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**BEFORE THE
SURFACE TRANSPORTATION BOARD**



Finance Docket No. 34040

**RIVERVIEW TRENTON RAILROAD COMPANY – PETITION FOR AN EXEMPTION
FROM 49 U.S.C. 10901 TO ACQUIRE AND OPERATE A RAIL LINE IN WAYNE
COUNTY, MI**

**SIXTH STATUS REPORT OF
RIVERVIEW TRENTON RAILROAD COMPANY**

ENTERED
Office of Proceedings

MAY 15 2006

Part of
Public Record

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Railroad Company, Inc.

May 15, 2006

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Finance Docket No. 34040

**RIVERVIEW TRENTON RAILROAD COMPANY – PETITION FOR AN EXEMPTION
FROM 49 U.S.C. 10901 TO ACQUIRE AND OPERATE A RAIL LINE IN WAYNE
COUNTY, MI**

**SIXTH STATUS REPORT OF
RIVERVIEW TRENTON RAILROAD COMPANY**

Pursuant to Condition No. 7 of the Board's May 15, 2003 decision granting an exemption in this proceeding for Riverview Trenton Railroad Company ("RTRR") to acquire and operate a rail line in Wayne County, MI, RTRR submits this sixth report on the status of its activities over the past six months. That Condition requires RTRR to report to the Board every six months "on its progress, satisfaction of environmental conditions, and, when operations commence, traffic levels." In this Report, RTRR will describe the steps it has taken over the last six months, and additional steps that it will be taking, toward the inauguration of rail service and the satisfaction of the relevant environmental conditions.

A. Progress Toward Inaugurating Rail Service

As RTRR has previously reported, petitions for judicial review of the Board's May 15, 2003 decision filed by the Local Government opponents of the rail line (County of Wayne and Cities of Trenton and Riverview) were denied by the United States Court of Appeals for the

Sixth Circuit by decision issued February 10, 2005.¹ While RTRR was able to initiate some planning steps prior to that date, more robust activities toward initiating rail service have been undertaken since the affirmance of the Board's order and the greater certainty of RTRR's future ability to operate a rail line that has followed from that affirmance.

Activities over the last several months have remained focused on rehabilitation of the rail line. As noted below, RTRR is continuing its efforts to remove various impediments to the rehabilitation of the line.

As reported by RTRR in its last status report, DSC has initiated demolition of the old McLouth steel mill on the DSC property. This demolition work unfortunately remains one of the chief impediments to rehabilitation of the RTRR line and the initiation of operations. As reported previously, this demolition work involves continual heavy truck and tracked vehicle activity across the track on the DSC property over which RTRR has an easement to operate its rail line. Due to on-going damage to the track being experienced as a result of this demolition-related traffic, rendering the track unserviceable, rehabilitation work on the DSC section of track being crossed by that traffic cannot commence until DSC's demolition work is completed. RTRR reported in its status report filed in November 2005 that completion of the demolition in the area adjacent to the easement was expected in the several months following that report. However, the work has not yet been completed by DSC, apparently having been slowed by the presence of asbestos in some of the structures that require removal. Once the work is done, RTRR can commence rehabilitation of the track in the area of the DSC facility and southward

¹ No. 03-4174, *City of Riverview v. Surface Transportation Board, et al.*; No. 03-4198, *City of Trenton v. Surface Transportation Board, et al.*; No. 03-4206, *County of Wayne v. Surface Transportation Board, et al.* As reported previously, all litigation over the Board's decision has now come to an end.

from there to the grade-separated connection with the Class I carriers at the south end of the property.

Another impediment to rehabilitation of the track has been the inability of RTRR to use the at-grade north end crossing of Jefferson Avenue to bring construction materials on to the property so that rehabilitation of the track can begin in the areas not affected by the DSC demolition work. As noted in its last report, the north end connection provides direct access to the RTRR property, where equipment needed for track rehabilitation can be staged and supplies stored (in contrast to the south end connection, which connects to the portion of RTRR's line on the DSC property). Further, by opening the north end connection, RTRR may be able to initiate limited operations sooner as the track and roadbed on the north end of the RTRR line is now in a better state of repair than the portion of the line on the DSC property.

