

# Railroad Quiet Zone Feasibility City of Kaukauna

Kaukauna, WI

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### Railroad Quiet Zone

Prepared for the City of Kaukauna

### 1 Introduction

The City of Kaukauna is concerned about the impact of the railroad noise on the quality of living of its residents. The railroad noise is generated by the train horns blowing at the railroad-highway grade crossings with the Wisconsin Central Ltd., which is a subsidiary of the Canadian National Railway Company (CN). Currently there are four public highway grade crossings and one private crossing with the mainline railroad within the City of Kaukauna, and one in the nearby Town of Kaukauna. There are also 7 public railroad-highway crossings that are part of rail spurs serving industrial areas within the City. This study addresses the feasibility of implementing a Quiet Zone along the CN's mainline and spur tracks in Kaukauna.

The CN's mainline track through Kaukauna is called the Fox River Subdivision. This is the mainline connection for the CN between Neenah and Green Bay, and there are approximately 11 trains per day that operate on this line at a maximum speed of 49mph.

SEH has been contracted to evaluate the feasibility of implementing a Quiet Zone along the rail mainline corridor that extends through the City, as well as the spur lines which serve industrial areas. This will include a basic overview of the crossings, with a high-level existing condition exhibit for each location located in Appendix A. Background on Quiet Zones and Federal Railroad Administration (FRA) guidelines are described below, and current U.S. DOT Crossing Inventory Forms are included in Appendix B. The report will look at the existing Risk Indices and minimum requirements for the crossings, with some potential improvement option scenarios to provide the lower risk factors necessary for implementing a Quiet Zone.

### 2 | Executive Summary

The basic determination of the feasibility study is that it is feasible to create a Quiet Zone in Kaukauna, for both the mainline crossings, and those on the spur lines. For the mainline crossings, improvements would be required at some of the crossing locations, but not all of them, unless desired for additional safety measures. For the spur crossings, signal gates with arms would need to be installed at every crossing where they currently don't exist, unless a crossing is closed. This is feasible but could be cost prohibitive compared to the number of train horns per day.

### 3 Railroad Crossing Quiet Zones

In 1996 legislation, the federal government preempted local and state governments from regulating train horn noise. In 2005, after many years of investigation and rule making, final rules regulating train horn noise were adopted.

There are three basic options for a community to reduce railroad noise.

1. Permanently close or grade separate (bridge) the roadways from the tracks

- 2. Comply with the FRA rules for a full-time or a nighttime Quiet Zone.
- 3. Install wayside or stationary horns at a crossing.

The final rule (Title 49, Subtitle B, Chapter II, Part 222.39(a)(1) of the Code of Federal Regulations) provides a mechanism to standardize the utilization of locomotive horns. This federal rule both; requires all trains to sound their horn at each public grade crossing, and also allows for exceptions to the use of the locomotive horn. A segment of rail where there are one or more consecutive public highway rail crossings at which locomotive horns are not routinely sounded is called a Quiet Zone.

Quiet Zones can be created by public entities that are either responsible for traffic control or law enforcement at the public highway-rail grade crossings. In areas where there are many grade crossings, a community may take a programed approach of phasing the implementation of multiple Quiet Zones based on funding, local development, and jurisdictional issues. To enact a Quiet Zone, each of the crossings, and the process of creation, must meet the requirements stated in the Code of Federal Regulations (CFR).

## 4 Background on FRA Rules

The FRA was directed in the early 1990s to establish national standards for the sounding of locomotive horns at public grade crossings. After careful research and draft versions, the FRA adopted the Final Rules in 2005. These rules preempt any state or local laws related to locomotive train horns.

This extensive FRA process investigated many aspects of the use of locomotive horns, and documented multiple guidelines for warning horns, including:

- 1. The rules describe a minimum and maximum volume level for a train horn. Which are 96 dB and 110dB respectively.
- 2. Railroads must sound the horn 15 to 20 seconds prior to a train's arrival at a grade crossing, but not more than one-quarter mile in advance of the crossing.
- 3. The horn sounding pattern remained the same (two long, one short, and one long)
- 4. With the exception of cab mounted or low-mounted horns, the horn volume shall be measured at a location 100 feet forward of the front knuckle of the locomotive, 15 feet above the top of the rail.
- 5. The absence of a locomotive horn was found to increase the train-vehicle collision frequency by 66.8% at crossings with flashing lights and gates.

