

It is expected that a Quorum of the Personnel Committee, Administration Committee, and Common Council will be attending this meeting: (although it is not expected that any official action of any of those bodies will be taken)

CITY OF MENASHA
Board of Public Works
Third Floor Council Chambers
140 Main Street, Menasha
June 15, 2009
6:30 PM
or immediately following the Common Council

AGENDA

- A. CALL TO ORDER
- B. ROLL CALL/EXCUSED ABSENCES
- C. MINUTES TO APPROVE
 - 1. [June 1, 2009](#)
- D. ACTION ITEMS
 - 1. [Street Use Permit – Grunski Runski; 10K and 2 Mile Run/Walk; Saturday, August 8th, 2009; 8:15 AM – 10:15 AM; \(City of Menasha Parks and Recreation Department\)](#)
 - 2. [Acceptance of City of Menasha Quiet Zone Detailed Plan](#)
 - 3. [Recommendation to Revise Rear Yard Drainage Grant Program](#)
- E. ADJOURNMENT

"Menasha is committed to its diverse population. Our Non-English speaking population and those with disabilities are invited to contact the Menasha City Clerk at 967-3603 24-hours in advance of the meeting for the City to arrange special accommodations."

CITY OF MENASHA
Board of Public Works
Third Floor Council Chambers
140 Main Street, Menasha
June 1, 2009
MINUTES

DRAFT

A. CALL TO ORDER

Meeting called to order by Chairman Taylor at 7:36 p.m.

B. ROLL CALL/EXCUSED ABSENCES

PRESENT: Ald. Englebert, Benner, Pamenter, Taylor, Wisneski, Pack, Hendricks,
Zelinski

ALSO PRESENT: Mayor Merkes, Atty Rich Carlson, PC Stanke, DPW Radtke,
CDD Keil, Clerk Galeazzi, and the Press.

C. MINUTES TO APPROVE

1. [May 18, 2009](#)

Moved by Ald. Zelinski, seconded by Ald. Wisneski to approve minutes.
Motion carried on voice vote.

D. ACTION ITEMS

1. Authorization to Conduct Engineering Study to Explore Conversion of Broad Street from One-Way Traffic to Two-Way Traffic.

DPW Radtke is recommending an engineering study as the last study on this part of Broad Street was 1996. It is time for a new study.

Moved by Ald. Pack, seconded by Ald. Wisneski to authorize staff to conduct an engineering study.
Motion carried on voice vote.

E. ADJOURNMENT

Moved by Ald. Wisneski, seconded by Ald. Benner to adjourn at 7:45 p.m.
Motion carried on voice vote.

Respectfully submitted by
Deborah A. Galeazzi, WCMC
City Clerk



STREET USE APPLICATION

Sponsored by: Menasha Parks and REC. DEPT.

Responsible Person: Brian Tunge

Address: 140 Main St.

Menasha, WI 54952

Phone: 967-3640

Email Address: btunge@ci.menasha.wi.us

Street Route: (Attach Map) 2 mile E 10 K Run/Walk - map attached
Description of Use Routes will be adjusted if needed
due to road construction.

Street Use Date: Sat. Aug. 8
Start Time: 8:15 a.m.
End Time: 10:15 a.m.
Number of Units: —

Liability Insurance has been secured in the amount of \$ — with the City of Menasha named as the additional insured.
Insurance Company CIVIC Policy No. —
(Attached is a copy of the insurance certificate).

Date: 6-4-09 Applicant's Signature: B. Tunge

Permit Fee: Each application for a Street Use Permit shall be accompanied by a fee of Twenty-Five Dollars (\$25.00). Make checks payable to City of Menasha. See highlighted portion of the attached City of Menasha Municipal Code.

Note to events planning to use City Parks and/or greenspace: Any multi-day event or event which plans to sell beer and/or wine to the public must appear before the Parks and Recreation Board.