RTRR hired environmental engineers to study a water leak in the area beginning several months ago. It did so because it had identified certain portions of the land on its property at the north end connection as being sufficiently caustic to have caused an unusually extensive deterioration of the railroad ties. In addition, there is a persistent presence of water in the area. RTRR expects to shortly receive a permit from the Wayne County Drain Commission allowing for an underground video inspection of the area underneath the connection to determine the source of the water and contamination.

RTRR hired the Alfonsi Railroad Construction Co., a well-known rail rehabilitation firm, on November 10, 2005 to provide for the removal of the track proximate to the north end connection on the RTRR property so that this remediation work can proceed. Once the remediation is completed, the track will be re-laid and the ties replaced, as needed. RTRR intends to proceed with this work promptly after the remediation is completed.

RTRR has also taken steps to seek permission from the State of Michigan Department of Transportation (MDOT) to reopen the crossing with appropriate protection for the traffic on Jefferson Avenue. Before filing to reopen the crossing it worked cooperatively with CN to amend MDOT's records to reflect the transfer ownership of the crossing from CN to RTRR. RTRR then made a filing with MDOT several months ago to reopen the crossing. MDOT in turn organized a Diagnostic Team to visit the site and make assessments of the nature of protection required for the crossing. Representatives of the Cities of Riverview and Trenton, together with representatives of Wayne County and Grosse Isle, appeared at the site visit, which took place on March 1, 2006. The local government representatives voiced concerns with safety with respect to the reopening of the crossing. Upon full review of the relevant circumstances, on May 8, 2006, MDOT issued the attached Regulatory Findings Report recommending that the crossing be reopened subject to the type of safety protection specified in the Report. A final order with respect to the crossing is expected to be issued by MDOT within the next several weeks.

Once the north end connection is reopened, RTRR intends to commence track rehabilitation work along the entire line, beginning at the northern end of its line and moving south from there for the length of the line. As previously described, RTRR will acquire and install new and/or fit relay rails and ties (as required) and any additional track materials needed, such as turnouts, to facilitate switching within the property. RTRR will also acquire and spread appropriate ballast material, level and tamp the track, and profile the ballast for best drainage.

Once the opening of the crossing to rail traffic is closer to fruition, RTRR will work with local emergency services providers to develop notification procedures as required by the STB's conditions. RTRR will also maintain an ongoing dialogue with the nearby communities

regarding issues such as landscaping, emergency services on site and general construction and environmental matters.

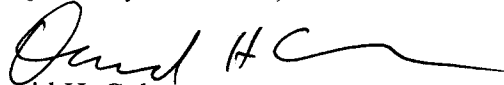
RTRR's management is continuing to assess business opportunities for the facility, and working with its business consultant to do so. These efforts will switch into high gear once the rehabilitation work is underway and a definitive timetable for opening the facility and operating the rail line can be determined. As reported previously, RTRR anticipates working with established shortline operators in the Detroit region, which would provide operational support and motive equipment to RTRR for the conduct of RTRR's rail operations. RTRR is also mindful of recent reports that efforts are underway to develop a similar (and potentially competitive) independent intermodal facility in Monroe County, MI, south of the Detroit area. RTRR will pursue its efforts to move forward with its plans as promptly as possible.

B. Environmental Conditions

Most of the environmental conditions imposed by the Board's May 15 Decision are by their terms not yet operative. See environmental Condition No. 1 (notification of emergency responders in advance of using the north end grade crossing); No. 3 (consultation with various agencies and implementation of best practices prior to initiation of construction); No. 4 (compliance during development of the site with certain local laws concerning environmental matters to the extent that they do not interfere with RTRR's ability to go forward with its rail project); No. 5 (use of berms and landscaping to minimize noise from rail/intermodal operations) and No. 6 (restrictions on hours of operation of the railroad and intermodal yard). RTRR will comply with these conditions at such point as its obligations are triggered.