While the portions of the rule that regulate horn use helped reduce noise impacts, the desire for locomotive horn use exemptions continued in some communities. The final rule created six different provisions for local communities to establish Quiet Zones. Four of these Quiet Zone types provide for a transitional process for preexisting train horn bans, and these do not apply to the City of Kaukauna. The two types applicable to Kaukauna are 1) a 24-hour Quiet Zone or 2) a partial nighttime Quiet Zone. A partial Quiet Zone would run from 10:00 p.m. to 7:00 a.m. The calculated requirements for either a full-time or partial nighttime Quiet Zones are the same. The community can choose which type to establish. Communities that have chosen the part-time Quiet Zone reasoned that risks associated with no train horns were greatly reduced at night

because of the decreased traffic volumes. While this feasibility study generally describes the Quiet Zone as being 24-hour, the City would have the option of a partial nighttime zone.

#### 4.1 Risk Indexing

The FRA has incorporated flexibility in the process to create Quiet Zones, but has also made the process complex. There are minimum infrastructure requirements and risk thresholds that must be present at proposed Quiet Zones. At a minimum, all new Quiet Zones must have railroad signals with gates and Constant Warning Time circuitry at every public railroad-highway grade crossing. Given the increased frequency of collisions at crossings when horns are silenced, the Quiet Zone concept utilizes a risk assessment approach. To implement a compliant Quiet Zone, the Quiet Zone Risk Index (QZRI) is quantified and averaged for crossings within the proposed Quiet Zone, utilizing DOT collision prediction formulas and DOT values for preventing the collisions. The QZRI is then compared to the average risk to the motoring public at highway-rail grade crossings equipped with flashing lights and gates, and at which locomotive horns are sounded (Nationwide Significant Risk Threshold or NSRT). This analysis assists Public Authorities in determining what crossing improvements will allow for the establishment a Quiet Zone. The current NSRT is 13,811, and this value can change over time upon examination by the FRA.

To manage the increased risk of a collision, the final rule was designed to allow for risk reduction methods that prevent motorists from traversing crossings with silenced locomotive horns. The designated Safety Measures are then used to reduce the risk below either the NSRT, or the determined risk to the motoring public when locomotive horns are routinely sounded at every public highway-rail grade crossing within the proposed Quiet Zone (Risk Index With Horns or RIWH). The FRA has provided an Internet site (www.fra.dot.gov) to allow for the calculation of the RIWH, NSRT, and the QZRI for most situations. This is commonly called the Quiet Zone Calculator.

There are different ways that a community can institute a Quiet Zone based on the achievable corridor risk, and applicable risk thresholds. Each method may impose different requirements that the community will have to be aware of and adhere to.

- A community can install specifically defined Supplemental Safety Measures (SSM) at each crossing. This would allow for automatic approval from the FRA.
- If SSMs are impractical at every crossing, a risk analysis is calculated for the crossing with SSMs, and if the RIWH is less than the NSRT, or if the QZRI is less than the RIWH, a Quiet Zone can be instituted without additional safety measures.
- If the risk index cannot meet the FRA standards, the community can propose an Alternative Safety Measure (ASM) that the FRA will evaluate on an individual case basis.

The risk indices and other factors that were included in the feasibility study came from FRA records and DOT Crossing Inventory Forms. The calculated indices rely on several factors, including train movements and traffic volumes. Some of this data was inconsistent regarding number of trains per day, notably on the Thilmany spur. This should be verified if a Quiet Zone is pursued. Vehicle numbers for Average Annual Daily Traffic (AADT) may need to be updated as well with actual traffic counts. Both of these factors would have an effect on the current QZRI and RIWH, and these numbers could change upon further examination.

#### 4.2 | Supplemental Safety Measures (SSM)

There are several predetermined engineering improvements, called Supplementary Safety Measures (SSM) that can be used to lower the QZRI and bring a crossing(s) into automatic conformance with the rules. The SSMs are briefly described below.

#### 4.2.1 SSM One-Way Streets with Full Gate Coverage

One-way streets allow for the gate(s) to be placed on the approach lanes of traffic, and bounded by appropriate measures so that vehicles cannot go around the gates. Creating one way streets allows crossing arm gate(s) to fully close off the crossing from one direction. This may require one or two gates, depending upon the width of the street.

#### 4.2.2 | SSM Permanent Closure of the Crossing

This means that the roadway would be closed and barricaded permanently. The railroad signals and surface would be removed.

Crossing closures can be a politically sensitive option that reduces the amount of crossings within the corridor, and allows for a more concentrated effort of safety at the remaining crossings. The FRA also rewards this effort by allowing the closed crossing to be averaged into the corridor with zero risk. This may allow additional options at the remaining crossings in the zone.

While closing a crossing is sometimes a simple geometric change to the roadway, it also could involve adding cul-de-sacs or other accommodations for traffic or property owners, depending upon how the closure affects traffic patterns or creates dead-end roads.