TO BE COMPLETED BY CITY STAFF

Scheduled Park & Recreation Board Review Date: _____
Not Required: Approved: _____ Denied: _____

Scheduled Common Council Review Date: _____
Approved: _____ Denied: _____

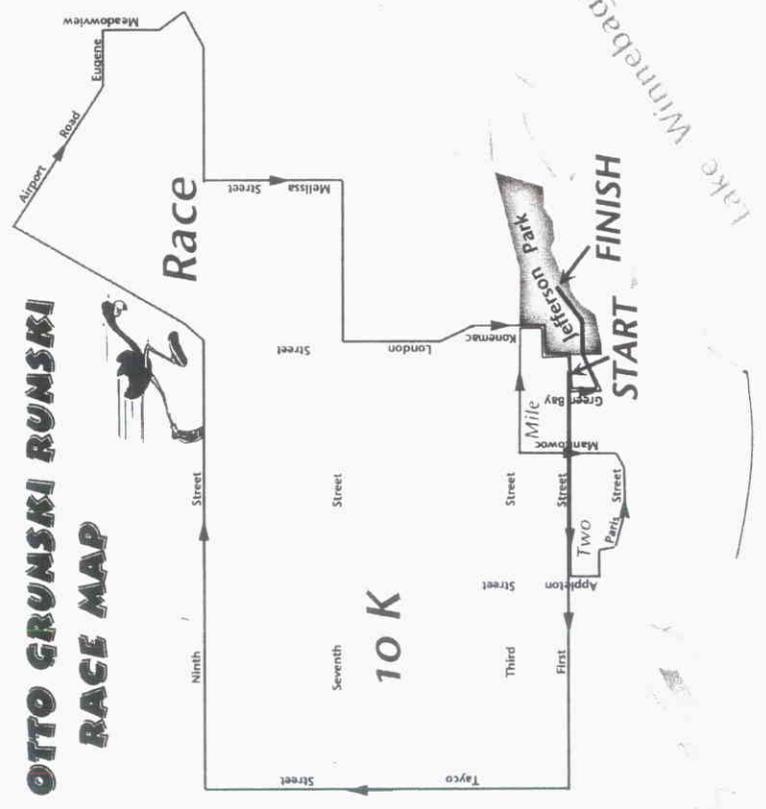
APPROVAL:
Police Dept. RS Fire Dept. WJ Public Works Dept. MR City Attorney _____

OTTO GRUNSKI RACE MAP

OTTO GRUNSKI RUNSKI RACE MAP



DIRECTIONS:
From US 41: Take 41 to 441 Exit. Exit Right onto Racine and continue South. Go Left onto Third St. and continue straight. The Jefferson Park and Pool will be on your right.



Lake Winnebago

Little Lake Butte Des Morts

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 #29,197
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

Ron Adams
Wisconsin Department of Transportation
Bureau of Railroad and Harbors
4802 Sheboygan Avenue, Room 701
Madison, WI 53707

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	
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:	22079

Print This Page

PROPOSED QUIET ZONE # 1

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

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:	17133.93
<input type="button" value="Select"/>	



Federal Railroad Administration

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	

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

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

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

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

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

690283C RACINE ST	Proposed Warning Device Gates	Estimated Cost 0.00	Wayside Horn No	Risk Index 88,163.05
Crossing Type Public	SSM None		Pre-Existing SSM None	
690285R DEPERE ST	Proposed Warning Device Gates	Estimated Cost 0.00	Wayside Horn No	Risk Index 10,491.81
Crossing Type Public	SSM None		Pre-Existing SSM None	
690289T APPLETON ST	Proposed Warning Device Flashing Lights	Estimated Cost 0.00	Wayside Horn No	Risk Index 6,976.87
Crossing Type Public	SSM None		Pre-Existing SSM None	
917722T RIVER ST	Proposed Warning Device Gates	Estimated Cost 0.00	Wayside Horn No	Risk Index 6,097.34
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 : 21676		Scenario ID : 29128		
Date : 6/9/2009 10:02:11 AM				
Railroad WC	Pre Rule? YES	Partial? NO	Time of Partial Quiet Zone	Total Traffic 46,800
Estimated Total Cost \$0.00	Nationwide Significant Risk Threshold 17610		Risk Index with Horns 13,713.17	Quiet Zone Risk Index 17,133.93