RTRR continues to comply with the Due Care Plan that is referenced in Condition No. 2 of the Board's decision by managing the property consistent with the requirements of that Plan. That Plan, found at Appendix C of the Environmental Assessment, is designed to protect public health and natural resources.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "David H. Coburn", with a long horizontal flourish extending to the right.

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(202) 429-8063

Attorney for Riverview Trenton
Railroad Company, Inc.

May 15, 2006



STATE OF MICHIGAN

DEPARTMENT OF TRANSPORTATION
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

GLORIA J. JEFF
DIRECTOR

May 8, 2006

Mr. Dean Workman, Manager
City of Riverview
14100 Civic Park Drive
Riverview, MI 48192

Mr. Thomas Christ, V.P. Development
Riverview Trenton Railroad Company
c/o CenTra Transport
12225 Stephens Road
Warren, MI 48089

Ms. Vicky Holland, Engineer of Traffic
Wayne County Dept. of Public Services
Roads Division
29900 Goddard Road, Bldg. 4
Detroit, MI 48242

Dear Mr. Workman, Mr. Christ and Ms. Holland:

**Proposed Re-established Crossing of Riverview Trenton Railroad Company with
West Jefferson Avenue, located in the City of Riverview, Wayne County, Michigan.
(Michigan Department of Transportation File RR12078; NI 258102J)**

REGULATORY FINDINGS REPORT

A Diagnostic Study Team Review (DSTR) was held at the above crossing on March 1, 2006. The review was scheduled by the Michigan Department of Transportation's (MDOT) Freight Services and Safety Division, at the written request of the Riverview Trenton Railroad Company, to review a request to reestablish the Jefferson Avenue crossing.

The DSTR Team was unable to come to a group consensus regarding the reestablishment of the crossing. Consequently, MDOT has made a regulatory finding (per MCL 462.301(2)) and determined that the proposed reestablished crossing is necessary, feasible and can be made reasonably safe. Therefore, MDOT grants the Riverview Trenton Railroad's request to reestablish the crossing. The attached Diagnostic Study Team Review Crossing Evaluation Report documents MDOT's determination. Please review it carefully and share it with appropriate staff at your organization.

All signal and signing devices ordered in the report must be installed and maintained in conformance with the Michigan Manual of Uniform Traffic Control Devices, Part VIII and the Michigan Department of Transportation Guidelines for the Utilization and Installation of Traffic Control Devices at Highway-Railroad Grade Crossings. All installation, maintenance, renewal, and repair of roadbeds, tracks, culverts, and certain streets or sidewalks must be in conformance with MCL 462.309.

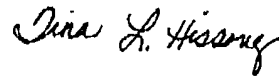
The cost of all adjustments and improvements at grade crossings are funded as provided in MCL 462.309, et seq, unless otherwise agreed to by the parties.

Jefferson Avenue
File RR12078
DSTR Held 03/01/2006
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Please contact me at (517) 335-2592, within 15 days if you believe changes are needed to the DSTR report. Any specific objections to the conclusions, ordered work items, time frames, or funding sources should be addressed in writing to Tina Hissong, Manager, Rail Safety Section, Freight Services and Safety Division, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan 48909. If no written objections are received within 15 days from the date of this report, MDOT will prepare an Order, in accordance with MCL 462.301(2).

All items listed in the "Ordered Items" section of the Diagnostic Study Team Review Crossing Evaluation Report must be completed within 24 months from the date of the Order unless a written request for a time extension is received from the railroad or road authority and granted by MDOT.