#### 4.2.3 | SSM Nighttime Closure of a Crossing

The roadway would be closed by the use of some type of barricade(s) that can completely close off the crossing for an extended overnight period, and it must include a visual indicator to any approaching train that the crossing is closed. This type of SSM would be paired with a partial nighttime Quiet Zone.

#### 4.2.4 SSM Raised Center Medians

Raised center medians, meeting certain conditions, are installed to prevent vehicles from driving around the gates. Center medians have become a popular SSM alternative for local communities because they can be inexpensive compared to other SSM options and are sometimes easy to install. The drawback of using medians is that they can be disruptive to local access, or can be damaged by traffic or snowplowing operations.

The rules require that the medians be non-transversable with a minimum height of 6 inches, and be a minimum of 100 feet long. In certain situations, medians can be shortened to 60 feet, such as when there is a nearby intersection with another roadway. No commercial driveway may be located within 60 feet of the gate arms if a median is utilized.

As an alternate to a fully curbed barrier median, the median may be mountable in nature or less than 6 inches high, if delineator posts with reflective signs are installed in a row as channelization devices all along the median. Unlike a concrete or asphalt curb, the median itself may be a molded material anchored to the existing pavement, such as a Qwick Kurb® or similar product. This configuration can be a less intrusive addition to a narrower street, or where less disturbance

is desired for installation. These delineator signs can be difficult to maintain in snow plowed areas and routine maintenance and replacement of any broken signs or posts would be required to keep the SSM viable within the Quiet Zone designation.

#### 4.2.5 | SSM Four Quadrant Gates

Four quadrant gate systems have two additional exit gates installed compared to a traditional signal system. These gates, in addition to the typical gates on the lanes approaching a grade crossing, are used to completely close off vehicular access to the crossing. The exit gates operate on a delay to the normal gates to allow a vehicle to clear the crossing before descending. The advantage of this SSM is that no additional roadway work is usually needed for the gates to be installed. The disadvantages are; the potential to trap a vehicle, they are expensive to install, the community may assume maintenance of the loop detectors, and the community may be responsible for the extra maintenance for the extra gates.

The addition of the two exit gates generally requires a complete rewiring of the signal system, a new controller to handle the more complex circuitry, and system battery backup. Traffic loop detectors may also be required to detect if a vehicle is stopped on the track and would keep the existing gate in the up position, so the vehicle is not trapped between two gates.

#### 4.2.6 SSM Grade Separation

Completely separating the grade of the crossing, with a bridge or underpass, is another way to eliminate risk at a crossing, although is not feasible for the crossings in Kaukauna.

#### 4.3 | Alternate Safety Measures (ASM)

If all the specific conditions for SSMs are not achievable, and the Risk Index level is in excess of the required thresholds, Alternate Safety Measures (ASM) can be proposed within a Public Authority Application to the FRA for individual review.

ASMs can consist of modified SSMs, engineering improvements to address underlying risk factors, or non-engineering solutions

#### 4.3.1 | ASM Non-Engineering Solutions

Non-engineering solutions can include factors such as traffic enforcement, photo enforcement, or education programs. The determination of the risk reduction credit for non-engineering ASMs is determined through an observed violation reduction. A community is required to provide documentation that an ASM is effective. This documentation may require video camera installation, review of police efforts to enforce crossing violations, or a record of public service announcements. The level of documentation is not well defined in the rules, therefore the proposed method should be reviewed by the FRA prior to implementation. This type of ASM was not closely considered within the scope of this feasibility study.

#### 4.3.2 ASM Modified SSM

Where the full implementation of a specified SSM is not achievable, a modified SSM can be proposed as an alternate safety measure to improve the risk factor at a crossing. The risk reduction credit for these scenarios can be estimated without the violation observation required for non-engineering solutions. The most popular ASMs include:

#### 4.3.2.1 Modified SSM Medians

These are where full length medians are not possible on both sides of the crossing, and the only condition not met is the required length.

#### 4.3.2.2 Three Quadrant Gate and Medians

This option combines the four quadrant gate SSM with SSM medians. An exit gate is utilized on one side of the crossing, and SSM type medians are used on the other side of the crossing.

#### 4.3.3 | ASM Other Engineering Improvements

In certain situations, other improvements could be made that could have an impact on the crossing risk factor. These can be hard to quantify in a risk index calculation, and should be coordinated with FRA for effectiveness. Other Engineering Improvements could include enhancements such as closing or modifying adjacent driveways or nearby intersecting roadways, road width or lane reconfigurations, traffic signal timing, vision improvements, pavement marking or signing improvements, or features for pedestrian safety.

