GRANT APPLICATION SUMMARY SHEET

Grant Name:	FY22 Railroad Crossing Elimination 23-26
Department:	NDOT
Grantor:	U.S. DEPARTMENT OF TRANSPORTATION
Pass-Through Grantor (If applicable):	
Total Applied For	$680,000.00
Metro Cash Match:	$170,000.00
Department Contact:	Casey Hopkins 8801676
Status:	NEW

Program Description:

NDOT proposes to conduct a Planning Project Study to evaluate alternatives and plan for the elimination of three (3) existing CSX main line Highway - Rail Grade Crossings (Reeves Road; Antioch Pike; and Camper Road); elimination of two (2) 3-way stop intersections; One (1) Stop intersection; construction of a new grade separation between CSX Transportation Railroad's main line track and Antioch Pike in Nashville,Tennessee; replacement of an existing substandard grade separation (CSX over Bell Road) with a wider clear span structure; and construction of a Collins Park Road extension to provide alternate road access to Camper Road, west of the CSX Main line.

Plan for continuation of services upon grant expiration:

Explore opportunities for construction dollars.

APPROVED AS TO AVAILABILITY OF FUNDS:

DocuSigned by: Kelly Flannery 10/10/2022

Director of Finance DS GAM DS PE **Date**

APPROVED AS TO FORM AND LEGALITY:

DocuSigned by: Nicki Ebe 10/10/2022

Metropolitan Attorney **Date**

APPROVED AS TO RISK AND INSURANCE:

DocuSigned by: Balogun Cobb 10/10/2022

Director of Risk Management Services **Date**

DocuSigned by: John Cooper 10/10/2022

Metropolitan Mayor **Date** DS kfN

(This application is contingent upon approval of the application by the Metropolitan Council.)

Grants Tracking Form

Part One

Pre-Application ○ Application ● Award Acceptance ○ Contract Amendment ○

Department	Dept. No.	Contact	Phone	Fax
NDOT	042	Casey Hopkins	8801676	

Grant Name:	FY22 Railroad Crossing Elimination 23-26		
Grantor:	U.S. DEPARTMENT OF TRANSPORTATION	Other:	
Grant Period From:	01/01/23	(applications only) Anticipated Application Date:	10/11/22
Grant Period To:	01/01/26	(applications only) Application Deadline:	10/11/22
Funding Type:	FED DIRECT	Multi-Department Grant ☐ → If yes, list below.	
Pass-Thru:	Select Pass-Thru --- >	Outside Consultant Project: ☐	
Award Type:	COMPETITIVE	Total Award:	$680,000.00
Status:	NEW	Metro Cash Match:	$170,000.00
Metro Category:	New Initiative	Metro In-Kind Match:	
CFDA #	20.327	Is Council approval required? ☑	
Project Description:		Applic. Submitted Electronically? ☑	

NDOT proposes to conduct a Planning Project Study to evaluate alternatives and plan for the elimination of three (3) existing CSX main line Highway - Rail Grade Crossings (Reeves Road; Antioch Pike; and Camper Road); elimination of two (2) 3-way stop intersections; One (1) Stop intersection; construction of a new grade separation between CSX Transportation Railroad's main line track and Antioch Pike in Nashville,Tennessee; replacement of an existing substandard grade separation (CSX over Bell Road) with a wider clear span structure; and construction of a Collins Park Road extension to provide alternate road access to Camper Road, west of the CSX Main line.

Plan for continuation of service after expiration of grant/Budgetary Impact:

Explore opportunities for construction dollars.

How is Match Determined?

Fixed Amount of $		or	20.0%	% of Grant	Other: ☐

Explanation for "Other" means of determining match:

For this Metro FY, how much of the required local Metro cash match:

Is already in department budget?	Yes		Fund	42021	Business Unit 42409021
Is not budgeted?			Proposed Source of Match:		FY 21 CSP
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)					

Other:

Number of FTEs the grant will fund:	0.00	Actual number of positions added:	0.00	
Departmental Indirect Cost Rate	18.83%	Indirect Cost of Grant to Metro:	$160,055.00	
*Indirect Costs allowed? ○ Yes ● No	% Allow. 0.00%	Ind. Cost Requested from Grantor:	$0.00	in budget

*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)

Draw down allowable? ☐

Metro or Community-based Partners:

Part Two

Grant Budget

Budget Year	Metro Fiscal Year	Federal Grantor	State Grantor	Other Grantor	Local Match Cash	Match Source (Fund, BU)	Local Match In-Kind	Total Grant Each Year	Indirect Cost to Metro	Ind. Cost Neg. from Grantor
Yr 1	FY23	$226,667.00	$0.00	$0.00	$56,667.00	42021, 42409021	$0.00	$283,334.00	$53,351.79	$0.00
Yr 2	FY24	$226,667.00	$0.00	$0.00	$56,667.00	42021, 42409021	$0.00	$283,334.00	$53,351.79	$0.00
Yr 3	FY25	$226,667.00	$0.00	$0.00	$56,667.00	42021, 42409021	$0.00	$283,334.00	$53,351.79	$0.00
Yr 4	FY__									
Yr 5	FY__									
Total		$680,000.00	$0.00	$0.00	$170,000.00		$0.00	$850,000.00	$160,055.38	$0.00

Date Awarded:		Tot. Awarded:		Contract#:	
(or) Date Denied:		Reason:			
(or) Date Withdrawn:		Reason:			

Contact:
vaughn.wilson@nashville.gov

Rev. 5/13/13
5523

GCP Rec'd 10/06/22

GCP Approved 10/06/22

VW

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Metropolitan Government of Nashville-Davidson County

* b. Employer/Taxpayer Identification Number (EIN/TIN): 62-0694743

* c. UEI: LGZLHP6ZHM55

d. Address:

* Street1: 1 Public Square
Street2:
* City: Nashville
County/Parish:
* State: TN: Tennessee
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 37201-5007

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:
* First Name: Casey
Middle Name:
* Last Name: Hopkins
Suffix:

Title:

Organizational Affiliation:

* Telephone Number: 615-880-1676
Fax Number:

* Email: casey.hopkins@nashville.gov

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

DOT - Federal Railroad Administration

11. Catalog of Federal Domestic Assistance Number:

20.327

CFDA Title:

Railroad Crossing Elimination

*** 12. Funding Opportunity Number:**

FR-RCE-22-001

* Title:

FY22 Railroad Crossing Elimination Grant Program

13. Competition Identification Number:

FR-RCE-22-001-100635

Title:

FY22 Railroad Crossing Elimination Grant Program

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Antioch Pike Over CSX Grade Separation Study

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: TN-005 * b. Program/Project: TN-005

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 01/01/2023 * b. End Date: 01/01/2026

18. Estimated Funding ($):

* a. Federal	680,000.00
* b. Applicant	170,000.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	850,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name: Casey

Middle Name:

* Last Name: Hopkins

Suffix:

* Title: Grants Coordinator

* Telephone Number: 615-880-1676 Fax Number:

* Email: casey.hopkins@nashville.gov

* Signature of Authorized Representative: Completed by Grants.gov upon submission. * Date Signed: Completed by Grants.gov upon submission.

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	NDOT_Grant Application_Antioc	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2		Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3		Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4		Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5		Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6		Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

NDOT_Grant Application_Antioch Pike Over CSX SS_093022.pdf

OMB Number: 2130-0615
Expiration Date: 01/31/2025

U.S. Department of Transportation
Federal Railroad Administration

Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying

PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions (Pursuant to 2 CFR Part 180)

(1) The grantee certifies to the best of its knowledge and belief, that it and its principles:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal of State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

A. The grantee certifies that it will or continue to provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

(b) Establishing an ongoing drug-free awareness program to inform employees about—

(1) The dangers of drug abuse in the workplace;
(2) The grantee's policy of maintaining a drug-free workplace;
(3) Any available drug counseling, rehabilitation, and employee assistance programs; and
(4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—

(1) Abide by the terms of the statement; and

(2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

(e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;

(f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—

(1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or

(2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

750 S Fifth Street, Nashville, Davidson, TN, 37206

Check ☐ if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK ☒ IF APPLICABLE
CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING
$100,000
OR
A FEDERAL LOAN EXCEEDING $150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.

Completed on submission by Grants.gov.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

Casey Hopkins - Grants Coordinator

TYPED NAME AND TITLE

Completed on submission by Grants.gov.

DATE

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action:
- [ ] a. contract
- [x] b. grant
- [ ] c. cooperative agreement
- [ ] d. loan
- [ ] e. loan guarantee
- [ ] f. loan insurance

2. * Status of Federal Action:
- [x] a. bid/offer/application
- [ ] b. initial award
- [ ] c. post-award

3. * Report Type:
- [x] a. initial filing
- [ ] b. material change

4. Name and Address of Reporting Entity:

[x] Prime [ ] SubAwardee

*Name: Metropolitan Government of Nashville and Davidson County

*Street 1: 1 Public Square Street 2:

*City: Nashville State: Zip:

Congressional District, if known:

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency:

U.S Department of Transportation

7. * Federal Program Name/Description:

Railroad Crossing Elimination

CFDA Number, *if applicable:* 20.327

8. Federal Action Number, *if known:*

9. Award Amount, *if known:*

$

10. a. Name and Address of Lobbying Registrant:

Prefix: *First Name: Ana Middle Name:

*Last Name: Cruz Suffix:

*Street 1: 601 Thirteenth St, NW, Suite 250 S Street 2:

*City: Washington, D.C. State: DC: District of Columbia Zip:

b. Individual Performing Services (including address if different from No. 10a)

Prefix: *First Name: Ana Middle Name:

*Last Name: Cruz Suffix:

*Street 1: 601 Thirteenth St, NW, Suite 250 S Street 2:

*City: Washington, D.C State: DC: District of Columbia Zip:

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

*** Signature:** Completed on submission to Grants.gov

***Name:** Prefix: *First Name: Casey Middle Name:

*Last Name: Hopkins Suffix:

Title: **Telephone No.:** **Date:** Completed on submission to Grants.gov

Federal Use Only:

Authorized for Local Reproduction
Standard Form - LLL (Rev. 7-97)

PLANNING PROJECT

Antioch Pike Over CSX Grade Separation Study

Application for Federal Funding, RCE Program

Prepared by:

NDOT

NASHVILLE DEPARTMENT of TRANSPORTATION & MULTIMODAL INFRASTRUCTURE

SEPTEMBER 2022

CONTACT INFORMATION

Please direct inquiries regarding this application to:

Brad Freeze, Chief Engineer
720 South 5th Street
Nashville, Tennessee 37206
D (615) 862-8741 | C (615) 202-1391
Brad.Freeze@Nashville.gov

CONTENTS

APPENDICES

I. Cover Page

Project Title: Planning Project; Antioch Pike Over CSX - Grade Separation Study

Applicant: Nashville Department of Transportation

Federal Funding Requested Under this NOFO:	$680,000	
Proposed Non-Federal Match	$170,000	In-Kind: N/A
Does some or all of the proposed Non-Federal Match for the total project cost consist of preliminary engineering costs incurred before project selection?		No
If yes, how much?		N/A
Other Sources of Federal funding, if applicable		N/A
Total Project Cost	$850,000	
Was a Federal Grant Application Previously Submitted for this Project?		No
City(-ies), State(s) Where the Project is Located		Nashville, TN
Congressional District(s) Where the Project is Located		TN-005

Is this project identified in:

• The freight investment plan component of a State freight plan, as required under Section 70202(b)(9),	No
• A State rail plan prepared in accordance with Chapter 227;	No
• A State highway-rail grade crossing action plan, as required under section 11401(b) of Passenger Rail Reform and Investment Act of 2015 (title XI of Public Law 114-94).	No
Is the Project Located in a Rural Area or on Tribal Land?	No
Is the project eligible for a funding set-aside in Section B.1?	No

U.S. DOT Crossing Inventory Numbers:

Reeves Road	349225X	Camper Road	349227L
Antioch Pike	349226E	Bell Road	349228T

Is the Project located on real property owned by someone other than the applicant? YES
The proposed grade separations and grade crossing eliminations are on right-of-way of both NDOT and CSX. Any new road work will be performed on NDOT right-of-way. Some right-of-way acquisition may be required based on the proposed Project Study results.

II. Project Summary

Metropolitan Nashville Department of Transportation (NDOT) proposes to conduct a Planning Project Study to evaluate alternatives and plan for the elimination of three (3) existing CSX main line Highway – Rail Grade Crossings (Reeves Road; Antioch Pike, and Camper Road); elimination of two (2) 3-Way STOP intersections; one (1) STOP intersection; construction of a new grade separation between CSX Transportation Railroad's main line track and Antioch Pike in Nashville, Tennessee; replacement of an existing substandard grade separation (CSX over Bell Road) with a wider clear span structure; and, construction of a Collins Park Road extension to provide alternate road access to Camper Road, west of the CSX Main Line.

