

# Quiet Zone Detailed Plan

City of Menasha  
Wisconsin

Submitted to:  
Federal Railroad Administration  
June 11, 2009

## INTRODUCTION

The City of Menasha, Wisconsin is filing this draft Detailed Plan with the Federal Railroad Administration (FRA) as a means to continue its Pre-Rule 24-hour Quiet Zone involving 15 public rail crossings and two private crossings along the Wisconsin Central Limited (WCL) mainline spur trackage. There are five existing Pre-Rule quiet zones in the City of Menasha that have been in effect since at least the mid 1980's.

When the City started reviewing the requirements for the continuation of our Pre-Rule quiet zones, we reviewed these five existing quiet zones in order to evaluate the level of expected safety measure improvements needed to continue the quiet zones. It was during this process that we discovered the description and locations of the quiet zones were somewhat confusing, if not irrational (see enclosed map).

Two of the five quiet zones involve a single crossing, one of which is a spur line and the other a mainline crossing between two other mainline crossings identified in a separate quiet zone. Two other quiet zones included crossings that were not contiguous to each other and, in some cases, were very remote from the majority of the remainder of the crossings in that particular quiet zone. This seemed illogical to us and it was decided to pursue the consolidation of these quiet zones to form logical and contiguous crossings if possible.

The City initially attempted to consider consolidating the five quiet zones into two quiet zones. This proved to be problematic due to the lack of continuity of the proposed two quiet zones. Eventually, with the assistance of our regional FRA Crossing Manager, we settled on the pursuit of four quiet zones that would be contiguous and on the same respective track line.

Subsequent to our filing of the draft Detailed Plan, the City has decided to not pursue quiet zone status for proposed Quiet Zone #4, which is an industrial spur line to one industry. The train frequency along this track is very low and the Quiet Zone Risk Index (QZRI) for this zone is higher than the National Significant Risk Threshold (NSRT), thereby necessitating costly crossing improvements that the City does not wish to encounter in order to maintain quiet zone status for that spur track.

The three proposed quiet zones consist of one main track line and two spur track lines. Designated Quiet Zone #1 encompasses the mainline track that extends approximately 2.00 miles from our boundary with the City of Neenah on the south to the last quiet zone crossing (Konemac Street) in the east central portion of Menasha. Designated Quiet Zone #2 and Quiet Zone #3 involve spur line tracks in the City of Menasha (see enclosed map). Quiet Zones #2 and #3 do not require any crossing improvements as the QZRI for each quiet zone is well below the NSRT.

Key existing features of the quiet zones are summarized in tables found in this report.

The City is proposing safety improvements at one crossing located on the mainline track (proposed Quiet Zone #1) to qualify for continued quiet zone status, in accordance with the provisions of 49 CFR 222. The other two quiet zones are currently qualified because the risk index for each is below the current Nationwide Significant Risk Threshold of 17,610.

It should be noted, the City, in its review of the crossing inventory sheets, discovered there is a need to update data on some of the sheets. For example, Crossing #386637J at Racine Street and Crossing #386636C at Milwaukee Street are no longer physically present in the field, yet are still shown as open crossings on the inventory sheets. Also, the train counts and speeds that were updated in an August 27, 2008 correspondence from Terry Lee with the Canadian National Railway, are not updated in the inventory sheets.

A diagnostic team comprised of CN Railway employee Terry Lee, FRA crossing manager Tammy Wagner and the City of Menasha, reviewed the private crossings at Second Street and at River Street and recommended no further action at these locations.

## **QUIET ZONE DETAILED PLAN**

The City of Menasha has assembled the following information for submission to the FRA for continuation of its 24-hour Pre-Rule Quiet Zone, in accordance with 49 CFR 222.41.

### List of Crossings for Each Proposed Quiet Zone

The involved crossings in each proposed Quiet Zone are listed in the tables following the body of this report. Included in these tables are the current safety measures in place for the crossings. Additionally, the updated Grade Crossing Inventory Forms for all at-grade crossings are included at the end of this report.

### Description of Proposed Safety Improvements

Garfield Avenue (Crossing # 690276S) – Existing control at the Garfield Avenue rail crossing consists of two stop signs mounted on two crossbuck signs, with advance warning signage. The sight distance available in each quadrant from the safe stopping distance is as follows: 60 feet in the northwest quadrant, 60 feet in the northeast quadrant, 60 feet in the southwest quadrant and 50 feet in the southeast quadrant. Each of these sight distances is below the necessary sight distance for the train speed and traffic speed at the crossing.

The State of Wisconsin Office of the Commissioner of Railroads (OCR) issued an order on June 7, 1994 for new 12" automatic flashing lights at this crossing (see attached –

[9164-RX-164]). Due to limited safety funding, that order has never been implemented. In a September, 2001 OCR Determination of the Adequacy of Warning Devices at Fifteen Grade Crossings in the City of Menasha (see attached), it is stated the Garfield Avenue order will be reviewed and updated as part of this order. The City of Menasha has recently contacted the OCR regarding the status of this order. The OCR indicated it would again review the order upon request by the City of Menasha, and, in light of the existence of two crashes at the crossing within the last five years, the crossing is likely to score high for funding of the proposed safety improvement. It is expected the flashing lights would be included in a 2011 or 2012 project schedule. This improvement is included on the proposed risk calculation sheet for Quiet Zone No. 1.

## Safety Improvement Implementation Schedule

Pursuant to the FRA Quiet Zone Final Rule (49 CFR 222.41, paragraph (c)(3)(i)), WisDOT has provided the FRA with a comprehensive state-wide implementation plan and funding commitment for implementing improvements at its Pre-Rule Quiet Zones. Therefore, all Pre-Rule Wisconsin quiet zones have been granted a three year extension beyond the June 24, 2010 deadline for compliance.

Thus, the City of Menasha will install the safety improvements at the Garfield Avenue rail crossing, as explained in this plan, and complete FRA/WisDOT inspections no later than June 24, 2013. The following is an estimated timetable for the implementation of the safety improvements at the Garfield Avenue crossing:

Location: Menasha, Wisconsin, U.S. DOT No. 690276S (Garfield Avenue)  
Activity: Installation of new 12" automatic flashing lights  
Estimated Completion Date: 2012, per WisOCR

It should be noted, all required quiet zone signage was in place prior to June 24, 2008 and has now been re-installed upon notice from the FRA in January, 2009 that our waiver request was approved and the quiet zone status reinstated pending submittal of required Notices of Intent and Detailed Plan.

The Notice of Intent to continue the Pre-Rule Quiet Zone status for the main line and spur line tracks was submitted in accordance with 49 CFR Part 222 on February 11, 2009. The City has also submitted the Notice of Quiet Zone Establishment for Quiet Zone #2 and Quiet Zone #3 following the 60 day comment period.