#### 4.4 Other Improvements

The review of the crossing may identify other improvements which are recommended or required for general improvement or safety enhancement, but do not necessarily lead to a quantifiable reduced risk index number. Such improvements may include road or crossing surface improvements, pedestrian safety enhancements, signing, pavement marking, or identification of factors such as vision angles, humped crossings, or drainage concerns. Although private crossings do not have the same requirements for signals, gates, and SSMs that exist for public crossings, the Quiet Zone process could identify improvements at private crossings such as signs, crossings surfaces, or delineation of the crossing area which would need to be included in order to establish the Quiet Zone.

#### 4.5 | Stationary Horns

Wayside or stationary horns are not technically an SSM or ASM, rather they are a locomotive horn substitute. The wayside horn replaces the train mounted horn with a horn mounted at the crossing that is activated by the crossing signal system. This option can be employed within or outside of a Quiet Zone. If a crossing with wayside horns is within a proposed Quiet Zone, the risk of that crossing is not included in the Quiet Zone Risk Index calculation.

The noise level of a wayside horn is comparable to a locomotive horn, but it decreases the noise impact area. The stationary horn works well in non- residential areas, because the immediate area near the crossing is subjected to the full noise of the horn for 25 seconds, rather than a gradual increase as the train approaches.

Railroad signals with gates are required when stationary horns are installed. The road authority is generally responsible for installation and maintenance of the system. Stationary horn costs approximately \$150,000, plus a monthly maintenance cost.

#### 4.6 Quiet Zone Process

Moving forward with the Quiet Zone process would involve further study of the crossings, with more analysis than is provided in the feasibility study. Once a basic approach to the Quiet Zone is determined, and which crossings to include, a Diagnostic Review Meeting would be scheduled

with stakeholders on the project. Depending on the ultimate Quiet Zone boundaries, stakeholders may include City of Kaukauna, Outagamie County, Town of Kaukauna, Federal Railroad Administration (FRA), CN Railroad, Wisconsin Department of Transportation (WisDOT), Office of the Commissioner of Railroads (OCR), Ahlstrom Munksjo, and SEH as facilitator. This meeting would examine the data on each crossing, make changes to existing inventories where appropriate, and visit the crossing sites to gain consolidated input on existing conditions, crossing configuration, and potential improvements.

Once the proposed improvements are determined that would effectively lower the crossing risk factors to a level suitable for establishing a Quiet Zone, detailed plans and arrangements would need to be made for construction.

Once the construction improvements are complete, the FRA rules require communities to notify the FRA, the State Department of Transportation, and the railroad that they are interested in creating a Quiet Zone and provide a process for these interested parties to comment. The process has some built in time periods and can take 4 to 6 months to implement. If signal work is required, a year or more is a normal time frame to implement a Quiet Zone. If SSMs are installed according to the rules at all crossings, the community will receive an automatic approval for a Quiet Zone. If ASMs or other exceptions are needed, FRA review and approval will be needed.

A flowchart of the steps for creating a Quiet Zone, as created by the FRA at <a href="https://railroads.dot.gov/elibrary/how-create-quiet-zone">https://railroads.dot.gov/elibrary/how-create-quiet-zone</a>, is included in Appendix C.

Once a Quiet Zone is implemented, a typical question is regarding the liability of a potential collision. The rules are silent on the liability to either the railroad or communities who enact Quiet Zones. In the record of decision, the FRA discusses railroad and community liability. In the record of decision (page 66), the FRA says "As for the public authority that creates a Quiet Zone in accordance with this part, FRA expects that courts will apply the standard of care set by this rule, inasmuch as any Quiet Zone established in accordance with this part will have been established in accordance with federal law and FRA's intention to preempt State laws expressly stated." This rule, in effect, establishes the standard of care for the creating of Quiet Zones and the sounding of train horns, providing reassurance both to railroads and communities that no plaintiff will prevail on the basis that an audible warning has been withheld. Further, this rule making does nothing to undermine the sovereign immunity of State and local governments, where they have asserted it.

## 5 Crossing Analysis and Alternatives

Each crossing in the study area was cursorily reviewed, and potential improvement options were identified that were deemed to be the most practical and feasible. The analysis of the mainline crossings were kept separate from the Thilmany Spur and Hyland Spur crossings because of the difference in existing conditions such as in-place signal gates.

The following summary of the potential improvement options at each of the crossings are meant to discuss the general feasibility, and not intended as detailed final solutions. If the City of Kaukauna desires to move forward with a Quiet Zone study and implementation, more in depth analysis is recommended to determine preferred scenarios.