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



Federal Railroad Administration

Quiet Zone Designation Information

Public At-grade Open Crossing Information

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:	

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:	

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:	

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:	

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:	

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:	

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	8900	Flashing Lights	0	0	7,558.08
386626W	RACINE ST	5700	Flashing Lights	0	0	16,153.77
386630L	NINTH ST	3800	Flashing Lights	0	0	4,118.90
386631T	EIGHTH ST	750	Crossbucks	0	0	18,651.76
386632A	SEVENTH ST	660	Crossbucks	0	0	4,004.96
386635V	SIXTH ST	1050	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.



Federal Railroad Administration

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	

386624H 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		

386626W 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		

386630L 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		

386631T 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		

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

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:	

Print This Page

EXISTING QUIET ZONE # 3

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

Change Scenario: MENASHAQZ3_29132 Continue

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

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

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	

* 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.



Federal Railroad Administration

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	

179886V 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	

179887C 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	

179898P 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

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:	

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:	

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 st Street	386 642F / MA 1.47
8. 2 nd Street	386 641Y / MA 1.54
9. 3 rd 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.



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.

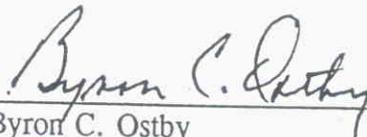
3. That the signal installation work herein ordered shall not begin until the district office of the Wisconsin Department of Transportation informs the railroad that they may start such work, and such start notice will not be issued until appropriate federal aid or other funding arrangements have been 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.

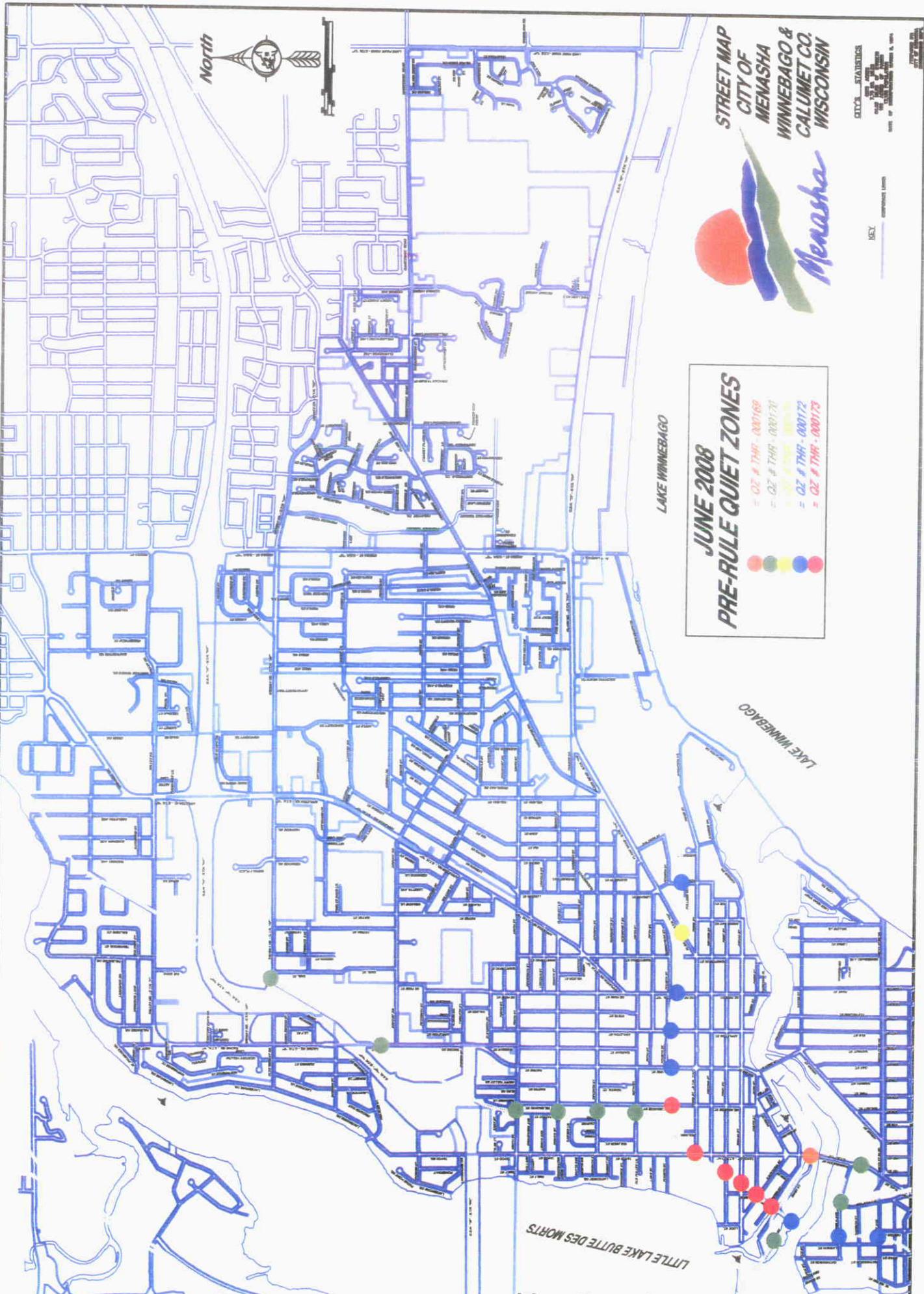
5. That jurisdiction is retained.

