 0083.03 (prefix) (nnnn.nnn) (suffix)	
13. Line Segment * CH	14. Nearest RR Timetable Station * WILLIAMSTON	15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A CSX	
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 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 type="checkbox"/> Number Per Day 0

23. Type of Land Use
 Open Space Farm Residential Commercial Industrial Institutional Recreational RR Yard

24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input 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
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26. HSR Corridor ID <input type="checkbox"/> N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 42.7078590	28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -84.4508510	29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated
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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) 800-232-0144	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.) 517-335-2592
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Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 1	1.B. Total Night Thru Trains (6 PM to 6 AM) 2	1.C. Total Switching Trains 1	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 35 to 40		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 07/10/2014	PAGE 2	D. Crossing Inventory Number (7 char.) 234408V
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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) 0		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 checked="" 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 <u>2</u> Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>2</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <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 type="checkbox"/> No			3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2	
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 type="checkbox"/> None					3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____			
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes <u>4</u> <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 type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input checked="" 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 checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" 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 <u>45</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	
7. Annual Average Daily Traffic (AADT) Year <u>2004</u> AADT <u>013000</u>		8. Estimated Percent Trucks <u>30</u> %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day <u>0</u>		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

A. Revision Date (MM/DD/YYYY) 07/10/2014	PAGE 2	D. Crossing Inventory Number (7 char.) 234407N
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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) 4	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"/> W10-2 _____	<input type="checkbox"/> W10-4 _____
				<input type="checkbox"/> W10-11 _____	<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 checked="" 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.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 <u>2</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>2</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>0</u> <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	
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 type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.I. Bells (count) 2				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 type="checkbox"/> None	
				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	
6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input 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 <u>3</u> <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 checked="" type="checkbox"/> No
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input checked="" 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) <u>75</u>		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 checked="" type="checkbox"/> (0) Rural <input 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 <u>50</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *				6. LRS Milepost *	
7. Annual Average Daily Traffic (AADT) Year <u>2003</u> AADT <u>012600</u>		8. Estimated Percent Trucks <u>25</u> %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>7</u>		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) 07 / 10 / 2014	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"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <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 234406G
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Part I: Location and Classification Information

1. Primary Operating Railroad CSX Transportation [CSX]		2. State MICHIGAN		3. County INGHAM		
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near OKEMOS		5. Street/Road Name & Block Number HULLETT ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. CR		
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 SOO			
9. Railroad Division or Region <input type="checkbox"/> None CHICAGO		10. Railroad Subdivision or District <input type="checkbox"/> None PLYMOUTH		11. Branch or Line Name <input type="checkbox"/> None		
12. RR Milepost 0081.61 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * CH				
14. Nearest RR Timetable Station * TROWBRIDGE		15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A CSX		
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 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 type="checkbox"/> Number Per Day 0	
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 42.7055020		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -84.4406970		
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *				
30.B. Railroad Use *		31.A. State Use *				
30.C. Railroad Use *		31.B. State Use *				
30.D. Railroad Use *		31.C. State Use *				
32.A. Narrative (Railroad Use) *		31.D. State Use *				
32.B. Narrative (State Use) *		32.A. Narrative (Railroad Use) *				
33. Emergency Notification Telephone No. (posted) 800-232-0144		34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.) 517-335-2592		

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 1	1.B. Total Night Thru Trains (6 PM to 6 AM) 2	1.C. Total Switching Trains 1	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 35 to 40		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input 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 checked="" 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 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) 07/10/2014	PAGE 2	D. Crossing Inventory Number (7 char.) 234406G
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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) 0		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"/> W10-2 _____	<input type="checkbox"/> W10-4 _____	
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 checked="" 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.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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		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.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required			3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.I. Bells (count) 2			3.E. Total Count of Flashing Light Pairs 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 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 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input 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 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 type="checkbox"/> Yes <input checked="" 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 25 MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year 2003 AADT 001600		8. Estimated Percent Trucks 15 %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 9		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
5. Linear Referencing System (LRS Route ID) *					
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) 07 / 10 / 2014	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 234405A
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Part I: Location and Classification Information

1. Primary Operating Railroad CSX Transportation [CSX]		2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near OKEMOS		5. Street/Road Name & Block Number OKEMOS RD (Street/Road Name) * (Block Number)		6. Highway Type & No. CR	
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 SOO		
9. Railroad Division or Region <input type="checkbox"/> None CHICAGO		10. Railroad Subdivision or District <input type="checkbox"/> None PLYMOUTH		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0081.18 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * CH			
14. Nearest RR Timetable Station * TROWBRIDGE		15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A CSX	
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 type="checkbox"/> Freight <input type="checkbox"/> Transit <input 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 type="checkbox"/> Number Per Day 0
23. 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnn) 42.7038000		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnn) -84.4324040	
29. Lat/Long Source <input 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 *	
30.D. 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) 800-232-0144		34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.) 517-335-2592	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 1	1.B. Total Night Thru Trains (6 PM to 6 AM) 2	1.C. Total Switching Trains 1	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 35 to 40		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 07/10/2014	PAGE 2	D. Crossing Inventory Number (7 char.) 234405A
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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) 0		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 checked="" 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.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		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 <u>2</u> Pedestrian _____		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>2</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>0</u> <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 <u>0</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required			3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____			3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3.I. Bells (count) <u>2</u>
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 type="checkbox"/> None					3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____			
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes <u>4</u>		<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) <u>75</u>					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 type="checkbox"/> Yes <input checked="" 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 <u>40</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	
7. Annual Average Daily Traffic (AADT) Year <u>2004</u> AADT <u>024893</u>		8. Estimated Percent Trucks <u>10</u> %		9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>60</u>			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) 07 / 10 / 2014	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"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction <input type="checkbox"/> Change in Primary Operating RR	D. DOT Crossing Inventory Number 234404T
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Part I: Location and Classification Information