## Reduction of Quiet Zone Risk

Included in this packet is the Quiet Zone Risk Calculation sheets for each of the proposed quiet zones. The current risk index for each proposed quiet zone is as follows:

QZ #1 ..... 22,079  
QZ #2 .....9,197  
QZ #3 ..... 4,426

The current Nationwide Significant Risk Threshold (NSRT) is 17,610. Therefore, Quiet Zones 2 and 3 currently qualify for quiet zone approval because the risk index is lower than the NSRT. The City understands an annual assessment is necessary to determine continued qualification as the NSRT is revised.

With the proposed safety improvement at Garfield Avenue, the risk index for proposed Quiet Zone No. 1 is 17,134. Again, because that is below the NSRT of 17,610, Quiet Zone No. 1 would qualify as a Pre-Rule Quiet Zone.

## Point of Contact Information

Quiet Zone Name: City of Menasha, Wisconsin

Date: September 30, 2008

The following individual is responsible for compliance monitoring

Name: Mark Radtke, P.E.

Title: Director of Public Works

Organization: City of Menasha

Address: 140 Main Street  
Menasha, WI 54952

Phone: (920) 967-3610

Cell: (920) 209-9554

Fax: (920) 967-5272

Email: mradtke@ci.menasha.wi.us

## Notification List

Ron Ries  
Staff Director  
Highway-Rail Grade Crossing Safety and Trespass Prevention Programs  
Federal Railroad Administration  
1200 New Jersey Avenue  
Washington, DC 20590

Jo Strang  
Associate Administrator for Safety  
Federal Railroad Administration  
1200 New Jersey Avenue  
Washington, DC 20590

Tammy Wagner  
Regional Crossing Manager  
Federal Railroad Administration  
200 West Adams Street, Suite 310  
Chicago, IL 60606

Tom Healey  
Counsel  
Canadian National Railway  
17641 S. Ashland Avenue  
Homewood, IL 60430

Mark Morrison  
Grade Crossings Safety Engineer  
Wisconsin Department of Transportation  
4802 Sheboygan Avenue  
Madison, WI 53707

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Wisconsin Department of Transportation  
Bureau of Railroad and Harbors  
4802 Sheboygan Avenue, Room 701  
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Doug Wood  
Office of the Commissioner of Railroads  
P.O. Box 8968  
Madison, WI 53707

Jay Raymer  
Maintenance Planner  
SCA NA Tissue Division  
PO Box 2400  
Neenah, WI 54956-2400

Scott Fleming  
Alcan Packaging  
271 River Street  
Menasha, WI 54952

## Menasha Quiet Zone 1

### Existing Crossing Characteristics

Crossing (U.S. DOT #)	Total Number of Trains per Day	Maximum Train Speed (mph)	Average Daily Traffic Volume (Year)	Existing Crossing Warning Device	Proposed Crossing Warning Device
Second Street (Private) (386641Y)	8	20	150 (2008)	Flashing Lights	No Change
Milwaukee Street (386639X)	8	20	1,300 (2007)	Flashing Lights	No Change
Third St. at Tayco St. (386640S)	8	20	9,300 (2007)	Flashing Lights	No Change
First Street (386642F)	8	20	250 (2008)	Crossbucks	No Change
Broad Street (386643M)	8	20	250 (2008)	Crossbucks	No Change
Kaukauna Street (386645B)	8	20	450 (2008)	Flashing Lights	No Change
Water St at Lush St (386646H)	8	20	150 (2008)	Stop Signs	No Change
Plank Road (386656N)	8	20	11,100 (2007)	Flashing Lights	No Change
Konemac Street (386657V)	8	20	700 (2008)	Flashing Lights	No Change
Abbey Avenue (690274D)	8	20	300 (2008)	Stop Signs	No Change
Garfield Avenue (690276S)	8	20	1,500 (2007)	Stop Signs	Flashing Lights
Alcan (Private) (690277Y)	8	20	200 (2008)	Crossbucks	No Change
Racine Street (690283C)	8	20	11,300 (2007)	Gates	No Change
Depere Street (690285R)	8	20	8400 (2007)	Gates	No Change
Appleton Street (690289T)	8	20	1250 (2008)	Flashing Lights	No Change
River Street (917722T)	8	20	550 (2008)	Other Signs	No Change

**Menasha Quiet Zone 2**  
Existing Crossing Characteristics

Crossing (U.S. DOT #)	Total Number of Trains per Day	Maximum Train Speed (mph)	Average Daily Traffic Volume (Year)	Existing Crossing Warning Device	Proposed Crossing Warning Device
Midway Road (386624H)	4	10	8,900 (2007)	Flashing Lights	No Change
Racine Street (386626W)	4	10	5,700 (2007)	Flashing Lights	No Change
Ninth Street (386630L)	4	10	3,800 (2007)	Flashing Lights	No Change
Eighth Street (386631T)	4	10	250 (2008)	Crossbucks	No Change
Seventh Street (386632A)	4	10	660 (2007)	Crossbucks	No Change
Sixth Street (386635V)	4	10	1,050 (2008)	Crossbucks	No Change

### Menasha Quiet Zone 3

#### Existing Crossing Characteristics

Crossing (U.S. DOT #)	Total Number of Trains per Day	Maximum Train Speed (mph)	Average Daily Traffic Volume (Year)	Existing Crossing Warning Device	Proposed Crossing Warning Device
Garfield Avenue (179886V)	6	10	1,500 (2007)	Flashing Lights	No Change
Washington Street (179887C)	6	10	11,800 (2007)	Crossbucks	No Change
River Street (179898P)	6	10	40 (2008)	Crossbucks	No Change

# EXISTING QUIET ZONE # 1

Home | Help | Contact | [logoff](#) [cshmidt@ci.menasha.wi.us](#)

Change Scenario:

**Create New Zone**  
**Manage Existing Zones**  
**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

**Step 2:** Select proposed warning device or SSM. Then click the UPDATE button. To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

**Step 3:** Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

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

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk
386639X	MILWAUKEE ST	1300	Flashing Lights	0	0	9,517.24
386640S	THIRD ST @ TAYCO	9300	Flashing Lights	0	0	15,920.85
386642F	FIRST ST	250	Crossbucks	0	0	10,737.24
386643M	BROAD ST	250	Crossbucks	0	0	33,394.26
386645B	KAUKAUNA ST	450	Flashing Lights	0	0	6,158.78
386646H	WATER ST @ LUSH	150	Stop Signs	0	0	9,128.26
386656N	OLD PLANK RD	11100	Flashing Lights	0	0	17,923.97
386657V	KONEMAC ST	700	Flashing Lights	0	0	7,726.02
690274D	ABBAY AVE	300	Stop Signs	0	0	11,365.41
690276S	GARFIELD AVE	1500	Stop Signs	0	0	75,504.91
690283C	RACINE ST	11300	Gates	0	0	88,163.05
690285R	DEPERE ST	8400	Gates	0	0	10,491.81
690289T	APPLETON ST	1250	Flashing Lights	0	0	6,976.87
917722T	RIVER ST	550	Gates	0	0	6,097.34

\* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet:

\* Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
<b>Proposed Quiet Zone:</b>	MENASHAQZ1A
<b>Type:</b>	Pre-Rule 24-hour QZ
<b>Scenario:</b>	MENASHAQZ1_29128
<b>Estimated Total Cost:</b>	\$0.00
<b>Nationwide Significant Risk Threshold:</b>	17610 .00
<b>Risk Index with Horns:</b>	13713.17
<b>Quiet Zone Risk Index:</b>	22079

Print This Page

# PROPOSED QUIET ZONE # 1

Home | Help | Contact | **logoff** cshmidt@ci.menasha.wi.us

Change Scenario:

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk
386639X	MILWAUKEE ST	1300	Flashing Lights	0	0	9,517.24
386640S	THIRD ST @ TAYCO	9300	Flashing Lights	0	0	15,920.85
386642F	FIRST ST	250	Crossbucks	0	0	10,737.24
386643M	BROAD ST	250	Crossbucks	0	0	33,394.26
386645B	KAUKAUNA ST	450	Flashing Lights	0	0	6,158.78
386646H	WATER ST @ LUSH	150	Stop Signs	0	0	9,128.26
386656N	OLD PLANK RD	11100	Flashing Lights	0	0	17,923.97
386657V	KONEMAC ST	700	Flashing Lights	0	0	7,726.02
690274D	ABBEY AVE	300	Stop Signs	0	0	11,365.41
690276S	GARFIELD AVE	1500	Flashing Lights	0	0	6,273.88
690283C	RACINE ST	11300	Gates	0	0	88,163.05
690285R	DEPERE ST	8400	Gates	0	0	10,491.81
690289T	APPLETON ST	1250	Flashing Lights	0	0	6,976.87
917722T	RIVER ST	550	Gates	0	0	6,097.34

**Create New Zone**  
**Manage Existing Zones**  
**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

**Step 2:** Select proposed warning device or SSM. Then click the UPDATE button. To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

**Step 3:** Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

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

\* Only Public At Grade Crossings are listed.  
 Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet:

\* Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	MENASHAQZ1A
Type:	Pre-Rule 24-hour QZ
Scenario:	MENASHAQZ1_29128
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	17610 .00
Risk Index with Horns:	13713.17
Quiet Zone Risk Index:	<b>17133.93</b>
<input type="button" value="Select"/>	



## Quiet Zone Designation Information

Name <b>Mark Radtke</b>	Job Title <b>Director of Public Works</b>	Organization <b>City of Menasha</b>	
Address <b>140 Main Street</b>	City <b>Menasha</b>	State <b>WI</b>	Zip Code <b>54952</b>
Phone <b>920-967-3610</b>	Fax <b>920-967-5272</b>	Email <b>mradtke@ci.menasha.wi.us</b>	

<b>386639X</b> <b>MILWAUKEE ST</b>	Proposed Warning Device <b>Flashing Lights</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>9,517.24</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	

<b>386640S</b> <b>THIRD ST @ TAYCO</b>	Proposed Warning Device <b>Flashing Lights</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>15,920.85</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	

<b>386642F</b> <b>FIRST ST</b>	Proposed Warning Device <b>Crossbucks</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>10,737.24</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	

<b>386643M</b> <b>BROAD ST</b>	Proposed Warning Device <b>Crossbucks</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>33,394.26</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	

<b>386645B</b> <b>KAUKAUNA ST</b>	Proposed Warning Device <b>Flashing Lights</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>6,158.78</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>386646H</b> <b>WATER ST @ LUSH</b>	Proposed Warning Device <b>Stop Signs</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>9,128.26</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>386656N</b> <b>OLD PLANK RD</b>	Proposed Warning Device <b>Flashing Lights</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>17,923.97</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>386657V</b> <b>KONEMAC ST</b>	Proposed Warning Device <b>Flashing Lights</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>7,726.02</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>690274D</b> <b>ABBEY AVE</b>	Proposed Warning Device <b>Stop Signs</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>11,365.41</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>690276S</b> <b>GARFIELD AVE</b>	Proposed Warning Device <b>Flashing Lights</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>6,273.88</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	

<b>690283C</b> <b>RACINE ST</b>	Proposed Warning Device <b>Gates</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>88,163.05</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>690285R</b> <b>DEPERE ST</b>	Proposed Warning Device <b>Gates</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>10,491.81</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>690289T</b> <b>APPLETON ST</b>	Proposed Warning Device <b>Flashing Lights</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>6,976.87</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>917722T</b> <b>RIVER ST</b>	Proposed Warning Device <b>Gates</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>6,097.34</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	

Note: If zone is a partial new quiet zone, gates are not required if the crossing is to be closed during partial quiet zone period, permanently closed, or grade separated.

Zone ID : <b>21676</b>		Scenario ID : <b>29128</b>		
Date : <b>6/9/2009 10:02:11 AM</b>				
Railroad <b>WC</b>	Pre Rule? <b>YES</b>	Partial? <b>NO</b>	Time of Partial Quiet Zone	Total Traffic <b>46,800</b>
Estimated Total Cost <b>\$0.00</b>	Nationwide Significant Risk Threshold <b>17610</b>		Risk Index with Horns <b>13,713.17</b>	Quiet Zone Risk Index <b>17,133.93</b>

### Basis for Establishment or Continuation of Quiet Zone

This quiet zone is being established in compliance with the following (check one)

- § 222.39(a)(1), implementation of SSMs at every public crossing in the New Quiet Zone or New Partial Quiet Zone;
- § 222.39(a)(2)(i), the QZRI is at or below the NSRT without installation of any SSMs at the New Quiet Zone or New Partial Quiet Zone;
- § 222.39(a)(2)(ii), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the NSRT;
- § 222.39(a)(3), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the RIWH; or
- § 222.39(b), public authority application to the FRA for a New Quiet Zone or New Partial Quiet Zone.
- § 222.41(a)(i) Pre-Rule Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,
- § 222.41(a)(ii) Pre-Rule Quiet Zones that qualify for automatic approval because  $QZRI \leq NSRT$ ,
- § 222.41(a)(iii) Pre-Rule Quiet Zones that qualify for automatic approval because  $NSRT < QZRI < 2 * NSRT$ , and there have been no relevant collisions within the 5 years preceding April 27,2005
- § 222.41(a)(iv) Pre-Rule Quiet Zones that qualify for automatic approval because  $NSRT < RIWH$ .
- § 222.41(b)(i) Pre-Rule Partial Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,
- § 222.41(b)(ii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $QZRI \leq NSRT$ ,
- § 222.41(b)(iii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $NSRT < QZRI < 2 * NSRT$ , and there have been no relevant collisions within the 5 years preceding April 27,2005.
- § 222.41(b)(iv) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $NSRT < RIWH$ .
- § 222.41(c) Pre-Rule Quiet Zones and Pre-Rule Partial Quiet Zones that do not qualify for automatic approval

§ 222.41(d) Pre-Rule Partial Quiet Zones that will be converted to 24-hour New Quiet Zones

§ 222.42(a) Intermediate Quiet Zones or Intermediate Partial Quiet Zones

§ 222.42(b) Intermediate Partial Quiet Zones that will be converted to 24-hour New Quiet Zones.

