



**AGENDA REQUEST**  
**May 2, 2017**

TOPIC: *Updated request to approve funding for improvements for City of Appleton Quiet Zone.*

<input type="checkbox"/> New Business <input checked="" type="checkbox"/> Unfinished Business <input type="checkbox"/> Reports <input type="checkbox"/> Closed Session <input type="checkbox"/> Ordinance/Resolution	Meeting: Town Board
Department Reporting: Public Works	Submitted By: Karen M. Heyrman, P.E., <i>Kmh</i> Deputy Director of Public Works

**ISSUE:** In October the Town Board discussed the City of Appleton's proposal for Quiet Zone designation for the rail line from S. Prospect Avenue to, and including, the E. Ballard Road crossing. All public grade crossings must meet pre-qualifying criteria which includes:

- Gates and flashing lights
- Power-out indicators
- Constant warning time detectors

The Town Board deferred this discussion until the first meeting in December and asked staff to provide information on the full benefit, what the County is doing, and how many trains utilize this rail each day.

*In December the Town Board requested a presentation from the City of Appleton. The City's Director of Public Works provided a discussion of the proposed improvements for the rail crossings, discussed quiet zone risk index requirements, provided the estimated improvement cost, and formally requested a contribution of \$10,000 from the Town of Grand Chute toward the Quiet Zone on April 20, 2017.*

**BACKGROUND/ANALYSIS:** The quiet zone includes 26 mainline crossings; it does not include the spur lines. Initially, each intersection was evaluated to determine a risk index that is averaged across all crossings. Supplemental safety measures such as medians/channelization devices, four-quadrant gates, or closures are added within the quiet zone. The risk index without horns cannot exceed what it was initially.

Raised medians cannot be constructed at the Prospect Avenue crossing due to closely spaced access points. This crossing is part of the proposed quiet zone, so including it drags down the average. The gate circuitry does not have the constant warning time detectors that are estimated to cost between \$100,000 and \$250,000. If it is not included in the quiet zone the engineer will be required to sound the horn 1,000 feet prior to the crossing. Attachment No. 1 *provided in October* shows 74 parcels in Grand Chute that are within ¼ mile of the proposed quiet zone.

According to CN Railroad, on average 22 trains per day are on the mainline. Staff believes the immediate benefit will be up to 22 less whistles, particularly for those living within ¼ mile of the quiet zone. The Constant Warning Time is a motion sensing system with the capability of measuring train presence and speed. It predicts when the train will arrive at the crossing, allowing the system to provide a relatively uniform warning time for trains

approaching the crossing at any speed up to the design speed. Drivers will not be waiting because gates activated when the train (traveling below the design speed) passed a predetermined point. The City has not been officially notified but believes the Counties will not be contributing based on past practice with other communities in similar situations. The Village of Fox Crossing informed staff they will participate but the level of participation is unknown at this time.

**RECOMMENDATION:** *The staff recommendation is to budget \$10,000 toward the constant warning time detectors for the crossing improvement at Prospect Avenue.*

The City of Appleton plans to include the Quiet Zone Improvements, estimated at \$792,400 for all crossings in the Quiet Zone, in their 2018 and 2019 Budgets.

**FISCAL IMPACT:** CIP

Funds would be budgeted in the 2018 CIP

**ATTACHMENTS:** None