Challenges in this 2-mile long section of CSX include a history of accidents / incidents at the three highway – rail grade crossings (20 total accidents / incidents and four total fatalities at these three (3) Highway – Rail grade crossings over the last few decades); traffic congestion on Antioch Pike, Blue Hole Road, Hickory Hollow Parkway, Mt. View Road, I-24 ramps, and Bell Road, complicated by the proximity of two 3-Way STOP intersections on Antioch Pike, one on each side of and close to the CSX main line Highway – Rail grade crossing at Antioch Pike; traffic congestion and highway traffic back-ups onto the CSX main line at Antioch Pike; 26 school buses crossing at grade crossings within the Study Corridor; traffic flow and capacity reductions with trains blocking the crossings; traffic congestion at Bell Road due to existing grade separation structure constraints, including insufficient clear span lengths for the proper number of traffic lanes, the number and location of existing bridge substructure supports that narrow the roadway, resulting in traffic congestion on Bell Road, I-24 ramps, and Hickory Hollow Parkway; routine delays and increased travel times for the traveling public, commercial traffic, and emergency vehicles; and, increased fuel consumption and increased air emissions based on delays, and the existing levels of traffic congestion.

The purpose of the Planning Project is to study alternatives for two grade separations, several intersection eliminations, road extensions, along with the elimination of all Highway – Rail grade crossings within this 2.4 mile corridor to improve the local rail and highway infrastructure to enhance rail safety; improve the health and safety of the community; eliminate three (3 total) Highway - Rail grade crossings that are frequently blocked by trains and have highway vehicles stopped on the track; eliminate two (2) 3-Way STOP intersections; eliminate one (1) STOP intersection; improve roadway traffic capacity and flow; reduce the impacts of the freight movements and railroad operations on the community by reducing traffic delays and congestion; improve vehicle fuel efficiency; reduce vehicle emissions; reducing train and roadway traffic noise; reduce the safety risk factor to 0.00000; and, improve emergency response times.

The Project Study will be specifically designed in concept to improve safety and lower safety risks for the traveling public and the railroad; improve both traffic flows and capacities; reduce daily congestion and traffic delays; reduce greenhouse gas emissions and reduce fuel consumption by reducing vehicle idle times significantly; reduce vehicle accident rates at existing intersections; promote energy efficiency; assure equity in design; create opportunities for local residents and businesses; utilize existing Metro Nashville land / property / right-of-way and CSX Railroad land / right-of-way in a fiscally responsible manner; and, use efficient transportation design to increase climate resilience and to reduce air pollution.

III. Project Funding

NDOT intends to use the discretionary grant awards, funded through the RCE Program, to support its Planning Project study to improve highway and railroad safety, build economic strength and global competitiveness, assure equity, and climate and sustainability, consistent with the U.S. Department of Transportation's (DOT) strategic goals. NDOT intends to provide the required match for the Grant, as determined by the FRA, using local funds. No Federal sourced funds will be used for the required match. NDOT has not previously applied for Federal Funds for this Project.

Project Funding Table

Task No.	Task Name / Project Component	Cost	Percentage of Total Cost
1. Conduct Planning Project Study	Antioch Pike Overpass; Bell Road Overpass; closure of Reeves Road, Antioch Pike, and Camper Road	$850,000	100%
Total Project Cost		$850,000	
Federal Funds from Prior Grants		$ 0	
Federal Funding Request under this NOFO		$680,000	80%
Non-Federal Funding Match (NDOT)	Cash (In-Kind Match – N/A)	$170,000	20%
Portion of Non-Federal Funding from a private source	N/A for the study phase	N/A	
Portion of Total project Cost spent in a Rural area or on Tribal Lands	N/A	N/A	
Pending Federal Funding Requests	N/A	N/A	

IV. Applicant Eligibility

The Applicant is the Metropolitan Government of Nashville and Davidson County, a Metropolitan Government, working through its Department of Transportation, the Nashville Department of Transportation and Multimodal Infrastructure.

On June 28, 1962, the voters of the City of Nashville and Davidson County voted in favor of the creation of a metropolitan government. Beverly Briley was elected the first Mayor in November, 1962, and the Metropolitan Government of Nashville and Davidson County was implemented on April 1, 1963.

V. Detailed Project Description

The challenges identified in "Section II. Project Summary", will be fully addressed in the proposed Project Planning Study.

The key components of the proposed Project Study ("the Project", "Study") include:

- Comprehensive Traffic Study within the Antioch Pike Corridor;
- Study Evaluations, Concept Designs and Cost Estimates For Roadway Modifications;
- Project Study Deliverables;
- Opportunities for Safety Improvements; and,
- The Expected Users And Beneficiaries Of The Project
- Performance Measures

Comprehensive Traffic Study within the Antioch Pike Corridor

1. Collect existing and projected traffic flow, capacity, accident / incident, and other relevant data required to evaluate existing and proposed alternate roads and intersections, and prepare concept designs for all intersections and roadways.
    - Antioch Pike / Una Antioch Pike
    - Hickory Hollow Parkway
    - Bell Road
    - Blue Hole Road
    - Mt. View Road
    - Reeves Road
    - Camper Road
    - Collins Park Road
    - Payne Road
    - Carrolton Station Drive
    - Goodwin Road
2. Identify opportunities to eliminate intersections (including several intersections with STOP signs), add roundabouts, eliminate STOP signs and signals, improve speeds, reduce stops and delays, eliminate school bus crossings of railroads at-grade, provide more efficient designs, provide increased capacity and efficiency, reduce emergency response times and delays by studying each connecting road and each intersection.
3. Evaluate opportunities to connect existing roads (e.g. Payne Road to Antioch Pike, and Collins Park Road to Camper Road), and provide more alternate highway travel routes, creating equity and opportunity.
4. Evaluate options and opportunities for reducing noise within the study corridor.
5. Review potential environmental impacts and potential improvements.
6. Identify the passive and active traffic warning devices that may be required for the design and construction of the project components.
7. Identify opportunities for safety improvements and enhancements within the corridor, considering car, truck, other commercial, emergency, and school bus traffic and routes.

Study Evaluations, Concept Designs and Cost Estimates For Roadway Modifications

Highway – Rail Grade Crossing Elimination

The Study will include evaluations for each Highway – Rail grade crossing and preparation of concept plans and cost estimated for each grade crossing location with the goal of eliminating three (3) Highway – Rail grade crossings at...

1. Reeves Road
2. Antioch Pike
3. Camper Road

Please refer to the detailed proposed scope of study for each individual location, below.

Grade Separation Construction

The Study will include evaluations, concept plans and cost estimates for each grade separation location in connection with the goal of eliminating all Highway – Rail grade crossings, enhancing railroad and traffic safety, and improving overall transportation efficiency, at...

1. The Proposed Antioch Pike over CSX grade separation, laterally relocated to the north of the existing Antioch Pike Highway – Rail grade crossing. Construct a new bridge that will convey the laterally relocated Antioch Pike over CSX.
2. Replacement of the existing CSX over Bell Road grade separation to provide room for additional traffic lanes, to improve highway safety, flow, capacity, and efficiency.

Please refer to the detailed proposed scope of study for each individual location, below.

Road and Intersection Modifications

The Study will include evaluations of and preparation of concept plans and cost estimates for road and intersection modifications within the corridor, with the goal of eliminating three (3) Highway – Rail grade crossings, enhancing railroad and traffic safety, eliminating intersections, maintaining property owner access, and improving overall transportation efficiency, at...

1. Collins Park Road – extension to the north to connect with Camper Road (necessary for elimination of the Camper Road Highway – Rail grade crossing)
2. Elimination of one (1) STOP Intersection at…
    a. The intersection of Reeves Road and Goodwin Road
3. Elimination of two (2) 3-Way STOP Intersections at…
    b. The intersection of Antioch Pike and Blue Hole Road
    c. The intersection of Antioch Pike, Hickory Hollow Parkway, and Carrolton Station Drive (recommend the study to include evaluation of using a roundabout at this location)
4. Redesign of intersections at…
    d. The intersection of Antioch Pike and Blue Hole Road (eliminate intersection)
    e. The intersection of Antioch Pike and Hickory Hollow Parkway (noted above)
    f. The intersection of Mt. View Road and Hickory Hollow Parkway
    g. The intersection of Camper Road and Hickory Hollow Parkway (elimination)
    h. The intersection of Bell Road and Hickory Hollow Parkway (related to grade separation)
    i. The intersection of Reeves Road and Goodwin Road (elimination of intersection)
    j. The Intersection of Bell Road and I-24 (Ramp(s)
5. Extension of Payne Road to Carrolton Drive (Relocated Antioch Pike)

Highway – Rail Grade Crossing Elimination - Locations
Please refer to the location maps at the end of this narrative for a view of the overall Study Corridor and each individual crossing location listed.

Reeves Road Highway – Rail Grade Crossing (DOT Inventory Number 349225X)
There have been 4 accidents at this Highway – Rail Grade Crossing between 1975 and 1981, all of which included property damage, one of which included one fatality and three injuries. US DOT Grade Crossing Inventory Forms and Accident/Incident Report Forms are attached.

The scope of study work required for this grade crossing closure will include the following:

- Stormwater drainage evaluation at the existing grade crossings for potential impacts to culverts and ditches. Evaluate drainage impacting the CSX right-of-way and roadbed coming from the east, along Reeves Road. Evaluate drainage requirements on the west side of the CSX main line track.
- Cost estimate for the grade crossing removal and grade crossing signal system removal.
- Design alternatives for the elimination of the intersection of Reeves Road and Goodwin Road, on the west side of the CSX main line track.
- Design alternatives for a cul-de-sac or hammerhead turnaround for westbound road traffic on Reeves Road, on the east side of the CSX main line track.
- Identify existing underground and above ground utilities and utility conflicts.
- Identify potential property impacts and acquisition requirements related to the grade crossing closure.
- Identify passive and active traffic control devices on existing roads that would require modification based on the proposed road closure.

Antioch Pike Highway – Rail Grade Crossing (DOT Inventory Number 349226E)
There have been 10 accidents at this Highway – Rail Grade Crossing between 1976 and 2001, most of which included property damage, four of which included injuries. US DOT Grade Crossing Inventory Forms and Accident/Incident Report Forms are attached.

The scope of study work required for this grade crossing closure will include the following:

- Stormwater drainage evaluation at the existing grade crossings for potential impacts to culverts and ditches. Evaluate drainage impacting the CSX right-of-way and roadbed coming from the east, along Antioch Pike. Evaluate drainage requirements on both sides of the CSX main line track.
- Cost estimate for the grade crossing removal and grade crossing signal system removal.
- Design alternatives for the following:
  a. Realignment (lateral relocation) of Antioch pike to the north of the existing Highway – Rail Grade Crossing, with a proposed Grade – Separation over CSX, utilizing Carrolton Station Drive and Payne Road (extended) alignments;
  b. Intersection of Mt. View Road and Hickory Hollow Parkway;
  c. Intersection of Blue Hole Road and Antioch Pike;
  d. Intersection of Antioch Pike, Hickory Hollow Parkway (realigned), and Carrolton Station Drive (potential roundabout); and,
  e. Connection of Payne Road and Carrolton Station Drive (Relocated Antioch Pike).
- Identify existing underground and above ground utilities and utility conflicts.

- Identify potential property impacts and acquisition requirements related to the grade crossing closure, realignment of Antioch Pike, and Construction of the proposed Grade – Separation over CSX.
- The proposed location and feasibility study will include a complete evaluation of the proposed alignment, alignment alternatives, property impacts, constructibility issues, environmental impacts, impacts to connecting roads, right-of-way needs, etc.
- Identify passive and active traffic control devices on existing roads that would require modification based on the proposed road closure.

Camper Road Highway – Rail Grade Crossing (DOT Inventory Number 349227L)
There have been 6 accidents at this Highway – Rail Grade Crossing between 1989 and 2013, all of which included property damage, one of which included two fatalities, one of which included one fatality (suicide), and one of which included injuries to the driver. US DOT Grade Crossing Inventory Forms and Accident/Incident Report Forms are attached.