1. Primary Operating Railroad CSX Transportation [CSX]		2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near OKEMOS		5. Street/Road Name & Block Number DOBIE RD <small>(Street/Road Name) * (Block Number)</small>		6. Highway Type & No. CR	
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 SOO		
9. Railroad Division or Region <input type="checkbox"/> None CHICAGO		10. Railroad Subdivision or District <input type="checkbox"/> None PLYMOUTH		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0079.99 <small>(prefix) (nnnn.nnn) (suffix)</small>		13. Line Segment * CH			
14. Nearest RR Timetable Station * TROWBRIDGE		15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A CSX	
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 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 type="checkbox"/> Number Per Day 0
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 42.6986010		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -84.4105990	
29. Lat/Long Source <input 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 *			
31.A. Narrative (Railroad Use) *			31.B. Narrative (State Use) *		
32.A. Emergency Notification Telephone No. (posted) 800-232-0144		32.B. Railroad Contact (Telephone No.)		32.C. State Contact (Telephone No.) 517-335-2592	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 1	1.B. Total Night Thru Trains (6 PM to 6 AM) 2	1.C. Total Switching Trains 1	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 35 to 40		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 07/10/2014	PAGE 2	D. Crossing Inventory Number (7 char.) 2344041
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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) 0	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"/> W10-2 _____	<input type="checkbox"/> W10-4 _____
	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 checked="" 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.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	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 <u>2</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required			3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3.I. Bells (count) 2			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 type="checkbox"/> None		
3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____					
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u>	<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) <u>75</u>		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 type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> (0) Rural <input 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 <u>35</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year <u>2004</u> AADT <u>012300</u>		8. Estimated Percent Trucks <u>15</u> %		9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>36</u>	
				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

A. Revision Date (MM/DD/YYYY) 07/10/2014	PAGE 2	D. Crossing Inventory Number (7 char.) 234403L
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Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2. Types of Passive Traffic Control Devices associated with the Crossing				
	2.A. Crossbuck Assemblies (count) 0	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 type="checkbox"/> W10-1 _____	<input type="checkbox"/> W10-3 _____
				<input type="checkbox"/> W10-2 _____	<input type="checkbox"/> W10-4 _____
	2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No	2.F. Pavement Markings <input 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.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 checked="" 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 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	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) 0 <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 <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" 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 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 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes _____ <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic	2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input 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) <input type="checkbox"/> 1 Timber <input 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 type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	
8. Is Commercial Power Available? * <input 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 type="checkbox"/> (08) Non-Federal Aid	2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input 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 type="checkbox"/> (7) Local	3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year 1970 AADT _____		5. Linear Referencing System (LRS Route ID) *	
8. Estimated Percent Trucks _____ %		6. LRS Milepost *	
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) 07 / 10 / 2014	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"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 234402E
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Part I: Location and Classification Information

1. Primary Operating Railroad CSX Transportation [CSX]		2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near OKEMOS		5. Street/Road Name & Block Number VANATTA ROAD <small>(Street/Road Name) *(Block Number)</small>		6. Highway Type & No. CR	
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 SOO		
9. Railroad Division or Region <input type="checkbox"/> None CHICAGO		10. Railroad Subdivision or District <input type="checkbox"/> None PLYMOUTH		11. Branch or Line Name <input type="checkbox"/> None	
12. RR Milepost 0078.27 <small>(prefix) (nnnn.nnn) (suffix)</small>		13. Line Segment * CH		14. Nearest RR Timetable Station * WILLIAMSTON	
15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A CSX		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 type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0		23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 42.6912000		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -84.3786010	
29. Lat/Long Source <input 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 *	
30.D. 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) 800-232-0144		34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.) 517-335-2592	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 1	1.B. Total Night Thru Trains (6 PM to 6 AM) 2	1.C. Total Switching Trains 1	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 35 to 40		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 07/10/2014		PAGE 2		D. Crossing Inventory Number (7 char.) 234402E	
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) 0	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 checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	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 <u>2</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <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 type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
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 type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <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) ____/____/_____ <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 type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> (0) Rural <input 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 45 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year <u>2004</u> AADT <u>001900</u>		8. Estimated Percent Trucks <u>15</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day <u>0</u>		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) 07 / 10 / 2014		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"/> Re-Open <input type="checkbox"/> Change Only <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Only <input type="checkbox"/> Closed <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 234401X
Part I: Location and Classification Information								
1. Primary Operating Railroad CSX Transportation [CSX]			2. State MICHIGAN		3. County INGHAM			
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near EAST LANSING		5. Street/Road Name & Block Number MERIDIAN ROAD (Street/Road Name) (Block Number)			6. Highway Type & No. CR			
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 SOO				
9. Railroad Division or Region <input type="checkbox"/> None CHICAGO		10. Railroad Subdivision or District <input type="checkbox"/> None PLYMOUTH		11. Branch or Line Name <input type="checkbox"/> None		12. RR Milepost 0077.53 (prefix) (nnnn.nnn) (suffix)		
13. Line Segment * CH		14. Nearest RR Timetable Station * WILLIAMSTON		15. Parent RR (if applicable) <input type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A CSX		
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 type="checkbox"/> Freight <input type="checkbox"/> Transit <input 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 type="checkbox"/> Number Per Day 0		
23. 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 42.6899990		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -84.3638000		29. Lat/Long Source <input 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) 800-232-0144			34. Railroad Contact (Telephone No.)			35. State Contact (Telephone No.) 517-335-2592		
Part II: Railroad Information								
1. Estimated Number of Daily Train Movements								
1.A. Total Day Thru Trains (6 AM to 6 PM) 1		1.B. Total Night Thru Trains (6 PM to 6 AM) 2		1.C. Total Switching Trains 1		1.D. Total Transit Trains	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)			3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 35 to 40					
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry								
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 07/10/2014 PAGE 2 D. Crossing Inventory Number (7 char.) 234401X