Numerical data for QZRI, RIWH, AADT, as well as roadway classification are taken from the FRA Quiet Zone Calculator. Some of this data will need to be verified if moving forward with a full

Quiet Zone study. The costs identified should be considered a very approximate opinion of potential cost, on the order of magnitude of the possible funds required, but does not intend to identify numbers suitable for budgeting or estimating purposes.

#### 5.1 | Gertrude Street (DOT# 180042F)

Gertrude Street is a paved two lane City street urban collector. The roadway is 40 feet wide with curb and gutter and the AADT is listed as 4300 vehicles per day. The roadway intersects a single mainline track at the grade crossing with a composite material surface. There is sidewalk on the west side of the street. The Wisconsin Central Ltd operates 11 movements per day over the crossing while observing a maximum timetable speed of 49 mph. There are industrial and commercial developments in the north and southeast quadrants of the crossing, and residential area to the southwest. The existing warning devices at the crossing are railroad flashing signals with gates and Constant Warning Time.

South of the crossing, the southbound lane divides into a left turn and thru/right turn lane toward the intersection with Draper Street, which is State Trunk Highway 96. This intersection has a stop sign for Gertrude Street, while Draper Street does not stop. Draper is approximately 120 feet south of the crossing. Several commercial driveways connect to Gertrude Street in proximity to the crossing, one as close as 16 feet from the gate arm.

Potential SSM includes installing Four Quadrant Gates.

Road closure or modifying to a one-way were deemed impractical SSMs. Full length raised medians or channelization meeting SSM standards are also impractical, unless nearby commercial driveways are relocated or eliminated.

ASMs which could be considered include modified raised medians or channelization, shortened to allow access to commercial driveways and left turn onto Draper St. This option would still likely require modification to some driveways, such as eliminating the back entrance to Al's Auto Service or adjusting driveway entrances to the north. Medians could also be combined with Three Quadrant Gates.

#### 5.2 Division Street (DOT# 180045B)

Division Street is a paved two lane urban local City street. The roadway is 32 feet wide with curb and gutter and the AADT is listed as 770 vehicles per day. The roadway intersects the mainline track and a siding track at the grade crossing with a timber crossing. There is sidewalk on the east side of the street. The Wisconsin Central Ltd operates 11 movements per day over the crossing while observing a maximum timetable speed of 49 mph. The crossing is in a residential neighborhood, where homes are quite close on the south side, and further separated from the crossing to the north. The existing warning devices at the crossing are railroad flashing signals with gates and Constant Warning Time.

Several residential driveways connect to Division Street in proximity to the crossing, one as close as 26 feet from the gate arm.

Potential SSMs include raised medians, channelization devices, or road closure. Road closure allows the maximum decrease in risk factor, and would require eliminating the road and sidewalk crossing. The close proximity of Tobacnoir St. may allow this modification, but local traffic and other factors would need to be considered. Modifications to the road geometrics may be required

if a cul-de-sac or other end-treatment is desired. Alternately, the existing road width is just wide enough to accommodate raised medians as a SSM, but may be better suited to channelization devices which would take up less room. However, the proximity to driveways and the humped nature of the crossing would require the further examination of a median or channelization option.

Other SSMs could be considered. One-way configuration could be considered in conjunction with opposite direction at Tobacnoir, but would require roadway reconfiguration and relocation of at least one crossing arm. Installing Four Quadrant Gates could be considered, but may be cost prohibitive.

ASMs which could be considered include modified raised medians or channelization, shortened to allow access to residential driveways. Medians could also be combined with Three Quadrant Gates.

#### 5.3 Tobacnoir Street (DOT# 180046H)

Tobacnoir Street is a paved two lane urban local City street. The roadway is 36 feet wide with curb and gutter and the AADT is listed as 564 vehicles per day. The roadway intersects the mainline track and a siding track, just west of the switch for the Thilmany spur. The grade crossing has a timber surface. There is sidewalk on both sides of the street. The Wisconsin Central Ltd operates 11 movements per day over the crossing while observing a maximum timetable speed of 49 mph. The crossing is on the edge of a residential neighborhood, with homes in three quadrants, and an electrical substation and industry in the northeast quadrant. The existing warning devices at the crossing are railroad flashing signals with gates and Constant Warning Time. The vertical profile is a humped crossing, with approaching signs indicating as such for longer, low clearance vehicles.

A residential driveways connects to Tobacnoir Street, 57 feet from the gate arm. The driveway to the electrical substation is 62 feet from the gate arm, but does have a second gate connecting to Lincoln Avenue.

Potential SSMs include raised medians or road closure. Full length raised medians (100 feet) or channelization devices could be installed as a SSM, although to the north it would extend past the residential and substation driveway. Road closure would require eliminating the road and sidewalk crossings. The close proximity of Division St. may allow this modification, but local traffic and other factors would need to be considered. Modifications to the road geometrics may be required if a cul-de-sac or other end-treatment is desired.