The scope of study work required for this grade crossing closure will include the following:

- Study a potential connection of Camper Road with Collins Park Drive (required for the crossing closure – to provide access to the existing residence), including design alternatives for the connection, or purchase of the land affected by the closure.
- Stormwater drainage evaluation at the existing grade crossings for potential impacts to culverts and ditches. Evaluate drainage impacting the CSX right-of-way and roadbed coming from the east, along Hickory Hollow Parkway.
- Cost estimate for the grade crossing removal and grade crossing signal system removal.
- Design alternatives for a cul-de-sac or hammerhead turnaround for westbound road traffic on Camper Road, or abandonment / elimination of Camper Road altogether, between Hickory Hollow Parkway, and the CSX main line track, on the east side of the CSX main line track.
- Identify existing underground and above ground utilities and utility conflicts.
- Identify potential property impacts and acquisition requirements related to the grade crossing closure and connection of Camper Road on the west side of the CSX main line to Collins Park Road (extended).
- Identify passive and active traffic control devices on Hickory Hollow Parkway, Camper Road, and Collins Park Road that would require modification based on the proposed road closure.

CSX – Bell Road Grade Separation Replacement (DOT Inventory Number 349228T)
The scope of study work required for the replacement of the existing railroad overpass Grade Separation over Bell Road will include the following:

- Study a potential permanent CSX main line alignment change (Lateral Relocation), moving the existing main line alignment to the east with a new clear span over Bell Road, providing additional traffic lanes for enhanced vehicular traffic flow and reduced delays (Construction of a proposed new overhead railroad bridge could be constructed, along with the track approaches to the new bridge, without interfering with the existing main line operations, and with little interference with traffic on Bell Road).
- Study an alternate shoofly track (temporary Lateral Relocation of the CSX main line), constructing a temporary overhead railroad bridge and temporary track approaches on the

east side of the CSX main line track, then replace the existing bridge on the existing main line track alignment with Construction of a new overhead railroad bridge with more traffic lanes, and improved capacity and safety.

- Evaluate clearances under Hickory Hollow road overpass to the south of Bell Road to check for horizontal clearances, the need for bent crash walls, other potential alignment related impacts, etc. related to a potential Lateral Relocation (permanent alignment change).
- Perform stormwater drainage evaluations for the proposed design alternatives for potential impacts to culverts and ditches. Evaluate drainage impacts to Bell Road and the CSX main line track and roadbed.
- Prepare cost estimates for both alternatives for the proposed bridge replacement and all related track, roadbed, and road work, traffic signal work and removal of the existing bridge.
- Identify existing underground and above ground utilities and utility conflicts.
- Identify potential property impacts and acquisition requirements related to the Grade – Separation replacement.
- Identify temporary and permanent passive and active traffic control devices on Collins Park Road, Bell Road, I-24 Ramps, and Hickory Hollow Parkway that would require modification based on the proposed road work and Grade Separation replacement.
- Identify other project impacts, and associated costs.

The expected outcomes of the Project Study will include the following Project Study Deliverables

1. Results and Report of the Traffic Study based on eliminating three (3) Highway – Rail grade crossings.
2. Recommendations and concept plans for eliminating and / or reconfiguring multiple road intersections within the Study Corridor.
3. Recommendations and scopes of work for road modifications at the three (3) Highway – Rail grade crossings to be eliminated.
4. Recommendations for proposed passive and active warning systems, signs, and pavement markings on roadways and at intersections
5. Recommendations for roundabouts or other alternative intersection designs.
6. Recommendations for modification of travel lanes, and additional lanes on Bell Road, in the vicinity of the CSX over Bell Road grade separation.
7. Projected future traffic volumes and speeds for all roadways within the Study Corridor based on new road connections, additional traffic lanes, relocated Antioch Pike, the new Antioch Pike grade separation, replacement of the CSX / Bell Road grade separation with more clearance and room for additional lanes, and other road modifications.
8. Preliminary Opinions of Probable Construction Cost to implement all of the Project Study concept recommendations.

Opportunities for Safety Improvements

Opportunities for Highway Capacity and Efficiency Improvements

The Project Study will identify, fully describe, and provide the following opportunity data:

1. Elimination of 26 daily school bus crossings over Highway – Rail grade crossings within the proposed Corridor. There are a total of 30 buses that are routed that could pass through this location. Elimination of the crossings eliminates delays related to the crossings and improves school bus safety, reduces, travel time and delays, and improves fuel efficiency.
2. Reduced delays on Reeves Road due to train traffic and train stops
3. Reduced delays on Camper Road due to train traffic and train stops
4. Reduced delays on Antioch Pike due to train traffic and train stops
5. Reduced delays on Hickory Hollow Parkway at Antioch Pike due to reduced railroad traffic and train stops over Antioch Pike
6. Improved capacity and reduced delays with additional traffic lanes at the proposed wider grade separation on Bell Road, with reduced delays on Hickory Hollow Parkway near Bell Road, Collins Park Road, and I-24 Ramps.
7. Reduced delays on Blue Hole Road at Antioch Pike due to reduced railroad traffic and train stops over Antioch Pike
8. Improved road access to neighborhoods for residents and emergency vehicles along the entire corridor, with greater connectivity.
9. Reduced overall delays for emergency vehicles

Opportunities for improvements to Railroad Operations and Safety Improvements

1. Elimination of risk (to 0.00000) of school bus / train collisions / accidents / incidents at three (3) Highway – Rail grade crossings. Elimination of 26 daily school bus crossings over Highway – Rail grade crossings within the proposed Corridor.
2. Elimination of risk of trains striking vehicles stopped on Highway – Rail grade crossings resulting from highway traffic back-ups and vandalism.
3. Elimination of risk of railroad maintenance of way and signal employees and contractors being struck by highway vehicles at Highway – Rail grade crossings.
4. Elimination of risk of railroad on-track machinery striking highway vehicles and highway vehicles striking railroad on-track machinery.
5. Elimination of risk of Highway – Rail grade crossing signal system failures, gates dropping without trains on approach, or flashers illuminated without trains on approach, caused by system failures, power failures, and / or lightning strikes.
6. Reduced risk of suicide fatality (1 suicide fatality has been reported at Camp Road Highway – Rail grade crossings), elimination of suicide risk of vehicle involved suicide at crossings.

Opportunities for Highway Safety Improvements

1. Reductions in rear-end collisions at intersections within the corridor.
2. Reduced number of intersections.
3. Reduced number of STOP sign intersections.

The Expected Users And Beneficiaries Of The Project

The expected users and beneficiaries of the Project are the traveling public within the Antioch Pike Corridor, including school bus traffic, commercial and residential highway users, and CSX Transportation Railroad.

Performance Measures

While it is the responsibility of the Federal Funding Agency to establish performance measures, the Applicant (NDOT) proposes to utilize the following performance measures, as per Section (F) (3) (c), and required in 2 CFR 200.301, to show achievement of program goals and objectives, share lessons learned, improve program outcomes, and foster adoption of promising practices. NDOT intends to complete and execute the following program goals, indicators, targets, baseline data, data collection, and expected outcomes:

1. Complete a comprehensive traffic study within the Study corridor (Antioch Pike Corridor), with the goal of improving overall safety and efficiency.
2. Complete concept studies, plans, and preliminary opinions of probable construction cost for all work related to Highway – Rail grade crossings eliminations (3); grade separations (2); elimination of intersections (3); and related road work, including road extensions and relocations.
3. Utilize equity in design based on Metro Nashville's program guidelines.
4. Design for improvements in safety for both the traveling public and railroad operations.
5. Design for improvements and efficiencies related to air quality, sustainability, climate change, fuel efficiency and consumption, commercial and residential travel time, and, emergency services response time.

VI. Highway – Rail Grade Crossing Safety Information and Education Programs

N/A for this Project

VII. Project Location

The Planning Project is located along the CSX Transportation Railroad Corridor in Nashville, Tennessee ("Antioch Pike Corridor"), between the Richards Road Highway – Rail grade crossing on the north end (CSX Milepost MP 00J 9.03; DOT XING ID: 349224R; 36.06870 N, 86.67734 W), and the Hickory Hollow Parkway Railroad Overpass on the south end (CSX MP 00J 11.44; DOT XING ID: 643071; 36.04354 N, 86.65026 W), approximately 2.43 miles in length, along the CSX Railroad main line track. A Project Overview Location Map is provided, showing the project limits, and the Congressional District TN-005.

VIII. Highway – Rail Grade Crossing and Grade Separation Information

The grade crossing information for the three highway – rail grade crossings proposed for closure is provided below.

Roadway Name	US DOT Crossing Inventory Number	Coordinates	Railroad
Reeves Road	349225X	36.06526 N, 86.67567 W	CSX
Antioch Pike*	349226E	36.05981 N, 86.67149 W	CSX
Camper Road	349227L	36.05000 N, 86.66514 W	CSX

*It is proposed to construct a new grade separation bridge structure on Antioch Pike (laterally relocated to the north of the existing Antioch Pike Highway – Rail grade crossing) over CSX Railroad, to provide highway traffic routes in connection with the elimination of the three grade crossings listed above.

It is proposed to replace the existing substandard railroad overpass (CSX over Bell Road) with a new railroad bridge structure, with improved clear span lengths, to allow for the proper horizontal clearances and the proper number of traffic lanes, and capacity needs at:

Bell Road	349228T	36.04622 N, 86.65772 W	CSX

IX. Evaluation and Selection Criteria

The Metropolitan Government of Nashville and Davidson County, working through its Department of Transportation (NDOT) meets the criteria for eligibility based on the guidelines outlined.

NDOT intends to provide 20% cash matching local funds, with no in-kind work proposed.

Project Benefits:
NDOT understands that the FRA will evaluate application information for the extent to which the proposed project…

(A) Improves safety at Highway-Rail or Pathway Rail Grade Crossings. The proposed Planning Project plan is to construct 1 grade separated crossing; replacement of an existing grade separated crossing; and, extend one road to connect with Camper Road in order to eliminate three (3) Highway – Rail grade crossings.
(B) This Planning Project proposes to grade separate one crossing, eliminating a total of three grade Highway-Rail Grade Crossings. Please refer to Item (A) above.
(C) This Planning Project Improves the mobility of both people and goods by providing unrestricted access over CSX near Antioch Pike, while improving the intersections of Antioch Pike with Blue Hole Road, Hickory Hollow Parkway, and Mt. View Road, and, provides much greater traffic capacity on bell Road near I-24 and Hickory Hollow Parkway's intersection at Bell Road.
(D) Another focus of this Planning Project is to reduce fuel consumption, reduce vehicle emissions, protects the environment in terms of improved anticipated air quality, and provides community benefits such as reduced delays, reduced travel times, fuel savings, and noise reduction along the corridor.

(E) This Planning Project will improve access to emergency services by virtually eliminating blocked Highway – Railroad grade crossings at three locations, providing reduced response times and travel times, as well as reduced emergency vehicle fuel consumption and emissions.
(F) This Planning Project will improve access to communities along this corridor, providing increased highway capacity, fewer delays, reduced travel time, and freedom from blocked crossings.
(G) This project provides economic benefit in a number of ways; fuel savings due to reduced delays and shorter travel times, less idle time; shorter travel times provide more time, each day, for business and leisure endeavors, reliability of transportation and delivery services will be enhanced without the current traffic delays. For the Railroad, there will be three fewer grade crossing surfaces and grade crossing signal systems to maintain. For NDOT, there will be two fewer 3-Way STOP intersections, creating faster overall travel times, and reduced fuel consumption.
(H) NDOT / Metro Nashville uses contracting incentives to employ local labor, to the extent permissible under Federal law. Please refer to the Metro Programs discussed below in Section XI.

X. Safety Benefit

Crouch Engineering has used the FEDERAL RAILROAD ADMINISTRATION GRADEDEC.NET software / HSR MODEL to calculate the safety risk factor for the three existing Highway – Rail grade crossing conditions and proposed conditions following elimination of the three crossings at Reeves Road, Antioch Pike, and Camper Road. using the HSR MODEL.

Please refer to the attachments for results of the HSR Study, and the Predicted Annual Accident rate (CORRIDOR AND CROSSING DATA).

The predicted annual rate, following closure of the crossings is reduced to 0.00000 for each of the three Highway – Rail grade crossings in the Antioch Pike Corridor.

XI. DOT Strategic Goals

NDOT proposed Project Study, as outlined above, includes efforts to consider climate change and sustainability impacts, as well as efforts to improve equity and reduce barriers to opportunity in project planning.

Climate change and sustainability - by reducing travel delays and travel time for highway vehicles all along the Study Corridor, idle times, fuel consumption and related emissions will be greatly reduced, improving overall air quality and reducing the carbon footprint. Noise reduction will provide a higher quality of life for all residents and businesses along the Study Corridor. Over one mile of length of the Mill Creek Greenway is within 0.25 miles of the CSX main line within the Study Corridor. Reductions in noise will be beneficial to the users of the Mill Creek Greenway.

Improving traffic flow, reducing delays and travel times will build economic strength, assure equity, and climate and sustainability, consistent with the U.S. Department of Transportation's (DOT) strategic goals.