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) 0		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 checked="" 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.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	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 <u>0</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <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 <u>0</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3.I. Bells (count) <u>2</u>
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 type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <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 type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input checked="" 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 type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> (0) Rural <input 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 <u>55</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year <u>2004</u> AADT <u>003000</u>		8. Estimated Percent Trucks <u>25</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day <u>0</u>		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

A. Revision Date (MM/DD/YYYY) 03/04/2013	PAGE 2	D. Crossing Inventory Number (7 char.) 283653G
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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) 4	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 checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 4 Specify Type _____ Count 4 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 _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	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) 4 <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 <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
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 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 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes 4 <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 type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input checked="" 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) 75		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 35 MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 021900		8. Estimated Percent Trucks 25 %	
9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 8		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) 03 / 04 / 2013	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 <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 283655V
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Part I: Location and Classification Information

1. Primary Operating Railroad Grand Trunk Western Railroad Incorporated [GTW]		2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near HASLETT		5. Street/Road Name & Block Number OKEMOS ROAD <small>(Street/Road Name) *(Block Number)</small>		6. Highway Type & No. COUNTY	
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 MIDWEST		10. Railroad Subdivision or District <input type="checkbox"/> None FLINT		11. Branch or Line Name <input type="checkbox"/> None MAIN LINE	
12. RR Milepost 0227.51 <small>(prefix) (nnnn.nnn) (suffix)</small>		13. Line Segment *			
14. Nearest RR Timetable Station HASLETT		15. Parent RR (if applicable) <input type="checkbox"/> N/A CN		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A GTW	
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 type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter	22. Average Passenger Train Count Per Day <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input 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 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 type="checkbox"/> N/A	27. Latitude in decimal degrees <small>(WGS84 std: nn.nnnnnnn)</small> 42.7528990	28. Longitude in decimal degrees <small>(WGS84 std: -nnn.nnnnnnn)</small> -84.5407030	29. Lat/Long Source <input 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) 800-617-6617		34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.) 517-335-2592	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains <small>(6 AM to 6 PM)</small> 17	1.B. Total Night Thru Trains <small>(6 PM to 6 AM)</small> 1	1.C. Total Switching Trains 0	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 65 3.B. Typical Speed Range Over Crossing (mph) From 60 to 65		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 03/04/2013		PAGE 2		D. Crossing Inventory Number (7 char.) 283655V	
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 checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No	
2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 2 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 _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	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 type="checkbox"/> No	3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagger/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input 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 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input 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 type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input checked="" 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) 75		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" 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 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 40 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	5. Linear Referencing System (LRS Route ID) * 6. LRS Milepost *
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 012200	8. Estimated Percent Trucks 25 _____ %	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) 03 / 04 / 2013	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"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <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 283658R
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Part I: Location and Classification Information

1. Primary Operating Railroad Grand Trunk Western Railroad Incorporated [GTW]		2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near HASLETT		5. Street/Road Name & Block Number HASLETT ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. COUNTY	
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 MIDWEST		10. Railroad Subdivision or District <input type="checkbox"/> None FLINT		11. Branch or Line Name <input type="checkbox"/> None MAIN LINE	
12. RR Milepost 0229.01 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station HASLETT	
15. Parent RR (if applicable) <input type="checkbox"/> N/A CN		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A GTW		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 type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
23. 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 42.7253990		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -84.5822980	
29. Lat/Long Source <input 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 *	
30.D. 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) 800-617-6617		34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.) 517-335-2592	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 17	1.B. Total Night Thru Trains (6 PM to 6 AM) 1	1.C. Total Switching Trains 0	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 65 3.B. Typical Speed Range Over Crossing (mph) From 60 to 65		
4. Type and Count of Tracks Main 1 Siding _____ Yard _____ Transit _____ Industry _____				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 03/04/2013	PAGE 2	D. Crossing Inventory Number (7 char.) 283658R
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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 checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count <u>2</u> Specify Type _____ Count <u>2</u> 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 <u>2</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>2</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <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 <u>0</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) <u>2</u>
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 type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>1</u> Specify type <u>SIDELITE</u>	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes <u>3</u> <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 type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input checked="" 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) <u>75</u>		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input checked="" 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 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 <u>25</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year <u>2002</u> AADT <u>012300</u>		8. Estimated Percent Trucks <u>05</u> %	
9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day <u>0</u>		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) 03 / 04 / 2013	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"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <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 283659X
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Part I: Location and Classification Information

1. Primary Operating Railroad Grand Trunk Western Railroad Incorporated [GTW]		2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near HASLETT		5. Street/Road Name & Block Number CARLTON ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. COUNTY	
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 MIDWEST		10. Railroad Subdivision or District <input type="checkbox"/> None FLINT		11. Branch or Line Name <input type="checkbox"/> None MAIN LINE	
12. RR Milepost 0229.33 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *			
14. Nearest RR Timetable Station * HASLETT		15. Parent RR (if applicable) <input type="checkbox"/> N/A CN		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A GTW	
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 type="checkbox"/> Freight <input type="checkbox"/> Transit <input 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 type="checkbox"/> Number Per Day 0
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 42.7490010		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -84.3981020	
29. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *				31.A. State Use *	
30.C. Railroad Use *				31.B. State Use *	
30.D. Railroad Use *				31.C. State Use *	
30.E. Railroad Use *				31.D. State Use *	
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-617-6617		34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.) 517-335-2592	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 17	1.B. Total Night Thru Trains (6 PM to 6 AM) 1	1.C. Total Switching Trains 0	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 65 3.B. Typical Speed Range Over Crossing (mph) From 60 to 65		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 03/04/2013	PAGE 2	D. Crossing Inventory Number (7 char.) 283659X
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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"/> W10-2 _____	<input type="checkbox"/> W10-4 _____
	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 checked="" 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. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 2 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 _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		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.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.E. Total Count of Flashing Light Pairs 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 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 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input 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 checked="" type="checkbox"/> 1 Timber <input 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) 75		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	
8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" 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 25 MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
		5. Linear Referencing System (LRS Route ID) *	
		6. LRS Milepost *	
7. Annual Average Daily Traffic (AADT) Year 2003 AADT 001400	8. Estimated Percent Trucks 15 %	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