Dated at Madison, Wisconsin, June 7, 1994.

By the Office of the Commissioner of Railroads.



Byron C. Ostby
Commissioner of Railroads



STREET MAP
CITY OF
MENASHA
WINNEBAGO &
CALUMET CO.
WISCONSIN



CITY OF MENASHA
1000 W. WASHINGTON ST.
MENASHA, WI 54951
TEL: 920.735.1000
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**

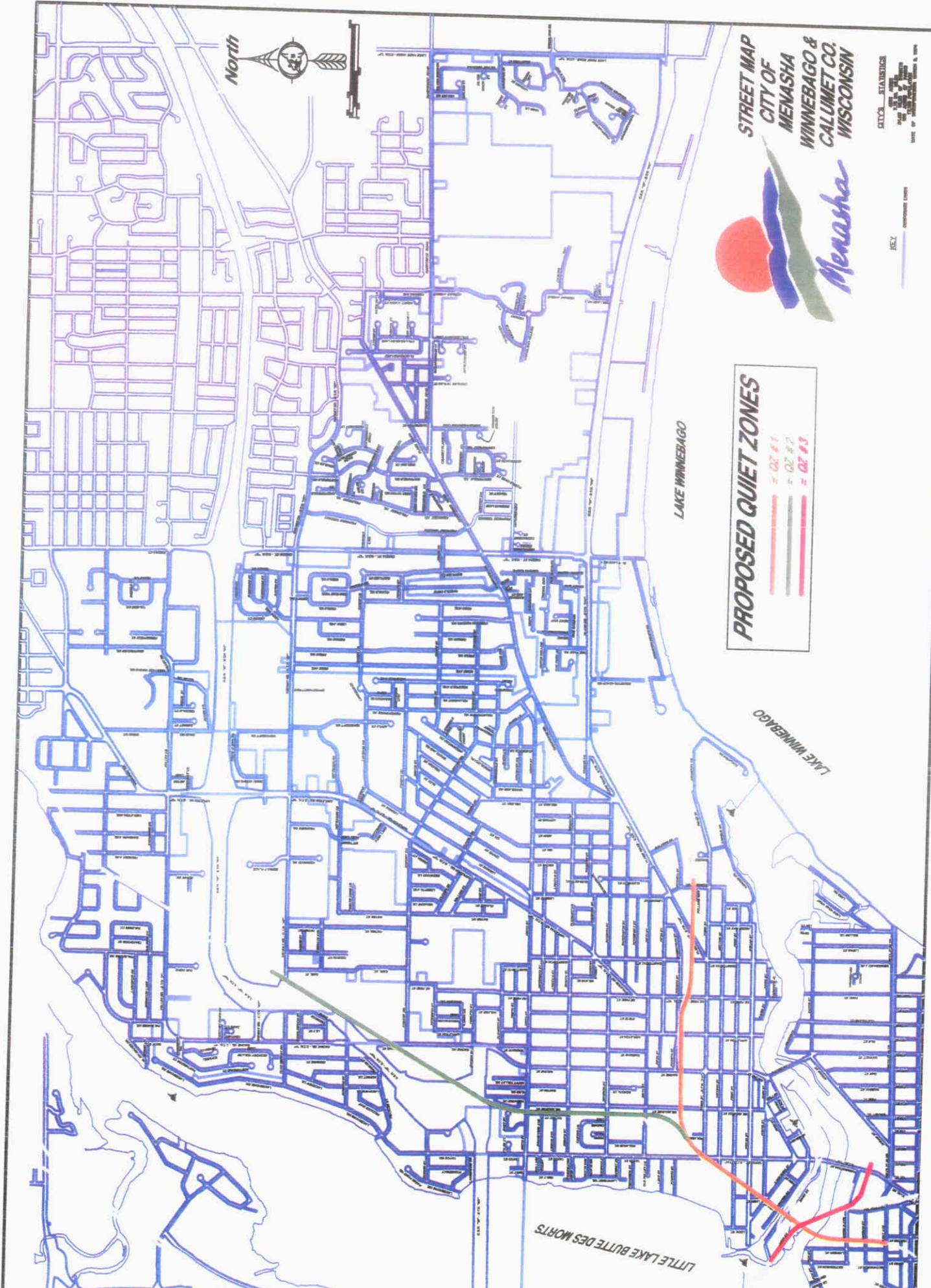


CITY STAFFING
CITY ENGINEER
CITY CLERK
CITY MANAGER
CITY COMMISSIONER

KEY
RESIDENTIAL ZONES

PROPOSED QUIET ZONES

- = QZ #1
- = QZ #2
- = QZ #3





Memorandum

DATE: June 11, 2009

TO: Board of Public Works

FROM: Mark Radtke, Director of Public Works *MR*

RE: Recommendation to Revise Rear Yard Drainage Grant Program

Due to the current City financial situation and in order to leverage an increased number of drainage projects, a recommendation is being made to consider revisions to the City's current Rear Yard Drainage Grant Program (RYDGP). Attached to this memo are a copy of the existing RYDGP application and a copy of the proposed revisions to the RYDGP.

Currently, the City funds 50% of the hard cost of a drainage project. We are proposing to reduce the City's subsidy to 25% of the hard cost of the project. In addition, eligibility would now be extended to those situations that involve enclosing a major drainage way that is within 25 feet of a principal structure in a residential use. It should be noted that any enclosure project would not be allowed if it resulted in an open section of drainage way less than 80 feet in length.

If the Common Council approves this program change, it would be effective starting in 2010.