Applicant Signature \_\_\_\_\_

Date \_\_\_\_\_

**Chief Executive Officer Statement.**

I hereby certify that the information submitted in this notification is accurate and complete to the best of my knowledge and belief.

Signature \_\_\_\_\_

Date \_\_\_\_\_

Note: A copy of this report along with other required contents (see § 222.43(e)(2)) must be sent to all of the parties required in § 222.43(a)(4). FRA's notification should be mailed to:

Associate Administrator for Safety  
Federal Railroad Administration  
1200 New Jersey Avenue, SE, MS-25  
Washington, DC 20590



### Quiet Zone Designation Information

#### Public At-grade Open Crossing Information

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Crossing:	386639X	Urban(U)/Rural(R):	U.Collector
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	1300	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	

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Crossing:	386640S	Urban(U)/Rural(R):	U.Prin. Arterial
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	9300	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	1	Total Switching Trains:	

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Crossing:	386642F	Urban(U)/Rural(R):	U.Local
Warning Device:	Crossbucks	Highway Paved:	yes
aadt:	250	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	

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Crossing:	386643M	Urban(U)/Rural(R):	U.Local
Warning Device:	Crossbucks	Highway Paved:	yes
aadt:	250	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	1
Other Tracks:	0	Total Switching Trains:	

---

Crossing:	386645B	Urban(U)/Rural(R):	U.Local
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	450	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	1	Total Switching Trains:	

---

Crossing:	386646H	Urban(U)/Rural(R):	U.Local
Warning Device:	Stop Signs	Highway Paved:	yes
aadt:	150	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	

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Crossing:	386656N	Urban(U)/Rural(R):	U.Prin. Arterial
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	11100	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	

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Crossing:	386657V	Urban(U)/Rural(R):	U.Local
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	700	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	
<hr/>			
Crossing:	690274D	Urban(U)/Rural(R):	U.Local
Warning Device:	Stop Signs	Highway Paved:	yes
aadt:	300	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	
<hr/>			
Crossing:	690276S	Urban(U)/Rural(R):	U.Local
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	1500	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	2
Other Tracks:	0	Total Switching Trains:	
<hr/>			
Crossing:	690283C	Urban(U)/Rural(R):	U.Prin. Arterial
Warning Device:	Gates	Highway Paved:	yes
aadt:	11300	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	4
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	2
Other Tracks:	1	Total Switching Trains:	

Crossing:	690285R	Urban(U)/Rural(R):	U.Prin. Arterial
Warning Device:	Gates	Highway Paved:	yes
aadt:	8400	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	2	Total Switching Trains:	

---

Crossing:	690289T	Urban(U)/Rural(R):	U.Local
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	1250	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	4	Total Switching Trains:	

---

Crossing:	917722T	Urban(U)/Rural(R):	U.Local
Warning Device:	Gates	Highway Paved:	yes
aadt:	550	Maximum Timetable Speed :	20
Total Trains:	8	Highway Lanes:	2
Day Through Trains:	6	No. of Accident Data Years:	5
Main Tracks:	1	No. of Accidents:	0
Other Tracks:	0	Total Switching Trains:	

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Print This Page

EXISTING QUIET ZONE # 2

Home | Help | Contact | logoff cshmidt@ci.menasha.wi.us

Cancel Change Scenario: MENASHAQZ2\_29130 Continue

Create New Zone

Manage Existing Zones

Log Off

Step by Step Instructions:

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIEY Button

**Step 2:** Select proposed warning device or SSM. Then click the UPDATE button. To generate a spreadsheet of the values on this page, click on ASM button -- This spreadsheet can then be used for ASM calculations.

**Step 3:** Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

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

Crossing	Street	Traffic Warning Device	Pre-SSM	SSM	Risk
386624H	MIDWAY RD	Flashing Lights	0	0	7,558.08
386626W	RACINE ST	Flashing Lights	0	0	16,153.77
386630L	NINTH ST	Flashing Lights	0	0	4,118.90
386631T	EIGHTH ST	Crossbucks	0	0	18,651.76
386632A	SEVENTH ST	Crossbucks	0	0	4,004.96
386635V	SIXTH ST	Crossbucks	0	0	4,692.18

Summary	
Proposed Quiet Zone:	MENASHAQZ2
Type:	Pre-Rule 24-hour QZ
Scenario:	MENASHAQZ2_29130
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	17610 .00
Risk Index with Horns:	6149.66
Quiet Zone Risk Index:	9196.61
Select	

\* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: ASM

\* Note: The use of ASMs requires an application to and approval from the FRA.



## Quiet Zone Designation Information

Name Mark Radtke	Job Title Director of Public Works	Organization City of Menasha	
Address 140 Main Street	City Menasha	State WI	Zip Code 54952
Phone 920-967-3610	Fax 920-967-5272	Email mradtke@ci.menasha.wi.us	

<b>386624H</b> MIDWAY RD	Proposed Warning Device Flashing Lights	Estimated Cost 0.00	Wayside Horn No	Risk Index 7,558.08
Crossing Type Public	SSM None	Pre-Existing SSM None		

<b>386626W</b> RACINE ST	Proposed Warning Device Flashing Lights	Estimated Cost 0.00	Wayside Horn No	Risk Index 16,153.77
Crossing Type Public	SSM None	Pre-Existing SSM None		

<b>386630L</b> NINTH ST	Proposed Warning Device Flashing Lights	Estimated Cost 0.00	Wayside Horn No	Risk Index 4,118.90
Crossing Type Public	SSM None	Pre-Existing SSM None		

<b>386631T</b> EIGHTH ST	Proposed Warning Device Crossbucks	Estimated Cost 0.00	Wayside Horn No	Risk Index 18,651.76
Crossing Type Public	SSM None	Pre-Existing SSM None		

<b>386632A</b> <b>SEVENTH ST</b>	Proposed Warning Device <b>Crossbucks</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>4,004.96</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	
<b>386635V</b> <b>SIXTH ST</b>	Proposed Warning Device <b>Crossbucks</b>	Estimated Cost <b>0.00</b>	Wayside Horn <b>No</b>	Risk Index <b>4,692.18</b>
Crossing Type <b>Public</b>	SSM <b>None</b>		Pre-Existing SSM <b>None</b>	

Note: If zone is a partial new quiet zone, gates are not required if the crossing is to be closed during partial quiet zone period, permanently closed, or grade separated.