Appendix B

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) 03 / 04 / 2013	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"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction <input type="checkbox"/> Change in Primary Operating RR	D. DOT Crossing Inventory Number 283660S
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Part I: Location and Classification Information

1. Primary Operating Railroad Grand Trunk Western Railroad Incorporated [GTW]		2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near HASLETT		5. Street/Road Name & Block Number GREEN ROAD <small>(Street/Road Name) * (Block Number)</small>		6. Highway Type & No. COUNTY	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Specify RR</small>			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <small>If Yes, Specify RR</small>		
9. Railroad Division or Region <input type="checkbox"/> None MIDWEST		10. Railroad Subdivision or District <input type="checkbox"/> None FLINT		11. Branch or Line Name <input type="checkbox"/> None MAIN LINE	
12. RR Milepost 0231.08 <small>(prefix) (nnnn.nnn) (suffix)</small>		13. Line Segment * 14. Nearest RR Timetable Station * HASLETT			
15. Parent RR (if applicable) <input type="checkbox"/> N/A CN		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A GTW			
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 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 type="checkbox"/> Number Per Day 0
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input 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 type="checkbox"/> No <small>If Yes, Provide Crossing Number</small>			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused <small>Date Established</small>		
26. HSR Corridor ID <input type="checkbox"/> N/A	27. Latitude in decimal degrees <small>(WGS84 std: nn.nnnnnn)</small> 42.7624020	28. Longitude in decimal degrees <small>(WGS84 std: -nnn.nnnnnn)</small> -84.3691020	29. Lat/Long Source <input 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) 800-617-6617		34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.) 517-335-2592	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains <small>(6 AM to 6 PM)</small> 17	1.B. Total Night Thru Trains <small>(6 PM to 6 AM)</small> 1	1.C. Total Switching Trains 0	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> <small>How many trains per week?</small>
2. Year of Train Count Data (YYYY)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 65 3.B. Typical Speed Range Over Crossing (mph) From 60 to 65		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 03/04/2013	PAGE 2	D. Crossing Inventory Number (7 char.) 283660S
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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"/> W10-2 _____	<input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-11 _____ <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 checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 2 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 _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	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 <input type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
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 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 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input 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 checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> (0) Rural <input 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 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year 2003 AADT 001400		8. Estimated Percent Trucks 15 _____ %	
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

Appendix B

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) 03 / 04 / 2013	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 283661Y
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Part I: Location and Classification Information

1. Primary Operating Railroad Grand Trunk Western Railroad Incorporated [GTW]			2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near HASLETT		5. Street/Road Name & Block Number BARRY ROAD <small>(Street/Road Name) * (Block Number)</small>			6. Highway Type & No. CR	
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 MIDWEST		10. Railroad Subdivision or District <input type="checkbox"/> None FLINT		11. Branch or Line Name <input type="checkbox"/> None MAIN LINE		12. RR Milepost 0232.07 <small>(prefix) (nnnn.nnn) (suffix)</small>
13. Line Segment *	14. Nearest RR Timetable Station HASLETT		15. Parent RR (if applicable) <input type="checkbox"/> N/A CN		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A GTW	
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 type="checkbox"/> Freight <input type="checkbox"/> Transit <input 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 type="checkbox"/> Number Per Day 0
23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees <small>(WGS84 std: nn.nnnnnnn)</small> 42.7695010		28. Longitude in decimal degrees <small>(WGS84 std: -nnn.nnnnnnn)</small> -84.3522030		29. Lat/Long Source <input 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) 800-617-6617			34. Railroad Contact (Telephone No.)		35. State Contact (Telephone No.) 517-335-2592	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains <small>(6 AM to 6 PM)</small> 17	1.B. Total Night Thru Trains <small>(6 PM to 6 AM)</small> 1	1.C. Total Switching Trains 0	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 65 3.B. Typical Speed Range Over Crossing (mph) From 60 to 65		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 03/04/2013	PAGE 2	D. Crossing Inventory Number (7 char.) 283661Y
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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 checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type _____ Count <u>2</u> Specify Type _____ Count <u>2</u> Specify Type _____ Count _____ <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			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 <u>2</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <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 type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3.I. Bells (count) 2
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 type="checkbox"/> None					3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <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) ____/____/_____ <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) <u>75</u>		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	
8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> (0) Rural <input 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 <u>55</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	
5. Linear Referencing System (LRS Route ID) *				6. LRS Milepost *			
7. Annual Average Daily Traffic (AADT) Year <u>2004</u> AADT <u>001000</u>		8. Estimated Percent Trucks <u>15</u> %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day <u>0</u>		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) 03 / 04 / 2013	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"/> Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 283662F
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Part I: Location and Classification Information