Sincerely,



Tina L. Hissong, Manager
Rail Safety Section
Freight Services and Safety Division
Multi-Modal Transportation Services Bureau

cc: Mailing List

Diagnostic Study Team Review Crossing Evaluation Report

Michigan Department
of Transportation

FILE #: 12078

Description: 200K-12078--West Jefferson Avenue

DSTR DATE: 03/01/2006

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DIAGNOSTIC STUDY TEAM REVIEW

Requested By: Riverview Trenton Railroad Company

Purpose: Road Improvement Project

CROSSING IDENTIFICATION

N.T. Number: 258102J Properly Posted: No Crossing Type: Active Vehicle

Road Name: Jefferson Avenue

Road Authority: Wayne County Department Of Public Services

City: Riverview

County: Wayne

Township(s):

Section(s): 00

Nearby Roadways/Dir. Road Authority

Toll Bridge Road / W Wayne County Department Of Public Services

Owner: Riverview Trenton Railroad Company - MCLOUTH STEEL/SPUR

Primary RR: Riverview Trenton Railroad Company

Sibley Road / E Wayne County Department Of Public Services

Maint. Party: Riverview Trenton Railroad Company - MCLOUTH STEEL/SPUR

Railroad(s) Operating Over Same Tracks: GTW, CR

Railroad(s) Operating Over Separate Tracks: NONE

NEW HAMPSHIRE INDEX / CRASH STATISTICS

N.T. Number: 258102J

NEW HAMPSHIRE INDEX

Daily Train Moves: 0.067 Traffic Count: 9109 Protection Factor: 1.00 Exposure Factor: 545 Non-motorized Concerns: None Reported

Nearby Crossings Equipped With Automatic Warning Devices: None

If closed, is there adequate access to nearby crossing? N/A Which Crossing? N/A

FIVE YEAR CRASH HISTORY

Total Crashes: 0 Fatal Crashes: 0 Personal Injury Crashes: 0 Property Damage Only: 0

of Persons Fatally Injured: 0 # of Persons Injured: 0

Crash Data Comments: N/A

ROADWAY INFORMATION

N.T. Number: 258102J

Total # of Lanes: 4 Thru Crossing: 4 Turn Lanes: 0 Parking Lanes: 0 One Way: No Boulevard: No Sidewalk: No Curb: Yes

Roadway Width: 78 Ft. Dir. of Roadway: W-E Vehicle Speed: 35 MPH Posted: Yes Shoulder Width: 0 Ft. Shoulder Mat.: N/A

Road Paved: Yes Roadway Approaches: EB Curve Level / WB Curve Level

Special Vehicle Use: Tanker trucks turning off Jefferson Avenue onto Payne Street to access Jones Chemical Company.

Approaches Conform to MSHTO: Yes Traffic Count: 9109 Count Year: 2004 Source: County 4 Trucks: 3

Overhead Lighting: Yes

CROSSING INFORMATION

N.T. Number: 258102J

Railroad Approaches: Curve

Direction of Tracks: N/S

Railroad Division: MIDWEST

Railroad Subdivision: RIVER

Total Number of Tracks: 1

Number of Main Tracks: 1

Cut-Off/Unused Tracks: 0

Number of Siding Tracks: 0

Number of Spur Tracks: 0

Crossing Status: Active

Crossing Angle: 90°

Simultaneous Occupancy: No

Can one train block motorist view of another train? N/A

Explain Blockage: N/A

Maximum Time Table: 10 MPH

Typical Speed: 10 MPH

Passenger Train Speed: N/A

Freight Train Speed: 10 MPH

Freight Train Movements: 2 Monthly

Passenger Train Movements: None

Switching Movements: None

TRACK	FLANGWAY MATERIAL	CROSSING MATERIAL	CROSSING LENGTH	CONDITION
Main 1	Rubber	Concrete	95	New

STATIC WARNING DEVICES

CROSSINGS	AWG	W-10-4	PAVEMENT MARKINGS	STOP MARK	NO PASS LINES	TRACK SIGN	INVENTORY TAGS	STOP & STOP FLAG	STOP SIGN AHEAD	DON'T STOP ON TRACKS	YIELD SIGN AHEAD	YIELD
258102J	0	0	0	0	2	0	0	No	0	0	0	0