Zone ID : 21673		Scenario ID : 29130		
Date : 6/9/2009 10:10:40 AM				
Railroad WC	Pre Rule? YES	Partial? NO	Time of Partial Quiet Zone	Total Traffic 20,860
Estimated Total Cost \$0.00	Nationwide Significant Risk Threshold 17610		Risk Index with Horns 6,149.66	Quiet Zone Risk Index 9,196.61

### Basis for Establishment or Continuation of Quiet Zone

This quiet zone is being established in compliance with the following (check one)

- § 222.39(a)(1), implementation of SSMs at every public crossing in the New Quiet Zone or New Partial Quiet Zone;
- §222.39(a)(2)(i), the QZRI is at or below the NSRT without installation of any SSMs at the New Quiet Zone or New Partial Quiet Zone;
- §222.39(a)(2)(ii), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the NSRT;
- §222.39(a)(3), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the RIWH; or
- §222.39(b), public authority application to the FRA for a New Quiet Zone or New Partial Quiet Zone.
- § 222.41(a)(i) Pre-Rule Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,
- § 222.41(a)(ii) Pre-Rule Quiet Zones that qualify for automatic approval because  $QZRI \leq NSRT$ ,
- § 222.41(a)(iii) Pre-Rule Quiet Zones that qualify for automatic approval because  $NSRT < QZRI < 2 * NSRT$ , and there have been no relevant collisions within the 5 years preceding April 27,2005
- § 222.41(a)(iv) Pre-Rule Quiet Zones that qualify for automatic approval because  $NSRT < RIWH$ .
- § 222.41(b)(i) Pre-Rule Partial Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,
- § 222.41(b)(ii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $QZRI \leq NSRT$ ,
- § 222.41(b)(iii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $NSRT < QZRI < 2 * NSRT$ , and there have been no relevant collisions within the 5 years preceding April 27,2005.
- § 222.41(b)(iv) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $NSRT < RIWH$ .
- § 222.41(c) Pre-Rule Quiet Zones and Pre-Rule Partial Quiet Zones that do not qualify for automatic approval

- § 222.41(d) Pre-Rule Partial Quiet Zones that will be converted to 24-hour New Quiet Zones
- § 222.42(a) Intermediate Quiet Zones or Intermediate Partial Quiet Zones
- § 222.42(b) Intermediate Partial Quiet Zones that will be converted to 24-hour New Quiet Zones.

Applicant Signature Mark Riddle

Date 6-10-09

**Chief Executive Officer Statement.**

I hereby certify that the information submitted in this notification is accurate and complete to the best of my knowledge and belief.

Signature [Signature]

Date 10 JUNE 2009

Note: A copy of this report along with other required contents (see § 222.43(e)(2)) must be sent to all of the parties required in § 222.43(a)(4). FRA's notification should be mailed to:

Associate Administrator for Safety  
Federal Railroad Administration  
1200 New Jersey Avenue, SE, MS-25  
Washington, DC 20590



Federal Railroad Administration

## Quiet Zone Designation Information

### Public At-grade Open Crossing Information

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Crossing:	386624H	Urban(U)/Rural(R):	U.Minor Arterial
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	8900	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	4
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	0
Other Tracks:	1	Total Switching Trains:	

---

Crossing:	386626W	Urban(U)/Rural(R):	U.Minor Arterial
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	5700	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	2
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	1
Other Tracks:	1	Total Switching Trains:	

---

Crossing:	386630L	Urban(U)/Rural(R):	U.Collector
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	3800	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	2
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	0
Other Tracks:	1	Total Switching Trains:	

---

Crossing:	386631T	Urban(U)/Rural(R):	U.Local
Warning Device:	Crossbucks	Highway Paved:	yes
aadt:	750	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	2
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	1
Other Tracks:	1	Total Switching Trains:	

---

Crossing:	386632A	Urban(U)/Rural(R):	U.Collector
Warning Device:	Crossbucks	Highway Paved:	yes
aadt:	660	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	2
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	0
Other Tracks:	1	Total Switching Trains:	

---

Crossing:	386635V	Urban(U)/Rural(R):	U.Local
Warning Device:	Crossbucks	Highway Paved:	yes
aadt:	1050	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	2
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	0
Other Tracks:	1	Total Switching Trains:	

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Print This Page

EXISTING QUIET ZONE # 3

Home | Help | Contact | logoff cshmidt@ci.menasha.wi.us

Cancel Change Scenario: MENASHAQZ3\_29132 Continue

Create New Zone  
 Manage Existing Zones  
 Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk
179886V	GARFIELD AVE	1500	Flashing Lights	0	0	2,266.52
179887C	WASHINGTON ST	10400	Crossbucks	0	0	9,849.88
179898P	RIVER ST	20	Crossbucks	0	0	1,160.99

Step by Step Instructions:

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

**Step 2:** Select proposed warning device or SSM. Then click the UPDATE button. To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

**Step 3:** Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

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

\* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: ASM

\* Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	MENASHAQZ3
Type:	Pre-Rule 24-hour QZ
Scenario:	MENASHAQZ3_29132
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	17610 .00
Risk Index with Horns:	2675.67
Quiet Zone Risk Index:	4425.79
Select	



### Quiet Zone Designation Information

Name Mark Radtke		Job Title Director of Public Works		Organization City of Menasha	
Address 140 Main Street		City Menasha		State WI	Zip Code 54952
Phone 920-967-3610		Fax 920-967-5272		Email mradtke@ci.menasha.wi.us	

<b>179886V</b> GARFIELD AVE	Proposed Warning Device Flashing Lights	Estimated Cost 0.00	Wayside Horn No	Risk Index 2,266.52
Crossing Type Public	SSM None		Pre-Existing SSM None	

<b>179887C</b> WASHINGTON ST	Proposed Warning Device Crossbucks	Estimated Cost 0.00	Wayside Horn No	Risk Index 9,849.88
Crossing Type Public	SSM None		Pre-Existing SSM None	

<b>179898P</b> RIVER ST	Proposed Warning Device Crossbucks	Estimated Cost 0.00	Wayside Horn No	Risk Index 1,160.99
Crossing Type Public	SSM None		Pre-Existing SSM None	

Note: If zone is a partial new quiet zone, gates are not required if the crossing is to be closed during partial quiet zone period, permanently closed, or grade separated.