By eliminating 3 Highway – Rail Grade Crossings, and constructing 2 grade separations, highway and railroad safety will both be greatly improved, emergency response times will be improved, as discussed above, and 26 daily school bus crossings of CSX will be eliminated.

DBE Standards: Metro Nashville's DBE program goals include actions to advance good-paying, quality jobs and workforce programs and hiring policies that promote workforce inclusion. The project will be implemented by Metro and TDOT to foster opportunities for Minority and Women-Owned Business Enterprise (MWBE) inclusion efforts. Through procurement regulation changes underway, Nashville is implementing a race and gender-neutral program that establishes a contract threshold, under which certain contracts become eligible by designation to only be bid on by small business in accordance with SBA guidelines. The program will also provide more time for prime contractors and subcontractors to plan for and prepare timely bids. This is to increase the ability for firms to form joint ventures or teaming arrangements and to obtain any needed support services. Metro is developing an enhanced communications plan for how it will better assist W/MBE Business community in understanding its programs, implementations and how to prepare for future procurement opportunities.

Nashville's Vision Zero Action & Implementation Plan ("Vision Zero") is a new way of thinking about traffic safety. The Vision Zero movement is a worldwide strategy to eliminate all traffic-related deaths and severe injuries and at the same time, increasing safety, equity, and mobility for all users. While Vision Zero is a challenging goal, it's worth working towards because people deserve safe streets in Nashville. In Nashville, a new philosophy and approach to traffic safety is needed in order to achieve Vision Zero.
See the following link: https://www.nashville.gov/departments/transportation/plans-and-programs/vision-zero

Equity By Design: Design is an explicit equity lens on infrastructure that was developed in Metro's Transportation Plan. Using Equity By Design, we are sharpening our aim toward a performance-driven transportation system that is efficient, effective and accountable in planning, design, and implementation. Equity in our system performance is well supported by including equity in the design of each project that makes up the system. Equity By Design prioritizes community input and is explicit about equity in the design process of projects. This tool questions how a project meets certain equitable criteria concerning accessibility, connectivity, populations of varying age, safety, outreach, and environmental throughout project design and implementation. This tool is intended to be broad, comprehensive, and open ended so that the design of each project will fully describe how that metric is being met.

XII. Project Implementation and Management

NDOT intends to implement and manage the proposed Project Study. NDOT will follow the proposed Project Study process outlined below, following all RCE Program Grant requirements:

- Prepare a proposed Scope of Project Study based on the study challenges, components and goals outlined in this Narrative and Application.
- Prepare and issue a Request for Qualifications for the Project Study based on the proposed Scope of Project Study; RCE Grant Guidelines; and NDOT's DBE standards.
- Provide opportunities for all or portions of the work to be performed by a DBE firm(s).
- Evaluate Statements of Qualifications and other requirements and award the work.
- Negotiate or otherwise obtain study fees, following RCE Grant guidelines.
- Engage stakeholders within the Project Study corridor, including, but not limited to CSX Transportation Railroad; other Metro Nashville Departments; Metro Public Schools; Metro Emergency Services; Local Residences and businesses; TDOT; Nashville Electric Service; Metro Water and Sewer; etc., through contact and engagement.
- NDOT will directly oversee the project and will be responsible change-order management, risk management, and conformance to Federal requirements for project progress reporting (see https:/1 www.fra.dot.gov/Page!P0274).
- NDOT and TDOT possess the necessary capabilities to coordinate and implement the federally funded project within the Grant execution timeframe. The agencies coordinate on a regular basis, and both stand ready to implement this project successfully. One example of our past experience is the Sadler Street grade crossing, where the agencies coordinated the elimination of a Highway – Rail grade crossing in 2021, using a new grade separation (road bridge) being built over the crossing. Currently, NDOT is finishing up a planning grant for our Connect Downtown program which is a comprehensive effort to address how downtown Nashville's increasing congestion can be better managed through improvements in traffic management, curbside access, transit access, and pedestrian safety, while also supporting the anticipated growth in employment, residential and commercial development, and tourism. This planning grant will be finished in March 2023. With all planning activities and recommendations being presented in 1.5 years. Lastly, from 2017 to 2022, NDOT completed 31 sidewalk projects with an average timeline of 3.6 years from planning to construction.

XIII. Environmental Readiness

The NEPA process for this project is not yet underway. The applicant intends to begin the NEPA process as soon as practical, following the completion of the proposed planning study. Some elements and data required for a NEPA review process will naturally be components of the proposed study.

APPENDIX A

US DOT Grade Crossing

INVENTORY FORMS

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
07/ 18/ 2022	☑ Railroad ☐ Transit ☐ State ☐ Other	☑ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	349226E

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	TENNESSEE	DAVIDSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☑ In ☐ Near NASHVILLE	ANTIOCH PIKE (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☑ No If Yes, Specify RR	☐ Yes ☑ No If Yes, Specify RR

9. Railroad Zone or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None NASHVILLE	☐ None CHATTANOOGA	☑ None	00J | 0009.750 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
941390		☑ N/A	☑ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☑ Public ☐ Private	☑ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☑ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☑ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☑ 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?	25. Quiet Zone (FRA provided)
☐ Yes ☑ No If Yes, Provide Crossing Number	☑ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☑ N/A	(WGS84 std: nn.nnnnnnn) 36.0598140	(WGS84 std: -nnn.nnnnnnn) -086.6714830	☑ Actual ☐ 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)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
(800)232-0144	(904)366-3051	(615)741-9558

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
2	2	6	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2022	3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 60 to 60

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)

☑ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☑ Yes ☐ No	☐ Yes ☑ No	☐ Yes ☑ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 07/18/2022	PAGE 2	D. Crossing Inventory Number *(7 char.)* 349226E

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☑ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☑ None
0	0	0	☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☑ No	☑ Stop Lines ☐ Dynamic Envelope ☑ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☑ None	☐ Yes ☐ No	☑ Yes ☐ No

2.J. Other MUTCD Signs ☑ Yes ☐ No

Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ 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)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☑ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☑ LED ☑ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☑ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☑ No	☐ Yes ☑ No	2

3.J. Non-Train Active Warning ☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None

3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☑ No	☑ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☑ Yes ☐ No	☐ Yes ☑ No	☐ Yes ☑ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☐ 1 Timber ☐ 2 Asphalt ☑ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☑ Yes ☐ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☑ 30° – 59° ☐ 60° - 90°	☑ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☑ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☑ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☑ (4) Minor Arterial ☐ (7) Local	☐ Yes ☑ No	35 MPH ☑ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2006 AADT 010114	01 %	☑ Yes ☐ No Average Number per Day 4	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

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)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
08/16/2018	☑ Railroad ☐ Transit ☐ State ☐ Other	☑ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	349228T

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	TENNESSEE	DAVIDSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☑ In ☐ Near NASHVILLE	BELL RD (Street/Road Name) | (* Block Number)	SR 254

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☑ No If Yes, Specify RR	☐ Yes ☑ No If Yes, Specify RR

9. Railroad Zone or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None NASHVILLE	☐ None CHATTANOOGA	☑ None	00J | 0010.980 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
941390		☑ N/A	☑ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☑ Public ☐ Private	☑ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☐ At Grade ☐ RR Under ☑ RR Over	☐ Yes ☐ No	☑ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☑ 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?	25. Quiet Zone (FRA provided)
☐ Yes ☑ No If Yes, Provide Crossing Number	☑ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☑ N/A	(WGS84 std: nn.nnnnnnn) 36.0461950	(WGS84 std: -nnn.nnnnnnn) -086.6577220	☑ Actual ☐ 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)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
(800)232-0144	(904)366-3051	(615)741-9558

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
6	8	2	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2018	3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 60 to 60

4. Type and Count of Tracks

Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)

☐ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 08/16/2018	PAGE 2	D. Crossing Inventory Number *(7 char.)* 349228T

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☐ Yes ☑ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☐ Yes ☑ No

2.J. Other MUTCD Signs ☐ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

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)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☑ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☑ No	☐ Yes ☑ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count ____ Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 0	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☑ No If Yes, Approximate Distance *(feet)* ____	☐ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☐ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☐ No	____ MPH ☐ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1970 AADT 0	0 %	☐ Yes ☐ No Average Number per Day ____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

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)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
08/ 24/ 2022	☑ Railroad ☐ Transit ☐ State ☐ Other	☑ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	349227L

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	TENNESSEE	DAVIDSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☑ In ☐ Near NASHVILLE	CAMPER (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☑ No If Yes, Specify RR	☐ Yes ☑ No If Yes, Specify RR

9. Railroad Zone or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None NASHVILLE	☐ None CHATTANOOGA	☑ None	00J | 0010.510 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
941390		☑ N/A	☑ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☑ Public ☐ Private	☑ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☑ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☑ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☑ 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?	25. Quiet Zone (FRA provided)
☐ Yes ☑ No If Yes, Provide Crossing Number	☑ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☑ N/A	(WGS84 std: nn.nnnnnnn) 36.0499970	(WGS84 std: -nnn.nnnnnnn) -086.6651500	☑ Actual ☐ 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)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
(800)232-0144	(904)366-3051	(615)741-9558

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
3	1	7	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2022	3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 60 to 60

4. Type and Count of Tracks
Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)
☑ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 08/24/2022	PAGE 2	D. Crossing Inventory Number *(7 char.)* 349227L

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☑ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☑ None
0	0	0	☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☑ No	☑ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☑ None	☐ Yes ☐ No	☑ Yes ☐ No

2.J. Other MUTCD Signs ☑ Yes ☐ No

Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ 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)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☑ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☑ Incandescent ☐ LED ☑ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☑ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☑ No	☐ Yes ☑ No	2

3.J. Non-Train Active Warning ☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None

3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☑ No	☑ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☑ Yes ☐ No	☐ Yes ☑ No	☐ Yes ☑ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☐ 1 Timber ☐ 2 Asphalt ☑ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☑ Yes ☐ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☑ 60° - 90°	☑ Yes ☐ No

Part V: Public Highway Information

1. Highway System
☐ (01) Interstate Highway System
☐ (02) Other Nat Hwy System (NHS)
☐ (03) Federal AID, Not NHS
☑ (08) Non-Federal Aid

2. Functional Classification of Road at Crossing ☐ (0) Rural ☑ (1) Urban
☐ (1) Interstate ☐ (5) Major Collector
☐ (2) Other Freeways and Expressways
☐ (3) Other Principal Arterial ☐ (6) Minor Collector
☐ (4) Minor Arterial ☑ (7) Local

3. Is Crossing on State Highway System? ☐ Yes ☑ No

4. Highway Speed Limit 30 MPH ☑ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2006 AADT 000041	04 %	☐ Yes ☑ No Average Number per Day _____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

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)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
07/ 12/ 2022	☑ Railroad ☐ Transit ☐ State ☐ Other	☑ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	349225X

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
CSX Transportation [CSX]	TENNESSEE	DAVIDSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☑ In ☐ Near NASHVILLE	REEVES ROAD (Street/Road Name) | * (Block Number)	LS

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☑ No If Yes, Specify RR	☐ Yes ☑ No If Yes, Specify RR

9. Railroad Zone or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None NASHVILLE	☐ None CHATTANOOGA	☑ None	00J | 0009.300 | (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
941390		☑ N/A	☑ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☑ Public ☐ Private	☑ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☑ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☑ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☑ 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?	25. Quiet Zone (FRA provided)
☐ Yes ☑ No If Yes, Provide Crossing Number	☑ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☑ N/A	(WGS84 std: nn.nnnnnnn) 36.0652381	(WGS84 std: -nnn.nnnnnnn) -086.6756501	☑ Actual ☐ 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)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
(800)232-0144	(904)366-3051	(615)741-9558

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
2	2	6	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2022	3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 60 to 60

4. Type and Count of Tracks
Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)
☑ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☑ Yes ☐ No	☐ Yes ☑ No	☐ Yes ☑ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)* 07/12/2022	PAGE 2	D. Crossing Inventory Number *(7 char.)* 349225X

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☑ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☑ None
0	0	0	☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☑ No	☑ Stop Lines ☐ Dynamic Envelope ☑ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☑ None	☐ Yes ☑ No	☑ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☑ No

Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ 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)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☑ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 1 ☑ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☑ LED ☑ Back Lights Included ☑ Side Lights Included	6

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☑ Not Required	☐ Yes ☑ No Installed on *(MM/YYYY)* _____/_____	☐ Yes ☑ No	1

3.J. Non-Train Active Warning ☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None

3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☑ No	☑ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☑ Yes ☐ No	☐ Yes ☑ No	☑ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☑ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☑ Yes ☐ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☑ 60° - 90°	☑ Yes ☐ No

Part V: Public Highway Information

1. Highway System
☐ (01) Interstate Highway System
☐ (02) Other Nat Hwy System (NHS)
☐ (03) Federal AID, Not NHS
☑ (08) Non-Federal Aid

2. Functional Classification of Road at Crossing ☐ (0) Rural ☑ (1) Urban
☐ (1) Interstate ☐ (5) Major Collector
☐ (2) Other Freeways and Expressways
☐ (3) Other Principal Arterial ☐ (6) Minor Collector
☐ (4) Minor Arterial ☑ (7) Local

3. Is Crossing on State Highway System? ☐ Yes ☑ No

4. Highway Speed Limit 30 MPH ☑ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2006 AADT 001097	04 %	☐ Yes ☑ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

APPENDIX B

US DOT Grade Crossing

ACCIDENT/ INCIDENT FORMS

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 020121032
2. Other Railroad Involved in Train Accident/Incident		2a.	2b. 020121032
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 020121032

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	02/24/01	12:30 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
NASHVILLE	NASHVILLE	DAVIDSON	47	TN

11. City *(if in a city)* NASHVILLE | 12. Highway Name or No. UNA-ANTIOCH PIKE | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*: 15

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: 2

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 0

20c. State the name and quantity of the hazardous material released, if any: 0

21. Temperature *(specify if minus)*: 52 °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* — A. Spec. MoW Equip, 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class: 4

28. Number of Locomotive Units: 2

29. Number of Cars: 38

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: 46 mph — Code: R

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 2

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): 03, 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: 2

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 3

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 3

38. Driver's Age: 21

39. Driver's Gender — 1. Male, 2. Female — Code: 1

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: 2

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	1
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 2

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage *(est. dollar damage)*: $2,000

48. Total Number of Highway-Rail Crossing Users *(include driver)*: 2

50. Total Number of People on Train *(include passengers and crew)*: 2

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

TRAIN MOVING SOUTH BOUND ON CHATTANOOGA SUB MAINLINE AND STRUCK AUTOMOBIL THAT DID NOT STOP FOR TRAI N AT CROSSING WARNING SIGNAL.