AUTOMATIC WARNING DEVICES

FLASHING LOT	FLASHING LOT	LENS	SIDE LIGHTS	CANTILEVERS	CANTILEVERS	GATES	BELLS/ GONGS	STOP ON RED	STOP ON RED	NO TURN
BACK-TO-BACK	SINGLE FACE	SIZE	BACK-TO-BACK	SINGLE FACE			BLACK/WHITE	WHITE/BLACK	SIGNS	OTHER
258102J	0	0	N/A	0	0	0	0	0	0	0

SIGHT DISTANCE INFORMATION

N.T. Number: 258102J

TRAIN INFORMATION

Maximum Time Table Train Speed: 10 MPH Train Direction: Both Typical Train Speed Over Crossing: 10 MPH For Which Direction: Both

ROAD INFORMATION

Direction of Motor Vehicle Movement: NB Highway Speed: 35 MPH Posted: Yes Statutory: No Distance Down Highway: 274 Ft.

Typical Speed For Actual Conditions: 15 MPH Adjusted Distance Down Highway: 99 Ft.

Is Advance Warning Sign Visible Before Distance Down Highway: Yes Are Crossing Warning Devices Visible At Distance Down Highway: Yes

Direction of Motor Vehicle Movement: SB Highway Speed: 35 MPH Posted: Yes Statutory: No Distance Down Highway: 274 Ft.

Typical Speed For Actual Conditions: 15 MPH Adjusted Distance Down Highway: 99 Ft.

Is Advance Warning Sign Visible Before Distance Down Highway: Yes Are Crossing Warning Devices Visible At Distance Down Highway: Yes

SIGHT DISTANCES

DIST NE OBSTACLE

PRIV NW OBSTACLE

PRIV SW OBSTACLE

PRIV SE OBSTACLE

PRIV

Diagnostic Study Team Review Crossing Evaluation Report

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SIGHT DISTANCE INFORMATION

BAR 240'	No 240'	No 240'	No 240'
274 20' FENCE	Yes 100'	No 100'	No 20' BAUSH
0'	No 0'	No 0'	No 0'

ROAD PROJECT

THERE IS NO ROAD PROJECT INFORMATION TO REPORT.

ADDITIONAL INFORMATION

N.I. Number: 2581023

Signal Boxes Locked: N/A Signal Interconnected: N/A

Type of Track Circuit: N/A

Excessive Signal Activation: N/A

Track Circuit Approach Length: N/A

Track Circuit Approach Improvements: N/A

Intersecting Roadway Storage Space Issue: No Distance Between Road And Track: N/A

Storage Space Issue Explanation: N/A

DSTR COMMENTS

This Diagnostic Study Team Review was scheduled by the Michigan Department of Transportation's (MDOT) Freight Services and Safety Division at the request of the Riverview Trenton Railroad Company (RTR) to reestablish a railroad crossing at Jefferson Avenue in the City of Riverview.

RTR received a decision from the Surface Transportation Board with a Service Date of May 15, 2003 (Docket Number FD_34040_0) that states:

"We are granting the petition of Riverview Trenton Railroad Company (RTR) for an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10901 to acquire and operate a line of railroad in Wayne County, MI, subject to environmental and monitoring conditions and the requirement that RTR designate a community liaison."

RTR is a newly established railroad company. Canadian National Railroad (CN) was the previous owner of the Jefferson Avenue crossing prior to its removal. CN has informed MDOT that the reestablished crossing would be under the ownership and maintenance responsibilities of RTR. CN's right-of-way ends at the north side of Jefferson Avenue. CN will continue to maintain its own track up to the new crossing.