Zone ID : 21674		Scenario ID : 29131		
Date : 6/9/2009 10:12:10 AM				
Railroad WC	Pre Rule? YES	Partial? NO	Time of Partial Quiet Zone	Total Traffic 11,920
Estimated Total Cost \$0.00	Nationwide Significant Risk Threshold 17610		Risk Index with Horns 2,675.67	Quiet Zone Risk Index 4,425.79

### Basis for Establishment or Continuation of Quiet Zone

This quiet zone is being established in compliance with the following (check one)

- § 222.39(a)(1), implementation of SSMs at every public crossing in the New Quiet Zone or New Partial Quiet Zone;
- §222.39(a)(2)(i), the QZRI is at or below the NSRT without installation of any SSMs at the New Quiet Zone or New Partial Quiet Zone;
- §222.39(a)(2)(ii), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the NSRT;
- §222.39(a)(3), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the RIWH; or
- §222.39(b), public authority application to the FRA for a New Quiet Zone or New Partial Quiet Zone.
- § 222.41(a)(i) Pre-Rule Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,
- § 222.41(a)(ii) Pre-Rule Quiet Zones that qualify for automatic approval because  $QZRI \leq NSRT$ ,
- § 222.41(a)(iii) Pre-Rule Quiet Zones that qualify for automatic approval because  $NSRT < QZRI < 2 * NSRT$ , and there have been no relevant collisions within the 5 years preceding April 27,2005
- § 222.41(a)(iv) Pre-Rule Quiet Zones that qualify for automatic approval because  $NSRT < RIWH$ .
- § 222.41(b)(i) Pre-Rule Partial Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,
- § 222.41(b)(ii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $QZRI \leq NSRT$ ,
- § 222.41(b)(iii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $NSRT < QZRI < 2 * NSRT$ , and there have been no relevant collisions within the 5 years preceding April 27,2005.
- § 222.41(b)(iv) Pre-Rule Partial Quiet Zones that qualify for automatic approval because  $NSRT < RIWH$ .
- § 222.41(c) Pre-Rule Quiet Zones and Pre-Rule Partial Quiet Zones that do not qualify for automatic approval

- § 222.41(d) Pre-Rule Partial Quiet Zones that will be converted to 24-hour New Quiet Zones
- § 222.42(a) Intermediate Quiet Zones or Intermediate Partial Quiet Zones
- § 222.42(b) Intermediate Partial Quiet Zones that will be converted to 24-hour New Quiet Zones.

Applicant Signature Mark Radtke

Date 6-10-09

**Chief Executive Officer Statement.**

I hereby certify that the information submitted in this notification is accurate and complete to the best of my knowledge and belief.

Signature [Handwritten Signature]

Date 10 JUNE 2009

Note: A copy of this report along with other required contents (see § 222.43(e)(2)) must be sent to all of the parties required in § 222.43(a)(4). FRA's notification should be mailed to:

Associate Administrator for Safety  
Federal Railroad Administration  
1200 New Jersey Avenue, SE, MS-25  
Washington, DC 20590



Federal Railroad Administration

## Quiet Zone Designation Information

### Public At-grade Open Crossing Information

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Crossing:	179886V	Urban(U)/Rural(R):	U.Local
Warning Device:	Flashing Lights	Highway Paved:	yes
aadt:	1500	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	2
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	0
Other Tracks:	4	Total Switching Trains:	

---

Crossing:	179887C	Urban(U)/Rural(R):	U.Prin. Arterial
Warning Device:	Crossbucks	Highway Paved:	yes
aadt:	10400	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	4
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	0
Other Tracks:	1	Total Switching Trains:	

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Crossing:	179898P	Urban(U)/Rural(R):	U.Local
Warning Device:	Crossbucks	Highway Paved:	yes
aadt:	20	Maximum Timetable Speed :	10
Total Trains:	2	Highway Lanes:	1
Day Through Trains:	0	No. of Accident Data Years:	5
Main Tracks:	0	No. of Accidents:	0
Other Tracks:	1	Total Switching Trains:	

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**Mark Radtke**

---

**From:** Terry.LEE21@cn.ca  
**Sent:** Wednesday, August 27, 2008 4:30 PM  
**To:** tammy.wagner@dot.gov; Mark Radtke  
**Subject:** RE: Train Counts

Sorry for the delay in getting this to both of you

The updated train counts and speed are as follows:

On our Manitowoc Sub from Abbey Ave(MP 0.79) to Konemac St(MP 2.76): 6 Thru Trains, 2 Switch Trains/Day at 20 MPH

On the Banta Line from Sixth St to Racine St:: 2 to 4 Trains/Week at 10 MPH

On Washington St and River St: 4 to 6 Trains/Week at 10 MPH

I will submit the corrected crossing data sheets at the end of the week.

Terry D. Lee  
Manager Public Works  
CN Railway  
1625 Depot St.  
Stevens Point, WI. 54481  
T 715-345-2503  
F 715-345-2507

<tammy.wagner@dot.gov>

08/23/2008 09:59 AM

To: <Terry.LEE21@cn.ca>

cc:

Subject: RE: Train Counts

Terry,

Is it possible for you to send the Menasha inventory updates to me? I would like to perform some preliminary risk calculations for each corridor.

Thank you and have a nice weekend!

Tammy

---

From: Terry.LEE21@cn.ca [mailto:Terry.LEE21@cn.ca]  
Sent: Fri 8/22/2008 11:49 AM  
To: Wagner, Tammy <FRA>  
Cc: mradtke@ci.menasha.wi.us  
Subject: RE: Train Counts

Mark is right I haven't gotten these to him yet. I will do it today.

Terry D. Lee

6/9/2009

Manager Public Works  
CN Railway  
1625 Depot St.  
Stevens Point, WI. 54481  
T 715-345-2503  
F 715-345-2507

<tammy.wagner@dot.gov>

08/21/2008 07:51 PM

To: <Terry.LEE21@cn.ca>  
cc: <mradtke@ci.menasha.wi.us>  
Subject: RE: Train Counts

Hi, Terry

I contacted Mark Radtke, Director of Menasha Public Works Department, regarding the waiver and status of the grade crossing inventory issue. Mr. Radtke informed me that CN had not supplied the required information to access each quiet zone corridor risk threshold. I reviewed the July 14 letter from Mr. Radtke and am concerned that this information has not been provided to the City. It is crucial that the crossing inventory be updated because we are unable to perform the risk assessment or have accurate data for each corridor. I encourage you to prepare the required quiet zone information for the City of Menasha because the City must submit the Notice of Intent and Detailed Plan prior to the FRA's Safety Board review of the waiver, which will occur in mid September.

Thank you for your prompt attention this matter and if you have any questions, please contact me.