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 020021011
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 020021011

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	02/10/00	10:15 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
NASHVILLE	NASHVILLE	DAVIDSON	47	TN

11. City *(if in a city)* NASHVILLE | 12. Highway Name or No. UNA-ANTIOCH PIKE | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*: 10

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: 2

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 0

20c. State the name and quantity of the hazardous material released, if any: 0

21. Temperature *(specify if minus)*: 50 °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: CHATT SUB

27. FRA Track Class: 4

28. Number of Locomotive Units: 2

29. Number of Cars: 21

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: 57 mph — Code: R

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 2

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): 03, 06, 07

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: 2

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age: 41

39. Driver's Gender — 1. Male, 2. Female — Code: 2

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 1

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: 3

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	1
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 2

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage *(est. dollar damage)*: $1,000

48. Total Number of Highway-Rail Crossing Users *(include driver)*: 1

50. Total Number of People on Train *(include passengers and crew)*: 2

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

HIGHWAY USER TRIED TO BEAT TRAIN AND WAS STRUCK IN PASSENGER'S SIDE REAR DOOR OF VEHICLE.

55. Typed Name and Title	56. Signature	57. Date

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 099921029
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 099921029

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	09/24/99	11:55 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
NASHVILLE	NASHVILLE	DAVIDSON	47	TN

11. City *(if in a city)*: NASHVILLE
12. Highway Name or No.: ANTIOCH PIKE
☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **0**

20c. State the name and quantity of the hazardous material released, if any: **0**

21. Temperature *(specify if minus)*: **68** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAINLINE**

27. FRA Track Class: **4**

28. Number of Locomotive Units: **2**

29. Number of Cars: **49**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **40** mph — Code: **R**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **03** **07**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: **2**

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age: **21**

39. Driver's Gender — 1. Male, 2. Female — Code: **1**

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	1
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$0**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*: **3**

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

HIGHWAY USER FAILED TO STOP AT CORSSING SIGNAL, AS REPORTED BY WITNESSES AND WAS STRUCK BY TRAIN.

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 099921028
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 099921028

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	09/07/99	05:40 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
NASHVILLE	NASHVILLE	DAVIDSON	47	TN

11. City *(if in a city)*: NASHVILLE
12. Highway Name or No.: ANTIOCH PIKE
☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **15**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **2**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State the name and quantity of the hazardous material released, if any: **0**

21. Temperature *(specify if minus)*: **90** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — A. Spec. MoW Equip, 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAINLINE**

27. FRA Track Class: **4**

28. Number of Locomotive Units: **3**

29. Number of Cars: **89**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **45** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **03** **06**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: **2**

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **3**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age: **21**

39. Driver's Gender — 1. Male, 2. Female — Code: **1**

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **3**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	1
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$0**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*: **2**

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

Q58206 MOVING NORTH BOUND ON MAIN LINE. AUTO FAILED TO STOP AT CROSSING AND WAS STRUCK BY TRAIN.

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 029208031
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 029208031

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	02/07/92	10:15 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
NASHVILLE		DAVIDSON	47	TN

11. City *(if in a city)*	12. Highway Name or No.	
NASHVILLE	ANTIOCH PIKE	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **1**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*	22. Visibility *(single entry)*	23. Weather *(single entry)*
33 °F	1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAINLINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
3	2	49	40 mph	R		1

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **02** **03** **04** **05**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach	Code	36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown	Code	37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown	Code
	1				1

38. Driver's Age	39. Driver's Gender — 1. Male, 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown	Code	41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)*	Code
				2		4

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$0**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **0**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 108901004
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 108901004

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	10/01/89	03:15 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
RADNOR		DAVIDSON	47	TN

11. City *(if in a city)*	12. Highway Name or No.	
NASHVILLE	ANTICOH PIKE	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: **1**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **3**

24. Type of Equipment Consist *(single entry)* — A. Spec. MoW Equip; 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAINLINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded; E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
3	3	40	2 mph	E	2	

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None — Code(s): **03**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **3**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age:

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **0**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 058901024
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 058901024

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	05/15/89	08:01 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
RADNOR		DAVIDSON	47	TN

11. City *(if in a city)*	12. Highway Name or No.	
ANTIOCH	ANTIOCH PIKE	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* (1. North 2. South 3. East 4. West) — Code: **4**

16. Position (1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped) — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? (1. Highway User 2. Rail Equipment 3. Both 4. Neither) — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance (1. Rail equipment struck highway user 2. Rail equipment struck by highway user) — Code: **1**

20b. Was there a hazardous materials release by (1. Highway User 2. Rail Equipment 3. Both 4. Neither) — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **59** °F

22. Visibility *(single entry)* (1. Dawn 2. Day 3. Dusk 4. Dark) — Code: **2**

23. Weather *(single entry)* (1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow) — Code: **2**

24. Type of Equipment Consist *(single entry)* — A. Spec. MoW Equip, 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car — Code: **1**

25. Track Type Used by Rail Equipment Involved (1. Main 2. Yard 3. Siding 4. Industry) — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class: **3**

28. Number of Locomotive Units: **3**

29. Number of Cars: **95**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **40** mph — Code: **R**

31. Time Table Direction (1. North 2. South 3. East 4. West) — Code: **1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **03**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban (1. Yes 2. No 3. Unknown) — Code:

35. Location of Warning (1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach) — Code: **1**

36. Crossing Warning Interconnected with Highway Signals (1. Yes 2. No 3. Unknown) — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights (1. Yes 2. No 3. Unknown) — Code: **2**

38. Driver's Age:

39. Driver's Gender (1. Male 2. Female) — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train (1. Yes 2. No 3. Unknown) — Code: **2**

41. Driver (1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)*) — Code: **2**

42. Driver Passed Standing Highway Vehicle (1. Yes 2. No 3. Unknown) — Code: **2**

43. View of Track Obscured by *(primary obstruction)* (1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed) — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was (1. Killed 2. Injured 3. Uninjured) — Code: **3**

45. Was Driver in the Vehicle? (1. Yes 2. No) — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,800**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed (1. Yes 2. No) — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 098801032
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 098801032

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	09/21/88	06:10 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
DANLEY		DAVIDSON	47	TN

11. City *(if in a city)*	12. Highway Name or No.	
NASHVILLE	ANTIOCH PINE	☑ Public ☐ Private

Highway User Involved

13. Type	Code
A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other *(specify)*	A

14. Vehicle Speed *(est. mph at impact)*	15. Direction *(geographical)* 1. North 2. South 3. East 4. West	Code
15		4

16. Position	Code
1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped	3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?	Code
1. Highway User 2. Rail Equipment 3. Both 4. Neither	4

Rail Equipment Involved

17. Equipment	Code
1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL	1

18. Position of Car Unit in Train
1

19. Circumstance	Code
1. Rail equipment struck highway user 2. Rail equipment struck by highway user	1

20b. Was there a hazardous materials release by	Code
1. Highway User 2. Rail Equipment 3. Both 4. Neither	

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*	22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark	Code	23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code
82 °F		2		1

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip.	Code	25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	Code	26. Track Number or Name
	1		1	MAIN TRACK

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
3	5	90	40 mph	R		2

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None								33. Signaled Crossing Warning	34. Whistle Ban 1. Yes 2. No 3. Unknown	Code
Code(s)	03							20 sec warn min (1);		

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	Code	36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown	Code	37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown	Code
	1				2

38. Driver's Age	39. Driver's Gender 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	Code	41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)*	Code
				2		2

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	Code	43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed	Code
	2		8

Casualties to:	Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	Code	45. Was Driver in the Vehicle? 1. Yes 2. No	Code
				3		1
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicle Property Damage *(est. dollar damage)*	$1,000	48. Total Number of Highway-Rail Crossing Users *(include driver)*	1
49. Railroad Employees	0	0	50. Total Number of People on Train *(include passengers and crew)*		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	Code
52. Passengers on Train	0	0				2

53a. Special Study Block	53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 018801006
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 018801006

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	01/03/88	12:23 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
RADNOR		DAVIDSON	47	TN

11. City *(if in a city)*	12. Highway Name or No.	
ANTIOCH	ANTIOCH PIKE	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **30**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **28** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAINLINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated	Code	31. Time Table Direction	Code
3	3	104	40 mph	R	1. North 2. South 3. East 4. West	1

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): **03** **05**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code:

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **1**

38. Driver's Age:

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **1**

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$10,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Louisville And Nashville Railroad Company [LN]	1a. LN	1b. 117608703
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance		3a.	3b.

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349226E	11/13/76	12:33 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
ANTIOCH		DAVIDSON	47	TN

11. City *(if in a city)*

12. Highway Name or No. ANTIOCH PIKE ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **10**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **35** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **2**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **SINGLE MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
4	3	93	45 mph	E	1	1

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **03**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **1**

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$200**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: CSX Transportation [CSX]	1a. Alphabetic Code: CSX	1b. Railroad Accident/Incident No.: 000121049
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: CSX Transportation [CSX]	3a. Alphabetic Code: CSX	3b. Railroad Accident/Incident No.: 000121049
4. U.S. DOT Grade Crossing ID No.: 349227L	5. Date of Accident/Incident (month/day/year): 09/27/2013	6. Time of Accident/Incident: 4:30 AM ☐ PM ☑
7. Nearest Railroad Station: KIMBRO	8. Subdivision: CHATTANOOGA	9. County: DAVIDSON
10. State: Abbr. TN — Code: 47		
11. City (if in a city): NASHVILLE	12. Highway Name or No.: CAMPER	Public ☑ Private ☐

Highway User Involved

13. Type — Code: A
C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other (specify)

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) — Code: 3
1. North 2. South 3. East 4. West

16. Position — Code: 2
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: 4
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: 1
1. Train (units pulling); 2. Train (units pushing); 3. Train (standing); 4. Car(s) (moving); 5. Car(s) (standing); 6. Light loco(s) (moving); 7. Light loco(s) (standing); 8. Other (specify); A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: 1

19. Circumstance — Code: 1
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code: 4
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 75 °F

22. Visibility (single entry) — Code: 2
1. Dawn 2. Day 3. Dusk 4. Dark

23. Weather (single entry) — Code: 1
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

24. Type of Equipment Consist (single entry) — Code: 1
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU

25. Track Type Used by Rail Equipment Involved — Code: 1
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: MAIN 1

27. FRA Track Class (1-9,X): 4

28. Number of Locomotive Units: 2

29. Number of Cars: 44

30. Consist Speed (Recorded speed if available) — Code: R
R. Recorded; E. Estimated: 47 mph

31. Time Table Direction — Code: 1
1. North 3. East 2. South 4. West

32. Type of Crossing Warning — Code(s): 01; 03; 06; 07
1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other (specify); 12. None

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: 1

34. Roadway Conditions — Code: A
A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — Code: 1
1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach

36. Crossing Warning Interconnected with Highway Signals — Code: 2
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: 2
1. Yes 2. No 3. Unknown

38. Highway User's Age: 49

39. Highway User's Gender — Code: 1
1. Male; 2. Female

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: 2
1. Yes 2. No 3. Unknown

41. Highway User — Code: 8
1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other (specify); 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — Code: 2
1. Yes 2. No 3. Unknown

43. View of Track Obscured by (primary obstruction) — Code: 8
1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	1	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: 1. Killed 2. Injured 3. Uninjured — 1

45. Was Driver in the Vehicle? — Code: 1
1. Yes 2. No

47. Highway Vehicle Property Damage (est. dollar damage): $6,500

48. Total Number of Vehicle Occupants (including driver): 1

50. Total Number of People on Train (include passengers and train crew): 2

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: 2
1. Yes 2. No

53a. Special Study Block — Video Taken? ☑ Yes ☐ No; Video Used? ☑ Yes ☐ No

53b. Special Study Block

54. Narrative Description (Be specific, and continue on separate sheet if necessary)

Q21025 NORTHBOUND STRUCK STOPPED VEHICLE AT MP 000J10.5 CAMPER RD CROSSING. VEHICLE STOPPED, THEN PROCEEDED AROUND GATES AND STOPPED IN TRACK. STRUCK BY TRAIN AT 48 MPH. VEHICLE WAS SHOVED 3300 FEET BY THE TRAIN AND CAUGHT ON FIRE ONCE STOPPED. CSXT CREW OK, VEHICLE OCCUPANT A FATALITY. CROSSING PROTECTION ALSO INCLUDE: STOP LINES AND ADVANCE WARNING.