RTR informed the DSTR Team that the proposed reestablished crossing will travel in a north/south direction with a speed limit of 10 mph. Jefferson Avenue is a four-lane road traveling in an east/west direction with a speed limit of 35 mph and a 2004 traffic count of 8,169 vehicles per day. Vehicle speed actually slows down to approximately 15 mph where the proposed crossing would be located, due to a curve in the roadway at that location. RTR expects to start operations with approximately two trains per month during construction of their yard facilities and then increase to two trains per day when in full operation. RTR will attempt to make most of their switching moves at the south end of the property, over the bridge at Jefferson Avenue to keep the traffic congestion to a minimum at the north Jefferson Avenue crossing.

Opposition to the crossing was expressed at the DSTR from the City of Trenton and the City of Riverview. Both agencies object to the development of the property for industrial use. Due to their objections, consensus was not reached by the DSTR Team. Therefore, MDOT has made a regulatory finding (per MCL 462.301(2)) regarding the proposed reestablishment of the crossing. MDOT has the regulatory responsibility to determine if the proposed reestablished crossing is necessary, feasible and can be made reasonably safe (per MCL 462.307(4)).

MDOT finds that the requested crossing is necessary to provide a second access to the RTR yard, which would allow RTR to continue conducting interstate commerce should their south-end crossing over Jefferson Avenue become inaccessible. The requested crossing is feasible and can be made reasonably safe with the following enhancements.

RTR will install a new crossing surface. A concrete crossing surface was discussed at the DSTR because participants felt that would be the most durable surface material due to the crossing being located in the middle of a curve.

Diagnostic Study Team Review Crossing Evaluation Report

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DSTR COMMENTS

RTR will use the crossing approximately two times per month during the construction phase of the project to bring in rail, ties and other construction materials. During the construction phase, RTR will be required to use a stop-and-flag procedure to protect the crossing for vehicular traffic. Once the construction period is done and the property goes into full operation, RTR will be required to install new side-of-street flashers and cantilevers with proper signage and bells to protect the crossing. The stop-and-flag order will be rescinded once the automatic warning devices are operational. Twenty-four months will be allowed to complete the installation of the automatic warning devices, however devices should be installed as soon as the yard goes into full operation (should that happen prior to 24 months from the date of the forthcoming Order).

Wayne County will install crossbucks, advance warning signs, pavement markings and stop bars when the new crossing surface is installed.

Wayne County has a construction project starting in the late fall on the Grosse Ile Parkway bridge that will shut the bridge down for most of the winter and divert traffic to the toll bridge that comes out on Jefferson Avenue next to the new crossing. RTR has agreed to complete their crossing project prior to the Grosse Ile Parkway bridge construction to keep traffic congestion to a minimum. They will also provide access over the crossing for emergency vehicles during construction. The Surface Transportation Board Decision Document states that RTR must contact the cities and townships in the surrounding area two hours prior to train moves over the crossing so emergency vehicles can plan alternate routes if the crossing is blocked.

Note: Since the crossing is currently not in place, projected numbers were used to complete this form.

ORDERED ITEMS

N.I. Number: 258102J

WAS CONSENSUS REACHED: No

Flashing Lights**Action Required: Install**

Type: Safety Funding: RR TimeFrame: 24 Months

Explanation: RTR install 12" back-to-back side-of-street flashers for both directions.

Resp. Party: Riverview Trenton Railroad Company

Cantilevers**Action Required: Install**

Type: Safety Funding: RR TimeFrame: 24 Months

Explanation: RTR install cantilevers with 12" back-to-back flashers for both directions.

Resp. Party: Riverview Trenton Railroad Company

Side Lights**Action Required: Install**

Type: Safety Funding: RR TimeFrame: 24 Months

Explanation: RTR install side lights for traffic coming off Payne Street and Ford Street.

Resp. Party: Riverview Trenton Railroad Company

Bells/Congs**Action Required: Install**

Type: Safety Funding: RR TimeFrame: 24 Months

Explanation: RTR to install new bells for both directions of traffic.