Other SSMs could be considered. One-way configuration could be considered in conjunction with opposite direction at Tobacnoir, but would require roadway reconfiguration and relocation of at least one crossing arm. Installing Four Quadrant Gates could be considered, but may be cost prohibitive.

ASMs which could be considered include modified raised medians or channelization, shortened to allow access to driveways. Medians could also be combined with Three Quadrant Gates.

#### 5.4 Delanglade Street (DOT# 180053T)

Delanglade Street is a paved two lane City street, currently classified on DOT inventory form as urban collector, but may be more appropriately described as a principal arterial because of its designation as State Trunk Highway 55. The roadway has two traffic lanes with curb and gutter

and outer bicycle lanes, separated by a raised concrete median, and the AADT is listed as 8000 vehicles per day. The roadway intersects a single mainline track at the grade crossing with a composite material surface. There is sidewalk on both sides of the street. The Wisconsin Central Ltd operates 11 movements per day over the crossing while observing a maximum timetable speed of 49 mph. There is open right-of-way land north of the crossing, and municipally owned facilities on the south side. The existing warning devices at the crossing are railroad flashing signals with gates and Constant Warning Time.

The crossing is just south of the recently constructed roundabout intersection with Hyland Avenue, which is County Trunk Highway OO. This intersection is approximately 250 feet north of the crossing. There is a continuous raised median extending from the north crossing arm all the way to the roundabout. There is a shorter median, 30 feet in length, extending south of the crossing. There are no driveways connecting to Delanglade within the area between the roundabout and Blackwell Street.

The most logical SSM for this location is a raised median. However, the current configuration does not fully meet the criteria for a raised median SSM without modifications. The median to the south does not meet the 100 foot length requirement, and doing so would block Blackwell Street. In the case of nearby intersections, the SSM median length requirement can be reduced to a minimum of 60 feet, which is feasible with the current geometry by extending the existing concrete curb and median. Another requirement for raised medians is that the height must be 6 inches. Some locations on the current median curb only measure 5 ½ inches on both the north and south sides. This may seem like an insignificant difference, but it could be flagged as noncompliant in a crossing inspection. If this is an issue, the height could be modified, or channelizing delineators could be added in the median to further restrict possible vehicle crossovers.

Road closure or modifying to a one-way were deemed impractical SSMs. Four Quadrant Gates are feasible, but do not appear an economic choice if the median SSM can be achieved.

ASMs which could be considered include keeping the raised median to the south in the existing configuration for partial risk reduction credit. Medians could also be combined with Three Quadrant Gates.

#### 5.5 Private Crossing (DOT# 180054A)

A private crossing of the mainline railroad is listed in FRA and USDOT records in the area just west of the Hyland Avenue spur, There is currently no crossing at this location. Historic aerial photos show this as a possible agricultural field entrance, with a remnant of the crossing still visible in the early 1980's prior to development of Woodland Court and Sherry Lane. Although private crossings do not have SSM requirements or defined risk factor values associated with Quiet Zone approval, it may be beneficial to remove this crossing number from the FRA inventory to avoid confusion in Quiet Zone designation.

#### 5.6 | Lawe Street (DOT# 180055G)

Lawe Street (at the mainline rail crossing) is a paved two lane urban minor arterial roadway. The roadway is a rural section with 3 foot paved shoulders and ditches, and the AADT is listed as 4700 vehicles per day. The crossing is located in the Town of Kaukauna, and Lawe Street is designated as County Trunk Highway J. The roadway intersects a single mainline track at the grade crossing with a composite material surface. There is no sidewalk. The Wisconsin Central

Ltd operates 11 movements per day over the crossing while observing a maximum timetable speed of 49 mph. There is open right-of-way land north of the crossing, with undeveloped private land in the southeast quadrant and residential lots to the southwest. The existing warning devices at the crossing are railroad flashing signals with gates and Constant Warning Time.

The intersection of Lawe Street and Hyland Avenue (CTH OO) is approximately 60 feet north of the crossing. This intersection has a 4-way stop condition and observed to be quite busy. The interchange with Interstate 41 is less than ¼ mile north of the crossing. There is one driveway entrance 90 feet to the south of the crossing gates, which leads to undeveloped land.