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: CSX Transportation [CSX]	1a. Alphabetic Code: CSX	1b. Railroad Accident/Incident No.: 000014342
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry): CSX Transportation [CSX]	3a. Alphabetic Code: CSX	3b. Railroad Accident/Incident No.: 000014342
4. U.S. DOT Grade Crossing ID No.: 349227L	5. Date of Accident/Incident: month 0 8 / day 0 9 / year 2005	6. Time of Accident/Incident: 12:58 AM ☐ PM ☑
7. Nearest Railroad Station: NASHVILLE	8. Subdivision	9. County: DAVIDSON
10. State: Abbr. TN — Code: 47		
11. City (if in a city): NASHVILLE	12. Highway Name or No.: CAMPER — Public ☑ Private ☐	

Highway User Involved

13. Type: A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other (specify) — Code: E

14. Vehicle Speed (est. mph at impact): 5

15. Direction (geographical): 1. North 2. South 3. East 4. West — Code: 3

16. Position: 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 2

Rail Equipment Involved

17. Equipment: 1. Train (units pulling); 2. Train (units pushing); 3. Train (standing); 4. Car(s) (moving); 5. Car(s) (standing); 6. Light loco(s) (moving); 7. Light loco(s) (standing); 8. Other (specify); A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s) — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 94 °F

22. Visibility (single entry): 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry): 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry): 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: 1

25. Track Type Used by Rail Equipment Involved: 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class (1-9,X): 4

28. Number of Locomotive Units: 2

29. Number of Cars: 52

30. Consist Speed (Recorded speed if available): 50 mph — Code: R (R. Recorded; E. Estimated)

31. Time Table Direction: 1. North 3. East 2. South 4. West — Code: 1

32. Type of Crossing Warning: 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other (specify); 12. None — Code(s): 07

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions: A. Dry; B. Wet; C. Snow/Slush; D. Ice; E. Sand,Mud,Dirt,Oil,Gravel; F. Water (Standing, Moving) — Code:

35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown — Code: 3

38. Highway User's Age:

39. Highway User's Gender: 1. Male; 2. Female — Code: 1

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown — Code: 2

41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other (specify); 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: 3

42. Driver Passed Standing Highway Vehicle: 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction): 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	2	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: 1. Killed 2. Injured 3. Uninjured: 1

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $6,500

48. Total Number of Vehicle Occupants (including driver): 2

50. Total Number of People on Train (include passengers and train crew): 2

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description (Be specific, and continue on separate sheet if necessary)

SALVATION ARMY TRUCK PULLED INTO PATH OF ONCOMING TRAIN. TRAIN STRUCK TRUCK CAUSING FATAL INJURIES TO VEHICLE OCCUPANTS.

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: CSX Transportation [CSX]	1a. Alphabetic Code: CSX	1b. Railroad Accident/Incident No.: 120221010
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.: 120221010
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry): CSX Transportation [CSX]	3a. Alphabetic Code: CSX	3b. Railroad Accident/Incident No.: 120221010
4. U.S. DOT Grade Crossing ID No.: 349227L	5. Date of Accident/Incident: month 1 2 / day 1 1 / year 2002	6. Time of Accident/Incident: 7:15 AM ☐ PM ☑
7. Nearest Railroad Station: NASHVILLE	8. Subdivision	9. County: DAVIDSON
10. State: Abbr. TN — Code: 47		
11. City (if in a city): NASHVILLE	12. Highway Name or No.: CAMPER	Public ☑ Private ☐

Highway User Involved

13. Type — Code: A
C. Truck-trailer F. Bus J. Other Motor Vehicle
A. Auto D. Pick-up truck G. School Bus K. Pedestrian
B. Truck E. Van H. Motorcycle M. Other (specify)

14. Vehicle Speed (est. mph at impact): 5

15. Direction (geographical) — Code: 1
1. North 2. South 3. East 4. West

16. Position — Code: 3
1. Stalled or stuck on crossing 4. Trapped on crossing by traffic
2. Stopped on Crossing 5. Blocked on crossing by gates
3. Moving over crossing

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: 4
1. Highway User 2. Rail Equipment 3. Both 4. Neither

21. Temperature (specify if minus): 40 °F

22. Visibility (single entry) — Code: 4
1. Dawn 2. Day 3. Dusk 4. Dark

24. Type of Equipment Consist (single entry)
1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU
2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU
3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing — Code: 1
4. Work Train 8. Light loco(s) C. Commuter Train-Pushing

27. FRA Track Class (1-9,X): 4

28. Number of Locomotive Units: 3

29. Number of Cars: 43

32. Type of Crossing Warning
1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew
2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)
3. Standard FLS 6. Audible 9. Watchman 12. None
Code(s): 07

35. Location of Warning — Code: 1
1. Both Sides
2. Side of Vehicle Approach
3. Opposite Side of Vehicle Approach

38. Highway User's Age: 21

39. Highway User's Gender — Code: 1
1. Male 2. Female

Rail Equipment Involved

17. Equipment — Code: 1
1. Train (units pulling) 4. Car(s) (moving) A. Train pulling- RCL
2. Train (units pushing) 5. Car(s) (standing) B. Train pushing- RCL
3. Train (standing) 6. Light loco(s) (moving) C. Train standing- RCL
7. Light loco(s) (standing) D. EMU Locomotive(s)
8. Other (specify) E. DMU Locomotive(s)

18. Position of Car Unit in Train: 1

19. Circumstance — Code: 1
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code: 0
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any: 0

23. Weather (single entry) — Code: 2
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

25. Track Type Used by Rail Equipment Involved — Code: 1
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: MAIN

30. Consist Speed (Recorded speed if available) — Code: E
R. Recorded
E. Estimated
53 mph

31. Time Table Direction — Code: 1
1. North 3. East
2. South 4. West

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions — Code:
A. Dry
B. Wet
C.Snow/Slush
D.Ice
E. Sand,Mud,Dirt,Oil,Gravel
F.Water (Standing, Moving)

36. Crossing Warning Interconnected with Highway Signals — Code: 2
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: 2
1. Yes 2. No 3. Unknown

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: 2
1. Yes 2. No 3. Unknown

41. Highway User — Code: 3
1. Went around the gate 5. Other (specify)
2. Stopped and then proceeded 6. Went around/thru temporary barricade (if yes, see instructions)
3. Did not stop 7. Went thru the gate
4. Stopped on crossing 8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — Code: 2
1. Yes 2. No 3. Unknown

43. View of Track Obscured by (primary obstruction) — Code: 8
1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)
2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	1
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured: 2

45. Was Driver in the Vehicle? — Code: 1
1. Yes 2. No

47. Highway Vehicle Property Damage (est. dollar damage): $2,000

48. Total Number of Vehicle Occupants (including driver): 1

50. Total Number of People on Train (include passengers and train crew): 2

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: 2
1. Yes 2. No

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description (Be specific, and continue on separate sheet if necessary)
VEHICLE PULLED INTO PATH OF ONCOMING TRAIN AND WAS STRUCK..

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: CSX Transportation [CSX]	1a. Alphabetic Code: CSX	1b. Railroad Accident/Incident No.: 100021017
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry): CSX Transportation [CSX]	3a. Alphabetic Code: CSX	3b. Railroad Accident/Incident No.: 100021017
4. U.S. DOT Grade Crossing ID No.: 349227L	5. Date of Accident/Incident: month 10 day 19 year 2000	6. Time of Accident/Incident: 2:30 AM ☑ PM ☐
7. Nearest Railroad Station: DANLEY	8. Subdivision	9. County: DAVIDSON
10. State: Abbr. TN Code 47		
11. City (if in a city): NASHVILLE	12. Highway Name or No.: CAMPER	Public ☑ Private ☐

Highway User Involved

13. Type: A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical): 1. North 2. South 3. East 4. West — Code: 1

16. Position: 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

21. Temperature (specify if minus): 40 °F

22. Visibility (single entry): 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

Rail Equipment Involved

17. Equipment: 1. Train (units pulling); 2. Train (units pushing); 3. Train (standing); 4. Car(s) (moving); 5. Car(s) (standing); 6. Light loco(s) (moving); 7. Light loco(s) (standing); 8. Other (specify); A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s) — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 0

20c. State here the name and quantity of the hazardous material released, if any: 0

23. Weather (single entry): 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry): 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: 1

25. Track Type Used by Rail Equipment Involved: 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAIN

27. FRA Track Class (1-9,X): 4

28. Number of Locomotive Units: 5

29. Number of Cars: 49

30. Consist Speed (Recorded speed if available): R. Recorded; E. Estimated — 55 mph — Code: E

31. Time Table Direction: 1. North 3. East 2. South 4. West — Code: 1

32. Type of Crossing Warning: 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other (specify); 12. None — Code(s): 07

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions: A. Dry; B. Wet; C. Snow/Slush; D. Ice; E. Sand,Mud,Dirt,Oil,Gravel; F. Water (Standing, Moving) — Code:

35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown — Code: 2

38. Highway User's Age: 21

39. Highway User's Gender: 1. Male; 2. Female — Code: 1

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown — Code: 2

41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other (specify); 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: 5

42. Driver Passed Standing Highway Vehicle: 1. Yes 2. No 3. Unknown — Code: 3

43. View of Track Obscured by (primary obstruction): 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: 1. Killed 2. Injured 3. Uninjured — 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage (est. dollar damage): $2,000

48. Total Number of Vehicle Occupants (including driver): 0

50. Total Number of People on Train (include passengers and train crew): 2

51. Is a Rail Equipment Accident / Incident Report Being Filed: 1. Yes 2. No — Code: 2

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description (Be specific, and continue on separate sheet if necessary)

TWO STOLEN VEHICLES WERE PARKED ON THE TRACKS AT A CROSSING. TRAIN STRUCK AND DESTROYED BOTH VEHICLES. NO INJURIES. VEHICLE REGISTRATION: P O BOX 68150 FRANKLIN, TN 37064 AND TONIKA BEARD 186 BRITISHWOODS DRIVE NASHVILLE, TN 37217.