Resp. Party: Riverview Trenton Railroad Company

Stop On Red Signs**Action Required: Install**

Type: Safety Funding: RR TimeFrame: 24 Months

Explanation: RTR install Stop On Red Signal signs for both directions of traffic.

Resp. Party: Riverview Trenton Railroad Company

Crossbucks**Action Required: Install**

Type: Safety Funding: RR TimeFrame: 24 Months

Explanation: RTR install crossbucks at the crossing for both directions of traffic.

Resp. Party: Riverview Trenton Railroad Company

Advanced Warning Signs**Action Required: Install**

Type: Safety Funding: RA TimeFrame: 24 Months

Explanation: Install advance warning signs in both approaches to the crossing.

Diagnostic Study Team Review Crossing Evaluation Report

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ORDERED ITEMS

Resp. Party: Wayne County Department Of Public Services

Pavement Markings Action Required: Install

Type: Safety Funding: RA TimeFrame: 24 Months

Explanation: Install pavement markings in the approaches for both directions of traffic.

Resp. Party: Wayne County Department Of Public Services

Stop Bars Action Required: Install

Type: Safety Funding: RA TimeFrame: 24 Months

Explanation: Install new stop bars at the crossing for both directions of traffic.

Resp. Party: Wayne County Department Of Public Services

Inventory Tags Action Required: Install

Type: Routine Funding: RR TimeFrame: 24 Months

Explanation: RTR apply for and install new inventory tags on both crossbucks.

Resp. Party: Riverview Trenton Railroad Company

Crossing Protection Action Required: Stop and Flag Order

Type: Safety Funding: RR TimeFrame: 24 Months

Explanation: RTR use Stop-and-Flag procedure to cross Jefferson Avenue until ARD in place.

Resp. Party: Riverview Trenton Railroad Company

Rail Sight Obstructions Action Required: Remove in all Quadrants

Type: Routine Funding: RR TimeFrame: 24 Months

Explanation: RTR remove vegetation close to crossing in all quadrants for vehicle vision.

Resp. Party: Riverview Trenton Railroad Company

BASIS FOR ORDERED MAINTENANCE DEFICIENCIES:

Ordered maintenance deficiencies based on "Michigan Department of Transportation Guidelines for the Utilization and Installation of Traffic Control Devices at Highway-Railroad Grade Crossings", "Michigan Manual for Uniform Traffic Control Devices", professional analysis, and data provided at the evaluation.

ORDER TO BE ISSUED: YES

ATTENDEES

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City of Riverview
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Riverview, MI 48192
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Mr. Steve Nowakowski, Railroad Safety Inspector
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Mr. Gerald Brown, Mayor
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Trenton, MI 48183
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Mr. Brian Sliwowski, Engineer
Wade Trim
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Taylor, MI 48180
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Mr. Dick Dwyer, Manager
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Diagnostic Study Team Review Crossing Evaluation ReportMichigan Department
of Transportation

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ATTENDEES

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Mr. Greg Alfonso,
Alfonso Railroad Construction Company
23501 Pennsylvania Road
Brownstown, MI 48192
Phone #: (734)281-6902

Mr. Dale Resume, Interim Township Manager
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Grosse Ile, MI 48130
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E-Mail: daler@grosseile.com

Michigan Department
of Transportation
1426 (03/05)

FORMAL INVESTIGATION CHECKLIST

N.I. # 258102J

ROAD NAME <u>JEFFERSON AVENUE</u>		ROAD AUTHORITY <u>CITY OF RIVERVIEW</u>	
RR# <u>12078</u>	RAILROAD <u>RIVERVIEW TRENTON RAILROAD COMPANY</u>	DATE <u>3-1-2006</u>	
REQUESTED NEW CROSSING		☐ APPROVED	☐ DENIED