Tammy

## CITY OF MENASHA RAILROAD CROSSING TRAFFIC COUNTS

Quiet Zone No. 1 -	Abby Avenue	300 AADT
	Garfield Avenue (DOT # 690276S)	1,500
	River Street (replaces DOT # 917722T)	550
	Water Street at Lush Street	150
	Kaukauna Street	450
	Broad Street	250
	First Street	250
	Second Street (private crossing – CN to revise sheet)	
	Third Street at Tayco Street	9,300
	Milwaukee Street (DOT # 386639X)	1,300
	Racine Street (DOT # 690283C)	11,300
	Appleton Street	1,250
	DePere Street	8,400
	Plank Road	11,100
	Konemac Street	700
Quiet Zone No. 2 -	Sixth Street	1,050
	Seventh Street	660
	Eighth Street	750
	Ninth Street	3,800
	Racine Street (DOT # 386626W)	5,700
	Midway Road	8,900
Quiet Zone No. 3 -	Washington Street (DOT # 179887C)	11,800
	Garfield Avenue (DOT # 179886V)	1,500
	River Street (DOT # 179898P)	40
Quiet Zone No. 4 -	River Street (new public crossing – awaiting CN)	550
	River Street (new public crossing – awaiting CN)	550

BEFORE THE OFFICE OF THE COMMISSIONER OF RAILROADS

STATE OF WISCONSIN

On the Commissioner's Own Motion for a Determination of the Adequacy of Warning Devices at Fifteen Grade Crossings of the Wisconsin Central Ltd. Tracks in the City of Menasha, Winnebago County

9164-RX-464

NOTICE OF INVESTIGATION  
AND ASSESSMENT OF COSTS

The Commissioner of Railroads has directed the staff of the Office of the Commissioner of Railroads (OCR) to investigate the adequacy of warning devices under §195.28, Stats., at fifteen grade crossings of the Wisconsin Central Ltd. (WCL) tracks in the City of Menasha, Winnebago County. The crossings are:

Roadway	Crossing Number
1. Abbey Avenue	690 274D / MA 0.87
2. Garfield Avenue	690 276S / MA 0.95
3. River Street	690 277Y / MA 1.17
4. Water Street	386 646H / MA 1.24
5. Kaukauna Street	386 645B / MA 1.31
6. Broad Street	386 643M / MA 1.39
7. 1 <sup>st</sup> Street	386 642F / MA 1.47
8. 2 <sup>nd</sup> Street	386 641Y / MA 1.54
9. 3 <sup>rd</sup> Street & Tayco	386 640S / MA 1.61
10. Milwaukee Street	386 639X / MA 1.88
11. Racine Street	690 283C / MA 2.02
12. Appleton Street	690 289T / MA 2.16
13. DePere Street (STH 47)	690 285R / MA 2.32
14. Konemac Street	386 657V / MA 2.79
15. Brighton Beach Road	386 658C / MA 3.64

The OCR previously issued an order on November 28, 2000 for new 12" LED automatic flashing lights at Old Plank Road (STH 114) (crossing no. 386 656N / MA 2.59). OCR docket **9164-RX-432**. Consequently, Old Plank Road is not included in this docket.

The OCR also previously issued an order on June 7, 1994 for new 12" automatic flashing lights at Garfield Avenue (**9164-RX-164**). Due to limited safety funding, that order has never been implemented. The order will be reviewed and updated as part of this order.

Abbey Avenue is included in docket **9164-RX-188**. Abbey Avenue will be removed from that docket.

The OCR has open dockets for Brighton Beach Road (**9164-RX-102**) and Racine Street (**9164-RX-212**). Those dockets will be closed as part of the order.

NOTICE IS HEREBY GIVEN that the OCR will investigate this matter and issue an appropriate order without a public hearing.

PLEASE NOTE: The Office finds that the expenses which are reasonably attributable to this investigation will be assessed against the Wisconsin Central Ltd. in accordance with §195.60, Stats., and RR 2.04.

Upon reasonable notice, the Office will accommodate the needs of disabled individuals. Contact the Office at (608) 266-9536, (608) 267-1479/TTY, or (Fax) (608) 261-8220, or by writing to the Office at 610 N. Whitney Way, Room 110, PO Box 8968, Madison, Wisconsin 53708-8968.

Please contact the OCR staff with any questions, at (608) 266-7607 or 266-0276.

Dated at Madison, Wisconsin, September 28, 2001.

By the Office of the Commissioner of Railroads.

  
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Douglas S. Wood, Hearing Examiner

9164N464

BEFORE THE OFFICE OF THE COMMISSIONER OF RAILROADS

STATE OF WISCONSIN

Petition of the Wisconsin Central Ltd. for a Determination as to )  
Whether Existing Protective Devices are Adequate at the Grade )  
Crossing of the Wisconsin Central Ltd. Tracks with Garfield Avenue ) 9164-RX-164  
in the City of Menasha, Winnebago County )

FINDINGS OF FACT AND ORDER

By letter dated April 22, 1993, the Wisconsin Central Ltd. filed a petition with the Office of the Commissioner of Transportation (OCT) under §195.28, Wis. Stats., for a determination of the adequacy of protective devices at the public crossing of the Wisconsin Central Ltd. tracks with Garfield Avenue in the City of Menasha, Winnebago County (Crossing No. 690 276S/000.95).

On January 1, 1994, the Office of the Commissioner of Railroads (Office) succeeded to the railroad regulatory duties of the OCT.

A meeting was held at the site of the Garfield Avenue crossing on August 17, 1993 by Keith Melichar, Railroad Investigator of the Office staff. No hearing was held.

Findings of Fact

THE COMMISSIONER FINDS:

Garfield Avenue is 34 feet wide. It intersects the railroad tracks at an angle of about 90°. The roadway approaches to the crossing are level. Garfield Avenue carries an average daily traffic (ADT) of 1,480 in 1991 at a legal speed limit of 25 mph.

A highway user travelling at 25 mph. requires a safe stopping distance of 165 feet. The crossing is visible from 200 feet in each direction. Assuming a train speed of 10 mph., a highway user travelling at 25 mph. needs to see a train when it is 100 feet from the crossing from a point 165 feet down the highway. The sight distance available in each quadrant from the safe stopping distance is as follows: 60 feet in the northwest quadrant, 60 feet in the northeast quadrant, 60 feet in the southwest quadrant and 50 feet in the southeast quadrant.

The Wisconsin Central Ltd. (WCL) operates four rail movements per day over the crossing at a timetable speed of 10 mph. The railroad has plans to upgrade this line of track with an increase in train speed to 30 mph., having up to eight trains per day. The crossing is presently protected with two crossbuck signs. This protection is not adequate. In order to adequately protect public safety, the installation of automatic 12-inch flashing light signals mounted on cantilevers is needed because of the poor sight distances for a motorist to view an approaching train in all quadrants and the plans to increase the train speed and number of trains per day. An ADT of 1,480 with eight train movements per day equates to an exposure level of 11,840. The Wisconsin Department of Transportation's Facilities Development Manual requires consideration of automatic flashing lights when the exposure factor exceeds 5,000 on a rural highway.

#### Finding of Ultimate Fact

##### THE COMMISSIONER FINDS:

That in order to adequately protect and promote public safety at the crossing of the tracks of the Wisconsin Central Ltd. with Garfield Avenue in the City of Menasha, Winnebago County, it is necessary to install and maintain 12-inch flashing light signals mounted on cantilevers with motion prediction devices.