Enclosures
C: Mayor Merkes



CURRENT

CITY OF MENASHA
REAR YARD DRAINAGE GRANT PROGRAM
APPLICATION

DATE: _____

NAME: _____

ADDRESS: _____

PHONE NUMBER: _____

DESCRIPTION OF DRAINAGE PROBLEM:

GRANT PROGRAM CONDITIONS:

ELIGIBILITY - Any property owner who has a drainage problem on a parcel for which there exists no drainage plan or any property owner whose property conforms to the approved drainage plan but still has a drainage problem. The existence of a "true" drainage problem shall be verified by the City Engineer or Director of Public Works. Re-grading of yards for any other reason will not be an eligible activity within this program. In most cases, it is expected that more than one property owner will be involved. In order to be eligible, a property owner may not be delinquent with any existing City bills, and all properties shall be in compliance with all City ordinances and standards.

FUNDING - 50% match of "hard costs" involved in correcting the drainage problem. Hard costs include all contracted costs and materials. Not included are soft costs provided by the City, e.g. preliminary surveying, engineering, drafting, staking, and inspection. Soft costs will be absorbed by the City. The total grant amount available for the year is determined through the budget process, established by the Common Council.

APPLICATION PROCESS - Once a drainage problem has been verified, the property owner may complete an application for the grant program. Grants will be distributed on a first come, first served basis. The application for a grant shall be signed by all involved property owners. The 50% charge to the property owners will be established as a special assessment in accordance with Section 3-2-14 of the Municipal Code.

PROJECT SCHEDULE - The work will be planned and coordinated by the Engineering Department. Depending on the estimated cost of the project, either proposals will be sought through public advertisement or bids will be received in accordance with State Statutes.

We, the undersigned owners of property benefited by the proposed drainage improvement to be made by the City of Menasha, in consideration of the construction of said improvement by the City of Menasha, hereby admit to the levying of special assessments against our premises under S.66.60 of the Wisconsin Statutes, for the cost of such improvement.

In accordance with S.66.60(18) of the Wisconsin Statutes, we hereby waive all special assessment notices and hearings required by S.66.60 of the Wisconsin Statutes, and we further agree and admit that the benefit to our properties, from the construction of such improvement, will be portioned out on an equal, per lot unit basis, for all undersigned property owners.

We further agree that we will comply with all grant program conditions, as stated on this application.

<u>STREET ADDRESS</u>	<u>SIGNATURE OF OWNER(S)</u>	<u>DATE:</u>	<u>WITNESS</u>

PROPOSED REVISED
CITY OF MENASHA
REAR YARD DRAINAGE GRANT PROGRAM
APPLICATION

DATE: _____

NAME: _____

ADDRESS: _____

PHONE NUMBER: _____

DESCRIPTION OF DRAINAGE PROBLEM: _____

GRANT PROGRAM CONDITIONS:

ELIGIBILITY - Any property owner who has a drainage problem that involves more than one lot, is caused by runoff from more than one lot, or is caused by a "downstream" obstruction or filling. The existence of a "true" drainage problem shall be verified by the ~~City Engineer or~~ Director of Public Works. Re-grading of yards for any other reason will not be an eligible activity within this program. In most cases, it is expected that more than one property owner will be involved. Also, if a primary residential structure is located within 25 feet of a major drainage way (minimally equivalent to a 36 inch storm sewer), the cost to enclose the drainage way is eligible. Enclosure of the drainage way shall not result in an open drainage way of less than 80 feet. In order to be eligible, a property owner may not be delinquent with any existing City bills, and all properties shall be in compliance with all City ordinances and standards.

FUNDING – The City will fund 25% match of "hard costs" involved in correcting the drainage problem. Hard costs include all contracted costs and materials. Not included are soft costs provided by the City, e.g. preliminary surveying, engineering, drafting, staking, and inspection. Soft costs will be absorbed by the City. The total grant amount available for the year is determined through the budget process, established by the Common Council.

APPLICATION PROCESS - Once a drainage problem has been verified, the property owner may complete an application for the grant program. Grants will be distributed on a first come, first served basis. The application for a grant shall be signed by all involved property owners. The 75% charge to the property owners will be established as a special assessment in accordance with Section 3-2-14 of the Municipal Code.