1. Primary Operating Railroad Grand Trunk Western Railroad Incorporated [GTW]		2. State MICHIGAN		3. County INGHAM	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near HASLETT		5. Street/Road Name & Block Number SHOEMAN ROAD <small>(Street/Road Name) * (Block Number)</small>		6. Highway Type & No. COUNTY	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Specify RR</small>			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <small>If Yes, Specify RR</small> <p style="text-align: center;">ATK</p>		
9. Railroad Division or Region <input type="checkbox"/> None MIDWEST		10. Railroad Subdivision or District <input type="checkbox"/> None FLINT		11. Branch or Line Name <input type="checkbox"/> None MAIN LINE	
12. RR Milepost 0232.15 <small>(prefix) (nnnn.nnn) (suffix)</small>		13. Line Segment *		14. Nearest RR Timetable Station * HASLETT	
15. Parent RR (if applicable) <input type="checkbox"/> N/A CN		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A GTW		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 type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0		23. Type of Land Use <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input 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 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 type="checkbox"/> N/A		27. Latitude in decimal degrees <small>(WGS84 std: nn.nnnnnnn)</small> 42.7703020		28. Longitude in decimal degrees <small>(WGS84 std: -nnn.nnnnnnn)</small> -84.3500980	
29. Lat/Long Source <input 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 *	
30.D. Railroad Use *		31.C. State Use *		30.E. Railroad Use *	
30.F. Railroad Use *		31.D. State Use *		32.A. Narrative (Railroad Use) *	
32.B. Narrative (State Use) *		33. Emergency Notification Telephone No. (posted) 800-617-6617		34. Railroad Contact (Telephone No.)	
35. State Contact (Telephone No.) 517-335-2592					

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 17	1.B. Total Night Thru Trains (6 PM to 6 AM) 1	1.C. Total Switching Trains 0	1.D. Total Transit Trains	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)		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 65 3.B. Typical Speed Range Over Crossing (mph) From 60 to 65		
4. Type and Count of Tracks Main 1 Siding Yard Transit Industry				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input checked="" 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 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) 03/04/2013	PAGE 2	D. Crossing Inventory Number (7 char.) 283662F
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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 checked="" 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.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	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 <u>2</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <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 type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
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 type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input 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 type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <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) ____/____/_____ <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) <u>75</u>		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 type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> (0) Rural <input 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 checked="" 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 <u>55</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year <u>2002</u> AADT <u>003700</u>	8. Estimated Percent Trucks <u>20</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day <u>0</u>		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.

COMPLETE STREETS PLANNING

WHAT DOES IT MEAN FOR OUR TOWNSHIP?



How does a street become "complete"?

The roadway design must improve safety for all users, must reduce congestion and air pollution, and create a strong sense of community.

Each street is different in its needs:

Road improvements can include small projects such as improved signal timing, improved crossings for residents with disabilities, and better striping and signage, and much more.

Larger projects can include boulevards, road diets and increased transit stops, and many other improvements.

Meridian Township sets goals for Complete Streets through the following ongoing public planning processes:

PEDESTRIAN AND BICYCLE
PATHWAY PLAN

MASTER PLAN

COMPLETE STREETS ORDINANCE



THE COMPLETE STREETS STEERING COMMITTEE

In the Winter of 2011-2012, an online survey was developed by the Meridian Township Complete Streets Steering Committee. Respondents were not pre-identified and the survey was available through a link on the Township website, advertised on HOM-TV, and through the Friends of Meridian Township Complete Streets Facebook page. Eighty-three people completed the survey. This brochure, on page 2, provides a snapshot of those results.

In January of 2012, a public workshop was hosted by the Township Complete Streets Steering Committee. Speakers included Bill Conklin of the Ingham County Road Commission and Nancy Krupiarz of the Michigan Trails and Greenways Alliance. Many interested citizens and elected officials participated in this 2 1/2 hour event. Comments ranged from future boardwalk projects to roadway engineering. The Workshop was regularly aired on HOM-TV, along with a newly-created public service announcement about Complete Streets.

"Complete Streets" is a modern approach to road planning that incorporates the needs of all users, despite their age, ability or access to various types of transportation.



WHAT ARE THE PUBLIC PERCEPTIONS WITHIN MERIDIAN TOWNSHIP RELATED TO COMPLETE STREETS PLANNING?

PUBLIC SUPPORT FOR PEDESTRIAN AND BICYCLE FACILITIES IN MERIDIAN CHARTER TOWNSHIP HAS BEEN FAR-REACHING AND STRONG. SOME EXAMPLES INCLUDE PUBLIC PLANS, A MILLAGE, AND THE RESULTS OF THE NEW COMPLETE STREETS SURVEY, SUMMARIZED BELOW:

- A) The current non-motorized facility millage has been in existence for 37 years and has led to over \$6 million being invested into our roadways and pathways.
- B) There is a current Bicycle and Pedestrian Pathways Master Plan within the Township that was first developed in 1973. Within the Plan, there are many goals that have been implemented over time, including construction of the pedestrian bridge on Marsh Road over the CN/Grand Trunk railroad tracks and the Interurban pathway from Marsh Road to Burcham Drive.
- C) Of the 83 survey respondents, 77.5% reported that they travel by bike or by foot when not in their car, yet 16% travel only by car, 4% use a combination of bike and car, and 2.5% travel only by bus.
- D) 93% of survey respondents support a mix of transportation options for all Township residents (transit, mobility devices, walking, bicycling)
- E) 85% support future millage renewals or increases related to Complete Streets planning and projects.
- F) 87% of respondents go for walks as a form of recreation, and 71% use bicycles for recreational purposes.

MERIDIAN TOWNSHIP RESIDENTS ALSO HAVE STRONG OPINIONS ABOUT THE UPKEEP AND SAFETY OF THEIR ROADS:

43% of survey respondents reported that they did not feel safe when walking or biking near or along Township roadways. The following reasons were given:

- 52% reported that the traffic is too fast
- 51% reported that there are not enough sidewalks or bike paths
- 26% reported that the roads are not maintained well enough
- 25% reported that sidewalks and paths are blocked by snow and ice in the winter

While still others reported that lighting is not sufficient, there are too many driveways along the roadways, and the sidewalks are too close to the road.

For more detailed survey results, please contact the Meridian Community Planning and Development Office.