#### Conclusion of Law

##### THE COMMISSIONER CONCLUDES:

That the jurisdiction of the Office of the Commissioner of Railroads under §195.28, Wis. Stats., extends to this matter. Accordingly, the Office enters an order consistent with the findings of fact.

#### Order

##### THE COMMISSIONER ORDERS:

1. That the Wisconsin Central Ltd. shall install and maintain automatic 12-inch flashing light signals mounted on cantilevers with motion prediction devices and appropriate appurtenances in accordance with such plans as are filed with and approved by the Office of the Commissioner of Railroads at the crossing of its tracks with Garfield Avenue at-grade in the City of Menasha, Winnebago County by December 31, 1995 (Crossing No. 690 276S/000.95).

2. That the Wisconsin Central Ltd. shall submit to the Office of the Commissioner of Railroads signal and circuit plans with the cost estimate of its proposed installation and upon completion of the signal project, a detailed statement of the actual cost to the Office and to the Wisconsin Department of Transportation.

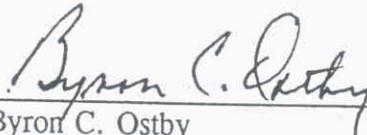
3. That the signal installation work herein ordered shall not begin until the district office of the Wisconsin Department of Transportation informs the railroad that they may start such work, and such start notice will not be issued until appropriate federal aid or other funding arrangements have been assured. The cost of the new project initiated before the start notice will not be reimbursed with public funds and shall be the responsibility of the railroad.

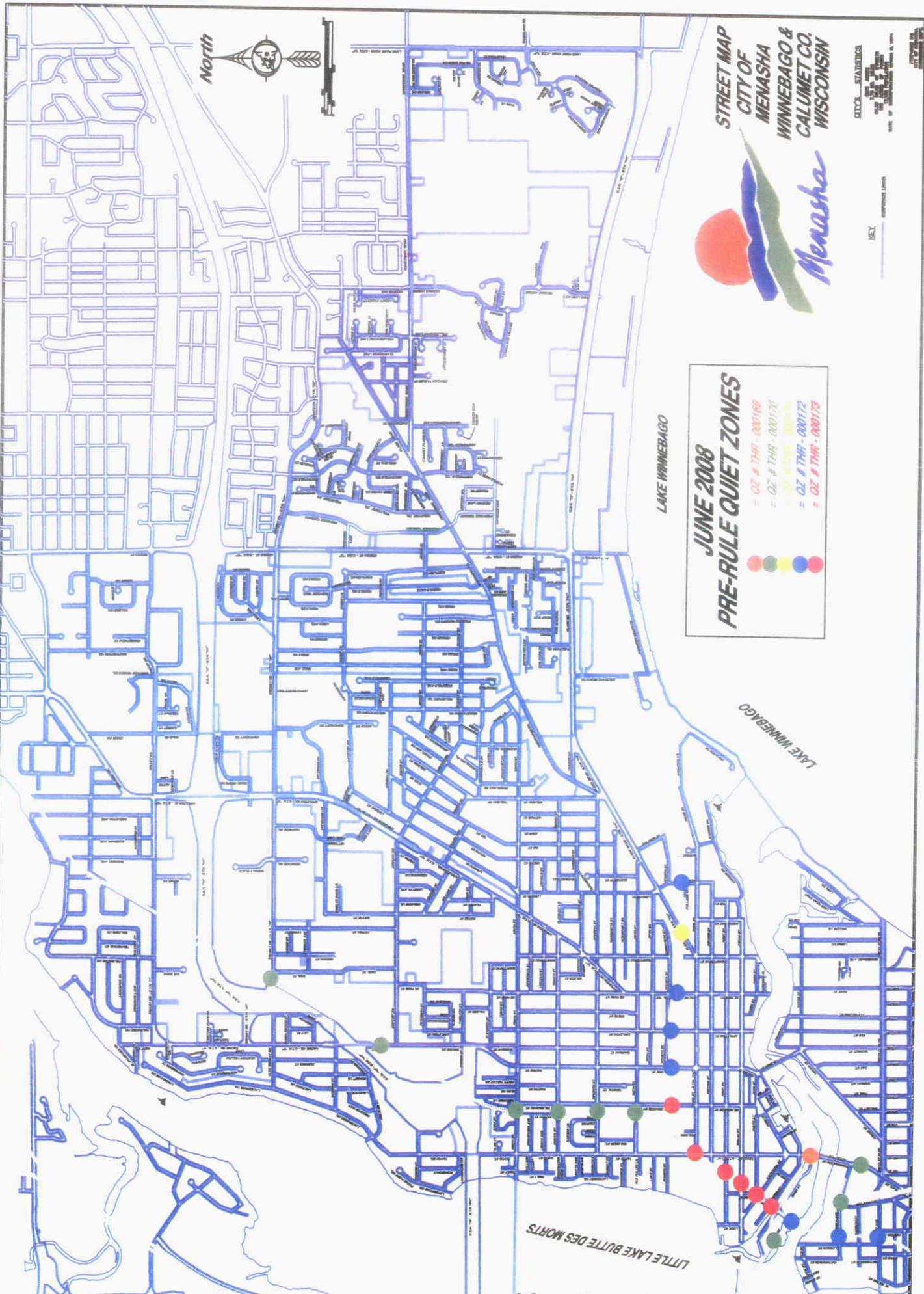
4. That if the petitioner, railroad or any interested party objects to this order and requests a hearing within 20 days of the date of this order in writing, the Office will hold a public hearing.

5. That jurisdiction is retained.

Dated at Madison, Wisconsin, June 7, 1994.

By the Office of the Commissioner of Railroads.

  
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Byron C. Ostby  
Commissioner of Railroads



STREET MAP  
CITY OF  
MENASHA  
WINNEBAGO &  
CALUMET CO.  
WISCONSIN



CITY OF MENASHA  
1000 W. WASHINGTON ST., 5TH FLOOR  
MENASHA, WI 54952  
TEL: 920.735.3300  
WWW.MENASHA.WI.GOV

**JUNE 2008  
PRE-RULE QUIET ZONES**

- = QZ # THR - 000169
- = QZ # THR - 000170
- = QZ # THR - 000171
- = QZ # THR - 000172
- = QZ # THR - 000173

LAKE WINNEBAGO

LAKE WINNEBAGO

LITTLE LAKE BUTTE DES MORTS

STREET MAP  
CITY OF  
MENASHA  
WINNEBAGO &  
CALUMET CO.,  
WISCONSIN



CITY STAFFING  
DATE OF LAST REVISION: 10/11/11  
SCALE: 1" = 100'

KEY

**PROPOSED QUIET ZONES**

- QT #1
- QT #2
- QT #3

North