Potential SSM includes installing raised medians or channelization devices, or Four Quadrant Gates. Raised medians would likely require reconfiguration and widening of the roadway to fit north and south bound lanes, and a median of the recommended 4 foot width. Mountable curb median with channelization devices may better fit the existing road width. For either median type, the existing driveway to south could be relocated beyond of the median area, especially since it is an unimproved access to undeveloped land. The geometric constraints of the intersection at Hyland Avenue would need to be examined closely. The distance to the intersection may allow the shorted 60 foot median length which is acceptable to SSM standards. However, the acute angle with Hyland Avenue for northbound left turns may be difficult for trucks or other vehicles. Analysis of the geometrics and turning movements would be required. Four Quadrant Gates are feasible, but do not appear an economic choice if the median or channelization SSM can be achieved.

Road closure or modifying to a one-way were deemed impractical SSMs.

ASMs which could be considered include modified raised medians or channelization, shortened to allow access to commercial driveways and left turn onto Hyland Avenue. Medians or channelization to the south could also be combined with Three Quadrant Gates, adding one on the north side of the crossing.

Because this crossing is almost one mile east of the closest public crossing (Delanglade St.), it could be excluded from the Quiet Zone. Only crossings within ¼ mile of a Quiet Zone must be evaluated to include in the Zone. There are less residential neighborhoods in this area, and fewer nearby crossings. By excluding this crossing from the Quiet Zone, the Zone would then run from Gertrude Street to Delanglade Street. Excluding this crossing, which has a high existing QZRI, may make it easier for the overall Quiet Zone risk index to be lowered with SSMs at other crossings.

#### 5.7 | Thilmany Spur Crossings

The rail crossings on the Thilmany spur were examined for possible creation of a Quiet Zone along this industrial lead rail line. The minimum requirement that every public railroad-highway grade crossing have railroad signals with gates and Constant Warning Time circuitry is only met at the Lawe Street crossing. Therefore, all other crossings along the Thilmany Spur would either need to be permanently closed, or have full signal gates installed, in order to establish a Quiet Zone within this corridor. The exception to this is the former Stribley Street crossing, which is now a private crossing, and should be reclassified as such.

A preliminary calculation of the Quiet Zone Risk Index was done assuming the minimum improvement of gates were installed at every crossing along the spur. This potential QZRI (2,806) is considerably less than the Nationwide Significant Risk Threshold (13,811), which would

qualify for Quiet Zone creation. This low QZRI is mostly due to the low traffic and train volumes at the crossings. Any crossing closures would create an even lower QZRI. Although either closing or installing gates at all spur crossings would most likely allow a Quiet Zone, some SSMs or ASMs could be considered where beneficial due to roadway geometry or safety concerns.

#### 5.7.1 Desnoyer and Seymour Streets

Desnoyer Street and Seymour Street are paved two lane urban local City streets. Three legs of the intersection have curb and gutter, while the piece of Seymour Street to the northwest has none. The spur track crosses diagonally through the intersection of these two streets. AADT is listed as 750 vehicles per day. Both streets have sidewalks. The Wisconsin Central Ltd operates 7 movements per day for switching trains over the crossing while observing a maximum timetable speed of 10 mph. This inventory listing of 7 movements should be confirmed, as the other crossings on the spur have a 2 switching train movements listed. The crossing is in a residential neighborhood, with homes at all four quadrants. The existing warning devices at the crossing are crossbucks, with stop signs on Seymour and yield signs on Desnoyer.

The unusual configuration of two streets and the rail line all intersecting at one point would make this a difficult location to install gated signals. The preliminary examination of the layout would suggest that four gates would be required, one for each leg of the incoming streets. The angles are not conducive to a single gate on each side of the rail line being able to block both streets' traffic. Although four gates may be required, this would not necessarily fulfil the SSM requirements for Four Quadrant Gates, as the configuration would not totally block traffic from driving around gates. Four gates would appear to fit the constraints of the intersection, although overhead power may be in conflict for a gate on southwest-bound Desnoyer.

Closure of this crossing could be considered. Closing all four street legs may not be desired due to the creation of four adjacent dead end streets. An option could be considered to eliminate the streets over the rail line, but allow the roadway corners to remain on either side of the tracks. This concept would keep the northwest leg of Seymour connected with the northeast leg of Desnoyer, creating a 'horseshoe' configuration from Delanglade Street around Blackwell to Seymour to Desnoyer. A similar configuration could take place on the south side of the crossing, keeping the southwest leg of Desnoyer connected with a corner to the southeast leg of Seymour. The geometry of these new corners would need to be examined, especially since the direction of Desnoyer and Seymour would create an acute angle around these corners. Trucks may need to be discouraged from using these streets, and the inside curb radii may need to be increased to step back the inside corner of the configuration.

If gates were installed, potential SSMs could include raised medians, channelization devices, or one-way configuration, although the low QZRI value with only gates installed wouldn't make SSMs required.

Other ASMs were not closely considered.