The activities of the Meridian Charter Township Complete Streets Steering Committee of 2011-2012 were funded in part by the agencies listed below, and by an ARRA grant through the Michigan Department of Community Health. Many thanks to the Ingham County Health Department, the Tri-County Regional Planning Commission, Meridian Township staff and members of the Steering Committee: Nancy Krupiarz, Tim Potter, Tom Deits, John Scott-Craig, Bill Conklin, Ray Severy, Steve Lathrop, Billy Hasings, Harmony Gmazel, Janine Sinno, Gail Oranchak and Deborah Guthrie.

A SNAPSHOT :

SURVEY RESPONDENTS WERE ASKED TO REPORT FIVE AREAS WITHIN THE TOWNSHIP THAT NEED IMPROVEMENT; MANY IDEAS WERE SHARED, AND THE FOLLOWING IS A SNAPSHOT:

"Better sidewalks on Okemos Rd north and south of Grand River.."

"The old interurban path should link us with the River Trail in Lansing.."

"Marsh Road needs a road diet.."

"Mt. Hope needs sidewalks.."

"At Lake Lansing near Hagadorn, the sidewalks are too close to the road.."

"Downtown Haslett needs attention.."

Cornell Road needs pathways.."

Haslett Road, Lake Lansing Road and Mt. Hope Road were mentioned several times, as needing improvement.

OTHER COMMENTS ENCOMPASSED A RANGE OF THOUGHTS FROM COMMUNITY-BUILDING, TO PUBLIC HEALTH:

"I want kids to walk and bike to school, for health.."

"I love walking around the community.."

"There is a community-building effect of walking/riding and seeing one's neighbors.."



*Charter Township of Meridian
Friday, August 11, 2017*

Chapter 58. Streets, Sidewalks, and Other Public Places

Article III. Complete Streets

§ 58-35. Title.

[Ord. No. 2012-06, 10-23-2012]

This article shall be known and cited as the "Complete Streets Ordinance of the Charter Township of Meridian."

§ 58-36. Purpose.

[Ord. No. 2012-06, 10-23-2012]

An ordinance intended to provide safe, convenient, and comfortable routes for multiple modes of transportation including but not limited to walking, bicycling, personal vehicles and public transportation while encouraging healthy, active living, reduced traffic congestion and dependence on fossil fuels, and improved safety and quality of life for residents of Meridian Charter Township.

§ 58-37. Definitions.

[Ord. No. 2012-06, 10-23-2012]

For the purposes of this article, the following terms, phrases, words, and their derivations shall have the meaning given herein.

COMPLETE STREETS INFRASTRUCTURE

Roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

STREET PROJECT

The construction, reconstruction, retrofit, or alteration, and includes the planning, design, approval, and implementation processes, except that "street project" does not include maintenance such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.

USERS

Legal users of the public right-of-way, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, and people of all ages and abilities.

§ 58-38. Infrastructure that ensures safe travel.

[Ord. No. 2012-06, 10-23-2012]

- (1) The Township shall encourage the use of complete streets practices as a routine part of operations, and shall approach every transportation project and program as an opportunity to improve public and private streets and the transportation network for all users, and shall work in coordination with the Ingham County Department of Transportation and Roads and the Michigan Department of Transportation to facilitate the implementation of complete streets infrastructure to the extent feasible, pursuant to this article.
- (2) The Township shall advocate for complete streets infrastructure when projects are near public facilities (e.g. schools, government facilities, libraries, public health facilities, parks, hospitals, etc.), lands and connections described in the Township "Greenspace Plan," and where there are opportunities for connections across jurisdictions. The Township shall advocate for complete streets infrastructure when projects serve traditionally underserved or marginalized populations.
- (3) The Township shall consider, to the extent possible, complete streets infrastructure, including boulevards and medians, sufficient to enable safe travel along and across the road right-of-way for each category of users for every street project on public or private streets; provided, however, that such infrastructure may be excluded, upon agreement of the Township and the Ingham County Department of Transportation and Roads or Michigan Department of Transportation, subject to each agency's powers and duties, where documentation and data indicate that:
 - (a) Use by non-motorized users is prohibited by law;
 - (b) The cost would be excessively disproportionate to the need or probable future use over the long term;
 - (c) There is an absence of current or future need; or
 - (d) Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.
- (4) The Township shall review and either revise or develop proposed revisions to all appropriate planning documents of the Township to integrate, accommodate, and balance the needs of all users in all street projects on public and private streets.
- (5) The Township, in conjunction with the Ingham County Department of Transportation and Roads or Michigan Department of Transportation, will promote the development of standards to implement complete streets infrastructure.

§ 58-39. Data collections, standards, and public input.

[Ord. No. 2012-06, 10-23-2012]

- (1) The Township shall collect data to measure how well the streets within the Township are serving each category of users, at each revision period of the Township bicycle and pedestrian pathway plan.
- (2) The Township shall promote the use of performance standards with measurable benchmarks reflecting the ability of users to travel in safety and comfort.
- (3) The Township shall promote the use of procedures to allow public participation in policy decisions and transparency in individual determinations concerning the design and use of streets.

- (4) The Township shall implement, administer, and enforce this chapter through partnership with the Ingham County Department of Transportation and Roads or Michigan Department of Transportation.
- (5) The Township shall, in reviewing projects requiring funding or approval by the Township, Ingham County Department of Transportation and Roads or Michigan Department of Transportation:
 - (a) Evaluate the impact of the proposed project on safe travel by all users; and
 - (b) Identify measures to mitigate any adverse impacts.
- (6) The Township shall review policies to implement complete streets infrastructure and may consider the following:
 - (a) Addressing short-term and long-term steps and planning necessary to create a comprehensive and integrated transportation network serving the needs of all users;
 - (b) Assessing potential obstacles to implementing complete streets practices throughout the Township, and identifying alternative solutions to those obstacles;
 - (c) Recommending adoption of policies containing additional steps, if useful; and
 - (d) Proposing revisions to all applicable plans to integrate, accommodate, and balance the needs of all users in all street projects.