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: CSX Transportation [CSX]	1a. Alphabetic Code: CSX	1b. Railroad Accident/Incident No.: 119821027
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry): CSX Transportation [CSX]	3a. Alphabetic Code: CSX	3b. Railroad Accident/Incident No.: 119821027
4. U.S. DOT Grade Crossing ID No.: 349227L	5. Date of Accident/Incident (month/day/year): 1/1/2/3/1998	6. Time of Accident/Incident: 1:47 AM ☑ PM ☐
7. Nearest Railroad Station: NASHVILLE	8. Subdivision	9. County: DAVIDSON
10. State: Abbr. TN Code: 47		
11. City (if in a city): NASHVILLE	12. Highway Name or No.: MT VIEW ROAD	Public ☑ Private ☐

Highway User Involved

13. Type: A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical): 1. North 2. South 3. East 4. West — Code: 2

16. Position: 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment: 1. Train (units pulling); 2. Train (units pushing); 3. Train (standing); 4. Car(s) (moving); 5. Car(s) (standing); 6. Light loco(s) (moving); 7. Light loco(s) (standing); 8. Other (specify); A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s) — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 45 °F

22. Visibility (single entry): 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather (single entry): 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry): 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: 1

25. Track Type Used by Rail Equipment Involved: 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAIN

27. FRA Track Class (1-9,X): 4

28. Number of Locomotive Units: 3

29. Number of Cars: 88

30. Consist Speed (Recorded speed if available): R. Recorded; E. Estimated — 30 mph — Code: E

31. Time Table Direction: 1. North 2. East 3. South 4. West — Code: 2

32. Type of Crossing Warning: 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other (specify); 12. None — Code(s): 07

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions: A. Dry; B. Wet; C. Snow/Slush; D. Ice; E. Sand,Mud,Dirt,Oil,Gravel; F. Water (Standing, Moving) — Code:

35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown — Code: 2

38. Highway User's Age: 31

39. Highway User's Gender: 1. Male 2. Female — Code: 1

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown — Code: 2

41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other (specify); 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: 5

42. Driver Passed Standing Highway Vehicle: 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction): 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: 1. Killed 2. Injured 3. Uninjured — 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage (est. dollar damage): $2,000

48. Total Number of Vehicle Occupants (including driver): 0

50. Total Number of People on Train (include passengers and train crew): 2

51. Is a Rail Equipment Accident / Incident Report Being Filed: 1. Yes 2. No — Code: 2

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description (Be specific, and continue on separate sheet if necessary)

ABANDON AUTO ON THE TRACK AT MT VIEW GRADE CROSSING WAS STRUCK BY Q67622.

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: CSX Transportation [CSX]	1a. Alphabetic Code: CSX	1b. Railroad Accident/Incident No.: 048901015
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: CSX Transportation [CSX]	3a. Alphabetic Code: CSX	3b. Railroad Accident/Incident No.: 048901015
4. U.S. DOT Grade Crossing ID No.: 349227L	5. Date of Accident/Incident (month / day / year): 0 4 / 1 5 / 1989	6. Time of Accident/Incident: 11:55 AM ☐ PM ☑
7. Nearest Railroad Station: RADNOR YARD	8. Subdivision	9. County: DAVIDSON
10. State: Abbr. TN — Code: 47		
11. City (if in a city): NASHVILLE	12. Highway Name or No.: UNKNOWN — Public ☑ Private ☐	

Highway User Involved

13. Type: A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other (specify) — Code: B

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical): 1. North 2. South 3. East 4. West — Code: 3

16. Position: 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates — Code: 1

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment: 1. Train (units pulling); 2. Train (units pushing); 3. Train (standing); 4. Car(s) (moving); 5. Car(s) (standing); 6. Light loco(s) (moving); 7. Light loco(s) (standing); 8. Other (specify); A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s) — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 45 °F

22. Visibility (single entry): 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather (single entry): 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry): 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: 1

25. Track Type Used by Rail Equipment Involved: 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAIN

27. FRA Track Class (1-9,X): 4

28. Number of Locomotive Units: 5

29. Number of Cars: 99

30. Consist Speed (Recorded speed if available): 25 mph — Code: R (R. Recorded; E. Estimated)

31. Time Table Direction: 1. North 3. East 2. South 4. West — Code: 2

32. Type of Crossing Warning: 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other (specify); 12. None — Code(s): 07

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions: A. Dry; B. Wet; C. Snow/Slush; D. Ice; E. Sand,Mud,Dirt,Oil,Gravel; F. Water (Standing, Moving) — Code:

35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: 2

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown — Code:

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown — Code: 2

38. Hignway User's Age:

39. Highway User's Gender: 1. Male; 2. Female — Code:

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown — Code: 2

41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other (specify); 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: 4

42. Driver Passed Standing Highway Vehicle: 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction): 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: 1. Killed 2. Injured 3. Uninjured: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage (est. dollar damage): $2,000

48. Total Number of Vehicle Occupants (including driver): 0

50. Total Number of People on Train (include passengers and train crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed: 1. Yes 2. No — Code: 2

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description (Be specific, and continue on separate sheet if necessary)

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Louisville And Nashville Railroad Company [LN]	1a. LN	1b. 038108406
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Louisville And Nashville Railroad Company [LN]	3a. LN	3b. 038108406

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349225X	03/16/81	08:35 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
ANTIOCH		DAVIDSON	47	TN

11. City (if in a city)	12. Highway Name or No.	
ANTIOCH	REEVES ROAD	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 20

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 1

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling), 2. Train (units pushing), 3. Train (standing), 4. Car(s) (moving), 5. Car(s) (standing), 6. Light loco(s) (moving), 7. Light loco(s) (standing), 8. Other (specify), A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 45 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 2

24. Type of Equipment Consist (single entry) — A. Spec. MoW Equip, 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAINLINE

27. FRA Track Class: 4

28. Number of Locomotive Units: 3

29. Number of Cars: 87

30. Consist Speed (Recorded if available) — R. Recorded, E. Estimated: 20 mph — Code: E

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 1

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other (specify), 12. None — Code(s): 07

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other (specify) — Code: 3

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other (specify), 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	1	3
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 2

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $300

48. Total Number of Highway-Rail Crossing Users (include driver): 4

50. Total Number of People on Train (include passengers and crew)

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Louisville And Nashville Railroad Company [LN]	1a. LN	1b. 127708408
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Louisville And Nashville Railroad Company [LN]	3a. LN	3b. 127708408

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349225X	12/17/77	11:11 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
RADNOR YARD		DAVIDSON	47	TN

11. City (if in a city)	12. Highway Name or No.	
ANTIOCH	REEVES RD	☑ Public ☐ Private

Highway User Involved

13. Type (A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other (specify))	Code
	A

14. Vehicle Speed (est. mph at impact)	15. Direction (geographical) 1. North 2. South 3. East 4. West	Code
25		3

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped	Code
	3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither	Code
	4

Rail Equipment Involved

17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL	Code
	1

18. Position of Car Unit in Train
1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user	Code
	1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither	Code

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus)	22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	Code	23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code
0 °F		4		1

24. Type of Equipment Consist (single entry) A. Spec. MoW Equip. 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car	Code	25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	Code	26. Track Number or Name
	1		1	MAIN LINE

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available) R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
4	3	97	25 mph	E		1

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None	33. Signaled Crossing Warning	34. Whistle Ban 1. Yes 2. No 3. Unknown	Code
Code(s): 07			

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	Code	36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown	Code	37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown	Code
	1		2		1

38. Driver's Age	39. Driver's Gender 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	Code	41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)	Code
				2		3

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	Code	43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed	Code
	2		8

Casualties to:	Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	Code	45. Was Driver in the Vehicle? 1. Yes 2. No	Code
				3		1
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicle Property Damage (est. dollar damage)	$100	48. Total Number of Highway-Rail Crossing Users (include driver)	1
49. Railroad Employees	0	0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	Code
52. Passengers on Train	0	0				2

53a. Special Study Block	53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Louisville And Nashville Railroad Company [LN]	1a. LN	1b. 107708405
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Louisville And Nashville Railroad Company [LN]	3a. LN	3b. 107708405

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349225X	10/27/77	12:00 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
ANTIOCH		DAVIDSON	47	TN

11. City (if in a city)	12. Highway Name or No.	
ANTIOCH	REEVES ROAD	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact):

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 1

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling), 2. Train (units pushing), 3. Train (standing), 4. Car(s) (moving), 5. Car(s) (standing), 6. Light loco(s) (moving), 7. Light loco(s) (standing), 8. Other (specify), A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 55 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) — A. Spec. MoW Equip, 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAIN LINE

27. FRA Track Class: 4

28. Number of Locomotive Units: 3

29. Number of Cars: 105

30. Consist Speed (Recorded if available) — R. Recorded, E. Estimated: 20 mph — Code: E

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 1

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other (specify), 12. None — Code(s): 07

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: 2

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 1

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other (specify) — Code: 5

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other (specify), 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage (est. dollar damage): $200

48. Total Number of Highway-Rail Crossing Users (include driver): 0

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Louisville And Nashville Railroad Company [LN]	1a. LN	1b. 4630100004
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance		3a.	3b.

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
349225X	01/18/75	07:35 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
ANTIOCH		DAVIDSON	47	TN

11. City (if in a city)	12. Highway Name or No.	
ANTIOCH	REEVES ROAD	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other (specify) — Code: A

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 3

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 1

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 57 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 4

24. Type of Equipment Consist (single entry) — A. Spec. MoW Equip. 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: SINGLE MAIN TRACK

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed (Recorded if available) R. Recorded E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
2	4	81	20 mph	E		1

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None — Code(s): 07

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 4

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage (est. dollar damage): $500

48. Total Number of Highway-Rail Crossing Users (include driver): 0

50. Total Number of People on Train (include passengers and crew)

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

FEDERAL RAILROAD ADMINISTRATION

GRADEDEC.NET

CORRIDOR AND CROSSING DATA - HSR MODEL
(without phased improvements)

User: Seth Sanders
Dataset: CSX Antioch Crossings
Corridor ID 3

					Avg. No. Trains Per Day	Train Time-of-Day Distribution
Corridor Name	Antioch Pike					
				Passenger	0.0	
Technology Factors	0.50	0.50	0.50	*Freight*	4.0	Day Flat
Signal Synchronization?	True			*Switch*	6.0	Day Flat

CORRIDOR SUMMARY OF PREDICTED ANNUAL ACCIDENTS

Calculated: 24-Jun-2017 2:

	Train			Highway		Total	
	Accidents	**Fatalities**	**Injuries**	**Fatalities**	**Injuries**	**Fatalities**	**Injuries**
Base	0.060789	0.001042	0.001876	0.025378	0.045680	0.026420	0.047556
Alternate	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

CROSSING DATA FOR THE ANTIOCH PIKE CORRIDOR

aDirBU

Milepost 9.30 Crossing ID 349225X
Description Reeves Rd

Paved? True Urban? True
No. RR Tracks 1
Accidents in 5 Years 0

GCX Base Type	Gates
Safety Sup. Type	None
GCX Alt Type	Closure
Safety Sup. type	None

Predicted Annual Accidents

	Base	*Alternate*
Accidents	0.018407	0.000000
Train Fatalities	0.000321	0.000000
Highway Fatalities	0.007666	0.000000
Train Injuries	0.000577	0.000000
Highway Injuries	0.013798	0.000000
Total Fatalities	0.007986	0.000000
Total Injuries	0.014375	0.000000

Highway Traffic Characteristics

	Base	*Alternate*
Lanes	2	2.0
Dist from H'way	0.1	0.1
AADT	1,097	1,097
Auto TOD Dist	Uniform	Uniform
Auto % dir	Balanced	Balanced
Percent Trucks	4.0	4.0
Of this, % trailers	0.0	0.0
Truck TOD Dist	Uniform	Uniform
Truck % dir	Balanced	Balanced
Percent Bus	0.0	0.0
Bus TOD Dist	Uniform	Uniform
Bus % dir	Balanced	Balanced

Cost of H'way Improvements ('000$) 0.0

Train Speeds (mph)

Max Timetable	60.0
Passenger	60.0
Freight	60.0
Switch	60.0

Costs in '000 $

	Base	*Alternate*
Grade Crossing Devices		
O&M	0.0	0.0
Oth. Lcycle	0.0	0.0
Capital		0.0
Supplementary Safety		
O&M	0.0	0.0
Oth. Lcycle	0.0	0.0
Capital		0.0

CROSSING DATA FOR THE ANTIOCH PIKE CORRIDOR

aDirBU

Milepost 9.75 Crossing ID 349226E
Description Antioch Pike

Paved? True Urban? True
No. RR Tracks 1
Accidents in 5 Years 0

GCX Base Type	Gates
Safety Sup. Type	None
GCX Alt Type	Grade Separation
Safety Sup. type	None

Predicted Annual Accidents

	Base	*Alternate*
Accidents	0.035383	0.000000
Train Fatalities	0.000600	0.000000
Highway Fatalities	0.014797	0.000000
Train Injuries	0.001079	0.000000
Highway Injuries	0.026634	0.000000
Total Fatalities	0.015396	0.000000
Total Injuries	0.027713	0.000000

Highway Traffic Characteristics

	Base	*Alternate*
Lanes	2	2.0
Dist from H'way	0.3	0.3
AADT	10,114	10,114
Auto TOD Dist	Uniform	Uniform
Auto % dir	Balanced	Balanced
Percent Trucks	1.0	1.0
Of this, % trailers	0.0	0.0
Truck TOD Dist	Uniform	Uniform
Truck % dir	Balanced	Balanced
Percent Bus	1.0	1.0
Bus TOD Dist	Uniform	Uniform
Bus % dir	Balanced	Balanced
Cost of H'way Improvements ('000$)		0.0