ACTIVE TRAFFIC CONTROL DEVICES

	FUNDING		FUNDING
☒ Install Flashing Lights, Bells and Signs	<u>RTR</u>	☐ Install Half-Roadway Gates	
☒ Install Cantilever(s) with Flashing Lights	<u>RTR</u>	☐ Install 3/4 Roadway Gates	
☐ Install Pre-Signal & Interconnect		☐ Install Full-Roadway Gates	
☒ Install Sidelight(s) in _____ Quadrant(s)	<u>RTR</u>	☐ Other	
☐ Other		☐ Other	

PASSIVE TRAFFIC CONTROL DEVICES

	FUNDING		FUNDING
☒ Install Crossbucks (R15-1)	<u>WC</u>	☒ Install Advance Warning Signs	
☒ Install Pavement Markings	<u>WC</u>	☒ W10-1	<u>WC</u>
☐ Install No Passing Lines		☐ W10-2	
☒ Install Stop Bars	<u>WC</u>	☐ W10-3	
☐ Install Do Not Stop On Track Signs (R8-8)		☐ W10-4	
☐ Install Number of Tracks Sign (R15-2)		☒ Install NI Tags	<u>RTR</u>
☒ Remove Vegetation in _____ Quadrant(s)	<u>RTR</u>	☐ Other	
☐ Other		☐ Other	

COMMENTS

CERTIFICATION

I certify that this represents the outcome of this Formal Investigation.

MDOT RAILROAD SAFETY INSPECTOR

Steven P. Kousner

DATE

3-1-06

I have received a copy of this form:

RAILROAD REPRESENTATIVE

Chris Christ

DATE

3/1/2006

ROAD AUTHORITY REPRESENTATIVE

Frank J. [Signature]

DATE

3/01/06

OTHER

DATE

NOTE: All participants will be allowed a 15-day comment period following the issuance of the Formal Investigation Report.

PROOF OF SERVICE

Mindy Mazurek, being first duly sworn, deposes and says that she served true and complete copies of the annexed and foregoing document, by depositing the same in the United States mail in the City of Lansing, Michigan, enclosed in envelopes bearing postage, fully prepaid, and plainly addressed as listed above.

Mindy Mazurek

Date: 5-8-06

State of Michigan)
)ss:
County of Ingham)

Subscribed and sworn to before me, a Notary Public in and for the County of Eaton, acting in the County of Ingham.

Notary

My Commission Expires: 9-24-2010

DENSE R. CURL
NOTARY PUBLIC, KING OF SA
COUNTY OF ...
JAN 10 1968
Singham

MAILING LIST

file ,

imaging ,

Mr. Dean Workman, Manager
City of Riverview
14100 Civic Park Drive
Riverview, MI 48192

Mr. Gerald Brown, Mayor
City of Trenton
2800 Third Street
Trenton, MI 48183

Mr. Steve Nowakowski, Railroad Safety Inspector
MDOT Rail Safety Section
425 West Ottawa Street
P.O. Box 30050
Lansing, MI 48909
E-Mail: nowakowskist@michigan.gov

Ms. Nanette Guggemos, Analyst
MDOT Rail Safety Section
425 West Ottawa Street
P.O. Box 30050
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E-Mail: guggemosn@michigan.gov

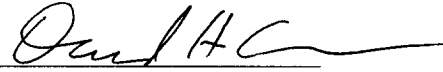
Mr. Thomas Christ, V.P. Corp. Development
Riverview Trenton Railroad Company
c/o Centra Transport
12225 Stephens Road
Warren, MI 48089

Mr. Dale Reaume, Interim Township Manager
Township of Grosse Ile
9601 Groh Road
Grosse Ile, MI 48138

Ms. Vicky Holland, Engineer of Traffic
Wayne County Dept. of Public Services
Roads Division
29900 Goddard Road, Bldg. 4
Detroit, MI 48242

CERTIFICATE OF SERVICE

I hereby certify that on this 15th day of May, 2006, a copy of this Sixth Status Report of Riverview Trenton Railroad Company was served upon all parties of record by first class mail, postage prepaid.

A handwritten signature in black ink, appearing to read "David H. Coburn", written over a horizontal line.

David H. Coburn