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NEWS & ANNOUNCEMENTS

Ingham County Adopts Policy on Complete Streets

At their July 25, 2017 meeting, the Ingham County Board of Commissioners adopted a Complete Streets Policy. "Complete streets is a model for all types of road users, not just bikes, but pedestrians of all abilities and public transit. Complete streets designs establish a higher quality of life that helps to attract and retain talented individuals and families within our communities and helps to increase property values," said Commissioner Ryan Sebolt, Chairperson of the Special Committee on Complete Streets, adding "complete streets is not just a recreational and safety issue, but an economic issue as well, providing transportation options affords opportunities to those at risk of being left out of the economy."

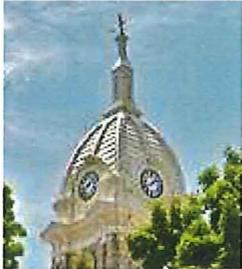
"Allowing for more transportation options for pedestrian and non-motorized traffic encourages healthy, active living, reduces traffic congestion and dependence on fossil fuels, resulting in improved safety and quality of life for residents of Ingham County" Commissioner Victor Celentino, Chairperson, County Services Committee stated. "The Special Committee on Complete Streets was established per the recommendation of the County Services Committee to determine the need for an Ingham County policy on complete streets for County roads that would also be beneficial to the local municipalities that currently have complete street ordinances in place." The

committee was chaired by Commissioner Ryan Sebolt and also included Commissioners Teri Banas, Carol Koenig, Randy Maiville, Brian McGrain and Deb Nolan.

The Complete Streets Policy will provide a context for the Ingham County Road Department when working with communities seeking safe, convenient, and comfortable routes for multiple modes of transportation including walking, bicycling, personal vehicles and public transportation.

The Road Department will incorporate local complete streets policies into County road projects approaching each transportation project and program as an opportunity to improve public and private streets and the transportation network for all users when working with municipalities who have adopted complete streets ordinances.

Importance will be placed on complete streets infrastructure when projects are near public facilities including, schools, government facilities, libraries, public health facilities, parks and hospitals. Consideration will also be given to projects that will serve traditionally underserved or marginalized populations



Posted on Friday, July 28, 2017

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FIND A DEPARTMENT

Introduced by the County Services Committee of the:

INGHAM COUNTY BOARD OF COMMISSIONERS

**RESOLUTION TO ADOPT A COMPLETE STREETS POLICY
FOR INGHAM COUNTY**

RESOLUTION # 17 – 273

WHEREAS, Michigan Public Act 134 of 2010 requires that master plans include all components of a transportation system and their interconnectivity to provide for the safe and efficient movement of people and goods in a manner that is appropriate to the context of the community and, as applicable considers all legal users of the public right-of-way; and

WHEREAS, Michigan Public Act 135 of 2010 provides a definition of and guidance for the adoption of complete streets policies; and

WHEREAS, complete streets designs establish a higher quality of life that helps to attract and retain talented individuals and families within our communities and help to increase property values; and

WHEREAS, making it easier for residents and visitors to take transit, walk, or bike to their destinations correlate to increases in consumer spending; and

WHEREAS, allowing for more transportation options for pedestrian and non-motorized traffic has health and environmental benefits for our residents; and

WHEREAS, several communities in Ingham County have already adopted their own complete streets policies.

THEREFORE BE IT RESOLVED, that the Ingham County Board of Commissioners adopts the attached Complete Streets Policy.

COUNTY SERVICES: Yeas: Celentino, Crenshaw, Grebner, Nolan, Koenig, Sebolt, Maiville
Nays: None **Absent:** None **Approved 7/18/2017**

INGHAM COUNTY COMPLETE STREETS POLICY

Definitions:

COMPLETE STREETS INFRASTRUCTURE: Roadways which are planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

STREET PROJECT: The construction, reconstruction, retrofit, or alteration, and includes the planning, design, approval, and implementation processes, except that "street project" does not include maintenance such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.

USERS: Legal users of the public right-of-way, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, and people of all ages and abilities.

The intent of this policy is to provide a context for the Ingham County Road Department when working with communities seeking safe, convenient, and comfortable routes for multiple modes of transportation including but not limited to walking, bicycling, personal vehicles and public transportation while encouraging healthy, active living, reduced traffic congestion and dependence on fossil fuels, and improved safety and quality of life for residents of Ingham County.

To the extent required by local ordinance, and as feasible per approved project budgets, factors described below in this policy, and recognized road design and safety guidelines, the Ingham County Road Department will incorporate local complete streets policies into County road projects. The Road Department may need to request local match participation from Townships requesting Complete Streets improvements over and above projected budgets. The Department shall approach every transportation project and program as an opportunity to improve public and private streets and the transportation network for all users when working with municipalities who have adopted complete streets ordinances.

To the extent possible, the Department shall take into consideration various forms of complete streets infrastructure, including boulevards, medians, signage and markings sufficient to enable safe travel along and across the road right-of-way for each category of users for every street project on public or private streets.

The Department shall place importance on complete streets infrastructure when projects are near public facilities including, but not limited to, schools, government facilities, libraries, public health facilities, parks and hospitals. Consideration should also be given to projects that will serve traditionally underserved or marginalized populations.

The Department shall monitor opportunities for connections across jurisdictions to provide a more regionalized and connected system of complete streets infrastructure. This includes working with adjacent municipalities which have not adopted complete streets policies to allow complete streets routes to come

to a natural stopping point at places such as intersections or road ends, rather than arbitrarily stopping at municipal boundaries.