Train Speeds (mph)

Max Timetable	60.0
Passenger	60.0
Freight	60.0
Switch	60.0

Costs in '000 $

	Base	*Alternate*
Grade Crossing Devices		
O&M	0.0	0.0
Oth. Lcycle	0.0	0.0
Capital		0.0
Supplementary Safety		
O&M	0.0	0.0
Oth. Lcycle	0.0	0.0
Capital		0.0

Milepost 10.51 Crossing ID 349227L
Description Camper Rd

Paved? True Urban? True
No. RR Tracks 1
Accidents in 5 Years 0

GCX Base Type	Gates
Safety Sup. Type	None
GCX Alt Type	Closure
Safety Sup. type	None

Predicted Annual Accidents

	Base	*Alternate*
Accidents	0.007000	0.000000
Train Fatalities	0.000122	0.000000
Highway Fatalities	0.002915	0.000000
Train Injuries	0.000219	0.000000
Highway Injuries	0.005247	0.000000
Total Fatalities	0.003037	0.000000
Total Injuries	0.005467	0.000000

Highway Traffic Characteristics

	Base	*Alternate*
Lanes	2	2.0
Dist from H'way	0.1	0.1
AADT	41	41
Auto TOD Dist	Uniform	Uniform
Auto % dir	Balanced	Balanced
Percent Trucks	4.0	4.0
Of this, % trailers	0.0	0.0
Truck TOD Dist	Uniform	Uniform
Truck % dir	Balanced	Balanced
Percent Bus	0.0	0.0
Bus TOD Dist	Uniform	Uniform
Bus % dir	Balanced	Balanced
Cost of H'way Improvements ('000$)		0.0

Train Speeds (mph)

Max Timetable	60.0
Passenger	60.0
Freight	60.0
Switch	60.0

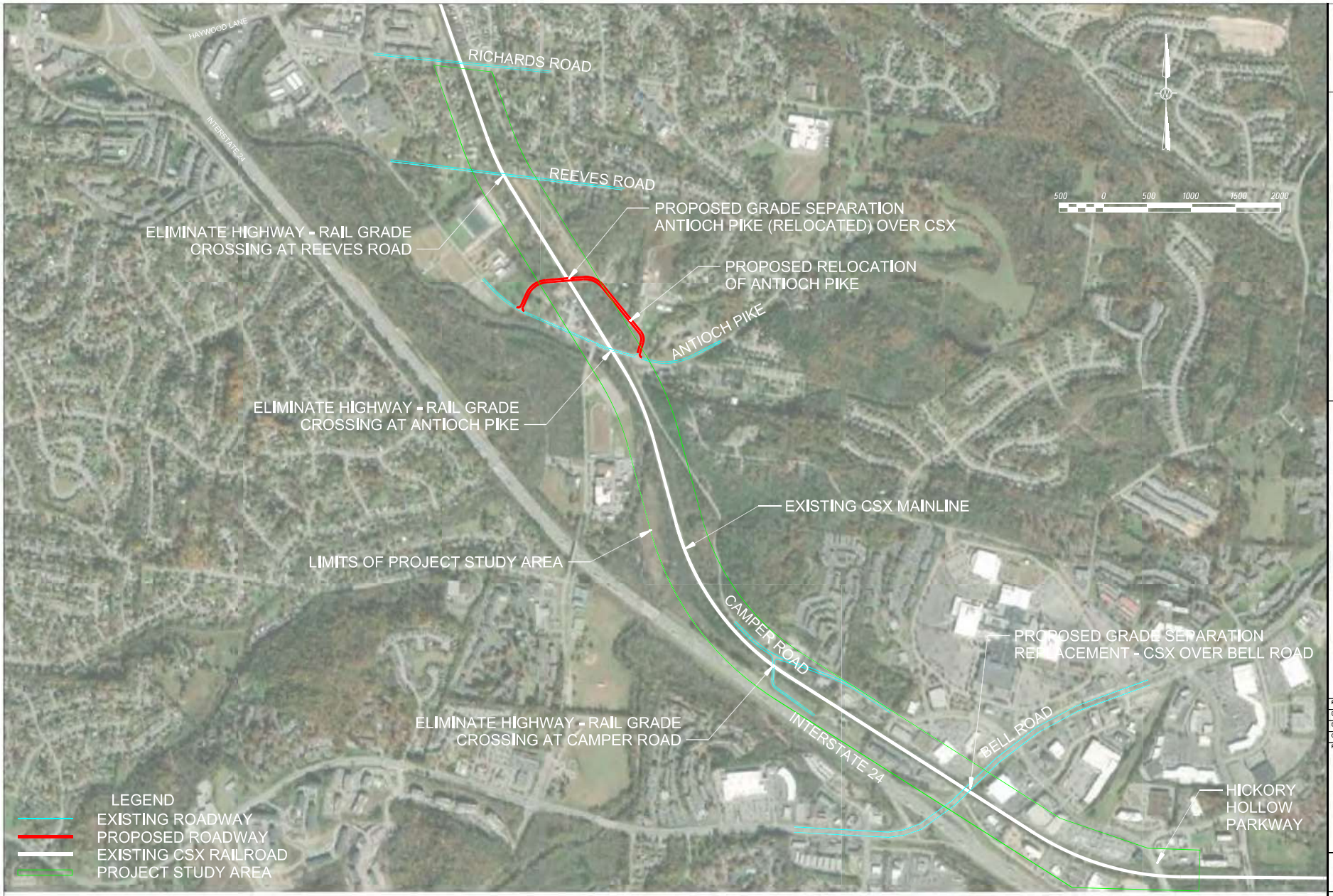
Costs in '000 $

	Base	*Alternate*
Grade Crossing Devices		
O&M	0.0	0.0
Oth. Lcycle	0.0	0.0
Capital		0.0
Supplementary Safety		
O&M	0.0	0.0
Oth. Lcycle	0.0	0.0
Capital		0.0

APPENDIX C

Project Overview

LOCATION MAP



OVERVIEW MAP

ANTIOCH PIKE OVER CSX GRADE SEPARATION STUDY

CROUCH ENGINEERING INC.
5115 MARYLAND WAY, STE 225
BRENTWOOD, TN 37027
PHONE NO. (615) 791-0630

PROJECT NO:	–
DATE:	9/27/2022
DRAWN BY:	SAS
CHECKED BY:	–
REVISIONS:	

DRAWING NUMBER

SHEET NUMBER

APPENDIX D

Reeves Road

LOCATION MAP

ANTIOCH PIKE OVER CSX GRADE SEPARATION STUDY

CROUCH ENGINEERING INC.
5115 MARYLAND WAY, STE 225
BRENTWOOD, TN 37027
PHONE NO. (615) 791-0630

PROJECT NO:	–
DATE:	9/27/2022
DRAWN BY:	SAS
CHECKED BY:	–
REVISIONS:	

DRAWING NUMBER

SHEET NUMBER

REEVES ROAD GRADE CROSSING CLOSURE

APPENDIX E

Antioch Pike

LOCATION MAP

ANTIOCH PIKE OVER CSX GRADE SEPARATION STUDY

CROUCH ENGINEERING INC.
5115 MARYLAND WAY, STE 225
BRENTWOOD, TN 37027
PHONE NO. (615) 791-0630

crouch engineering

PROJECT NO:	–
DATE:	9/27/2022
DRAWN BY:	SAS
CHECKED BY:	–
REVISIONS:	

DRAWING NUMBER

SHEET NUMBER

ANTIOCH PIKE GRADE SEPARATION

APPENDIX F

Camper Road

LOCATION MAP

ANTIOCH PIKE OVER CSX GRADE SEPARATION STUDY

CROUCH ENGINEERING INC.
5115 MARYLAND WAY, STE 225
BRENTWOOD, TN 37027
PHONE NO. (615) 791-0630

PROJECT NO:	–
DATE:	9/27/2022
DRAWN BY:	SAS
CHECKED BY:	–
REVISIONS:	

DRAWING NUMBER

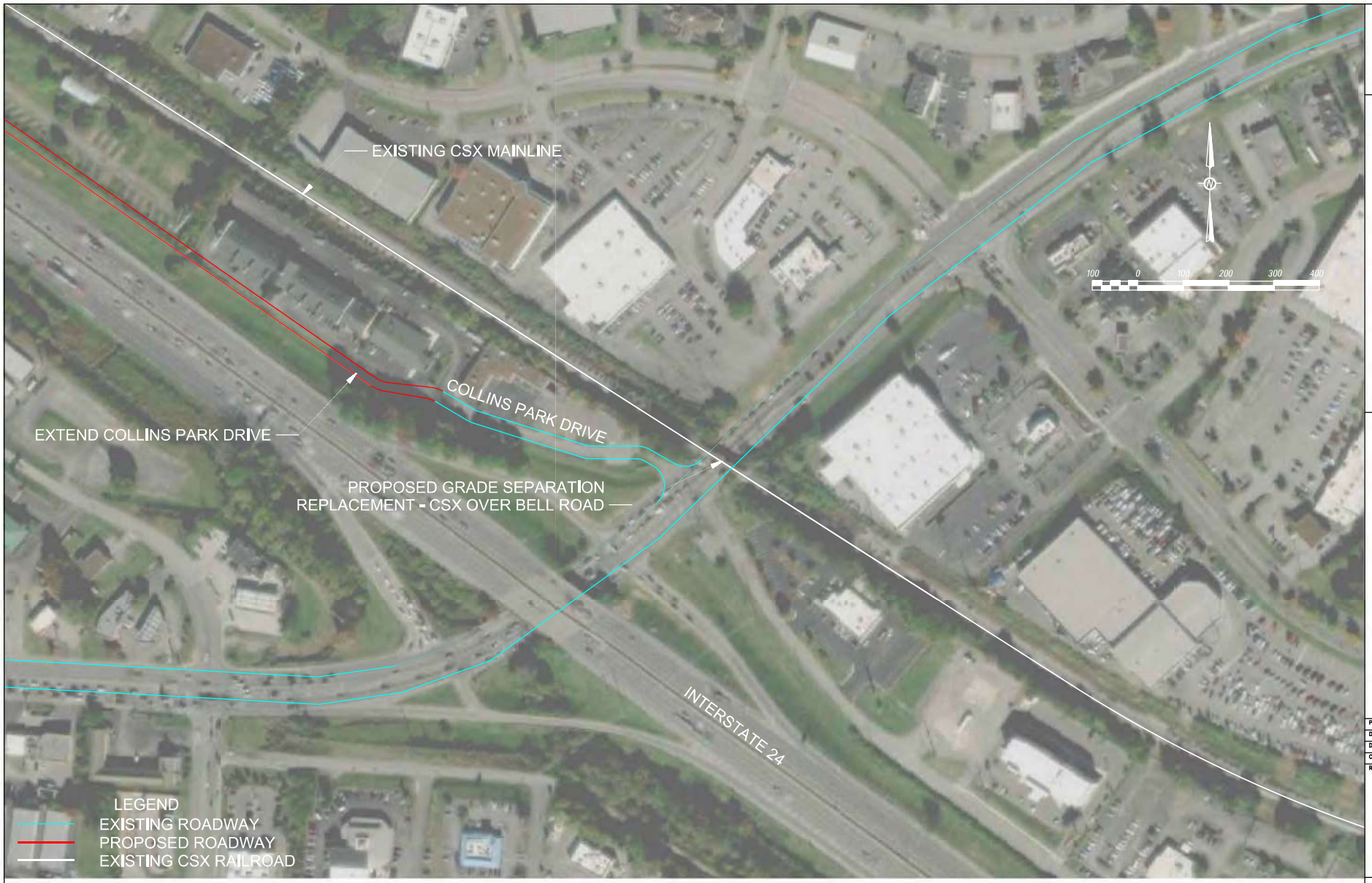
SHEET NUMBER

CAMPER ROAD GRADE CROSSING CLOSURE AND BELL ROAD GRADE SEPARATION REPLACEMENT

APPENDIX G

Bell Road

LOCATION MAP



BELL ROAD GRADE SEPARATION REPLACEMENT

ANTIOCH PIKE OVER CSX
GRADE SEPARATION STUDY

CROUCH ENGINEERING INC.
5115 MARYLAND WAY, STE 225
BRENTWOOD, TN 37027
PHONE NO. (615) 791-0630

PROJECT NO:	–
DATE:	9/27/2022
DRAWN BY:	SAS
CHECKED BY:	–
REVISIONS:	

DRAWING NUMBER

SHEET NUMBER

APPLICATION FOR FY22 Railroad Crossing Elimination Grant Program

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:
CCA6046554B9461...

10/3/2022

Diana W. Alarcon, Director
Department of Transportation
and Multimodal Infrastructure

Date