Implementation of each project should take into consideration factors such as: whether use by non-motorized users is prohibited by law; if the cost would be excessively disproportionate to the need or probable future use over the long term; if there is an absence of current or future need; or if inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project. The Department shall also evaluate the impact of the proposed project on safe travel by all users and identify measures to mitigate any adverse impacts.

To the extent possible, the Department shall encourage all municipalities to adopt locally tailored urban, suburban and rural complete streets policies so as to create a comprehensive and integrated transportation network throughout the county. The Department shall offer assistance in addressing short-term and long-term steps and planning, and assessing potential obstacles to implementing complete streets practices.

If the Department determines that complete streets infrastructure is to be removed, a representative of the Department shall explain its reasoning for doing so at an appropriate public meeting of the municipality affected by the removal. Upon request, a representative of the Department shall attend a public hearing convened by the affected municipality to discuss the removal of complete streets infrastructure.

July 13, 2017

Meridian Transportation Commission Recommendation on Redi-Ride Service Program-DRAFT

Near-Term Recommendation

- Due to the impending 12/2018 CATA Redi-Ride millage renewal, certain suggestions are recommended to be acted on/implemented within the next 8-12 months
- Draft new, updated Service Agreement between Meridian Twp and CATA for Redi-Ride services to be provided with an agreement expiration date of 12/2018
- Utilizing relevant best practices from similar on-demand transit program contracts/agreements from other transit agencies within the state, this updated Service Agreement should include:
 - Regular reporting by CATA to Meridian Twp on the Redi-Ride program, including but not limited to ridership, fare box proceeds, costs/expenses, capacity/demand limitations, on-time and rider cancellation data, and recommendations for improving service and responding to resident feedback/input...accountability measures
 - Data collection and analysis to continuously improve Redi-Ride services
 - Regularly scheduled meetings between CATA and Meridian Township to promote a constructive relationship and direct involvement with CATA mobility manager/staff for improved scheduling and alternative ride options
 - Require technology upgrades or commitments for development of technology upgrades like bus tracking and online/mobile access to booking rides
- In addition to the development of an updated Service Agreement document and following receipt of tracked data and analysis from CATA on peak demand time frames, request cost estimates for:
 - Additional bus equipment to alleviate capacity problems – what are the high demand time periods and what is the cost for an additional bus to run during those peak times to accommodate demand
 - Additional/extended hours of service beyond current 5 PM limit – what is the cost per bus for each hour of service beyond 5 PM
 - Additional staffing for dedicated phone access and/or scheduling improvements/routing efficiencies
 - Online and mobile technology upgrades to improve efficiency and rider experience
 - Options for reducing current 4-hour advance booking window/options for “real-time” ride booking

Medium-Term Recommendation

- Suggest that the CATA Redi-Ride millage renewal in 2018 only be authorized for a 3-5 year time period, coordinated with other expected township ballot initiatives
 - Based upon some of the changing dynamics in area transit options, i.e., improved mobility management techniques, transportation network company involvement in the transit space, and the potential for a statewide roll-out of the new non-medical emergency care mobility management program could all

impact the effectiveness and/or redundancy of the Redi-Ride program in its current form

- Need for hard data on use and demand deficiencies within the current program and options/recommendations and costs related to alleviating those concerns, whether those be from tax, fare box, or vendor efficiencies...or a combination of those sources – allows time for resident input and education
- Provides opportunity to evaluate the effectiveness of the proposed new accountability and transparency measures with CATA

Long-Term Recommendation

- Following interim millage renewal period (3-5 years), plan for a long-term (10 year) millage vote
 - Evaluate service and technology improvements/responsiveness/accountability from CATA to determine provider effectiveness going forward
 - Decide on service enhancements/changes that require additional financial support that can be built into/added to millage request or adjustment to fares at that time
 - Determine any needed changes in service/program parameters based upon transit market/environment

Mark Kieselbach

From: Karla Hudson <hudson.kc@live.com>
Sent: Wednesday, August 16, 2017 9:49 AM
To: Chris Hackbarth (chackbarth@mml.org); Mark Kieselbach
Subject: Meeting agenda and edits

Hi Chris and Mark,

These are my edits for the Redi-ride document. Also, I have not received an agenda for tomorrows meeting.

Best,

Karla Hudson

Near Goals

1. CATA must be diligent on enforcing the rules it stated in its original agreement with our township to only transport school children home if they live ½ mile from school or who are being transported to other schools for special events. We should receive a periodic report and to make sure CATA continues to follow this agreement. Discuss overall policy of children using Redi-ride.
2. Residents need to know somehow when their bus is approaching, so they don't have to wait outside in inclement weather.
3. Township should expect accurate reports about ridership numbers, whenever a customer doesn't take a ride because times available don't work out for them, any time the buses are at full capacity, and so forth. When the rider requests a 4:00 ride and is offered a 2:00 ride instead that should be recorded as not meeting the riders transportation need not as a denial that the passenger did not want the ride.
4. We need to know the exact price to run the service with our current millage.
5. We need CATA to help improve efficiencies. Recognizing that taking passengers across township from north end to Okemos Meijer is one example. Request that CATA leadership reach out to Clinton County in order that Meridian Redi-ride can travel to that communities Meijer. Developing creative ways to build connectivity across boundary lines such as increasing bus fees for those who cross boundary lines.

Medium Range Goals

1. Have CATA tell us how much it would cost to extend service to 9 PM Monday through Saturday so we can determine how much we might need to raise the millage.

Long Range

1. Change the wording of the next millage to only reflect "transportation provider".
2. Require a real contractual document from CATA which outlines everything we expect and need so everyone can get a ride when they need it.
3. Consider a same day Redi Ride Service.
4. Rework the current bus routes, the #22 and the 23 so Costco can be served and routes are shorter, but meet somewhere. Perhaps we need two smaller loops that meet in the middle. It would be nice if CATA routes could go passed more schools so they could pick up some of the school kids.