#### 5.7.2 Oviatt Street

Oviatt Street is a paved two lane urban local City street. The roadway has curb and gutter and the AADT is listed as 1750 vehicles per day. The roadway intersects the spur track at the grade crossing with a timber surface. There is sidewalk on both sides of the street. The Wisconsin Central Ltd operates 2 switching movements per day over the crossing while observing a maximum timetable speed of 10 mph. This inventory listing of 2 movements should be

confirmed, as the nearby Desnoyer and Seymour crossing has 7 switching train movements listed. The crossing is in a residential neighborhood, with homes in three quadrants and a storage and garage building in the northeast. The existing warning devices at the crossing are crossbucks, with yield signs.

The preliminary examination of the layout would suggest that gates would fit within the constraints of the crossing to meet the minimum requirements of a Quiet Zone, although overhead power may be in conflict for a gate on southwest-bound Oviatt Street.

Closure of this crossing could be considered. The closing would create two short dead ends and local traffic and other factors would need to be considered. The final configuration of the nearby Desnoyer and Seymour crossing should also be talked into consideration. Modifications to the road geometrics may be required if a cul-de-sac or other end-treatment is desired.

If gates were installed, potential SSMs could include raised medians, channelization devices, or one-way configuration, although the low QZRI value with only gates installed wouldn't make SSMs required.

Other ASMs were not closely considered.

#### 5.7.3 Lawe Street (DOT# 180049D)

Lawe Street (at the spur crossing) is a paved four lane principal arterial City street. The FRA Quiet Zone calculator differs from the DOT inventory, calling this roadway an urban local street, which is not accurate, especially because of Lawe Street's designation as State Trunk Highways 55 and 96. The AADT is listed as 12,800 vehicles per day. The roadway intersects the spur track at the grade crossing with a composite surface. There are sidewalks on both sides of the street. The Wisconsin Central Ltd operates 2 switching movements per day over the crossing while observing a maximum timetable speed of 10 mph. The crossing is on the edge of a residential neighborhood, with a home in the southwest quadrant, an apartment in the northwest, a connecting street to the southeast, and a parking lot (without driveway access) to the northeast. The existing warning devices at the crossing are railroad flashing signals with gates, overhead light extension, and Constant Warning Time. This is the only gated crossing on the spur track.

North of the crossing, the northbound lane divides into a left turn and thru/right turn lane toward the intersection with Delanglade Street and Plank Road, which is the split of State Trunk Highways 55 and 96. This intersection has signal lights. This intersection is approximately 140 feet north of the crossing. Several driveways connect to Lawe Street in proximity to the crossing, as well as the intersection of Terry Lane to the southeast, which is only 35 feet from the gate arm.

Since this crossing on the spur track currently has gates, it meets the minimum requirements for Quiet Zone designation. The current QZRI (7613) is below the Nationwide Significant Risk Threshold of 13,811 without any further SSMs.

Full length raised medians or channelization devices would be limited by the current width and lane configuration, and close proximity of driveways and Terry Lane. Four Quadrant Gates would be feasible. Crossing closure at this location is impractical. Other ASMs were not closely considered.

#### 5.7.4 Augustine Street (DOT# 180050X)

Augustine Street is a paved two lane urban local City street. The roadway has curb and gutter and the AADT is listed as 750 vehicles per day. The roadway intersects the spur track at the grade crossing with a timber and asphalt surface. There is sidewalk on the north side of the street. The Wisconsin Central Ltd operates 2 switching movements per day over the crossing while observing a maximum timetable speed of 10 mph. The crossing is on the edge of a residential neighborhood, with homes in three quadrants, and the Fox Locks Authority to the southeast. The crossing is located on a long downhill stretch to the east. Terry Lane intersects Augustine Street less than 50 feet west of the crossing on the north side. The existing warning devices at the crossing are crossbucks, with a westbound uphill yield sign, and an eastbound downhill stop sign.

The preliminary examination of the layout would suggest that gates would fit within the constraints of the crossing to meet the minimum requirements of a Quiet Zone, although overhead power may be in conflict for a gate on westbound Augustine Street.

If gates were installed, potential SSMs could include Four Quadrant Gates or one-way configuration, although the low QZRI value with only gates installed would not require additional SSMs. Raised medians or channelization devices are impractical due to the close proximity of Terry Lane. Crossing closure or other ASMs were not closely considered.

#### 5.7.5 | Stribley Road (DOT# 180051E)

The current DOT Crossing inventory and FRA Quiet Zone calculator lists Stribley Road as a public crossing of a urban local City street with an AADT of 1750 vehicles per day. This crossing is now more appropriately described as a private crossing from Thilmany Road onto the Ahlstrom Munksjo property. This segment of Stribley Road has been abandoned as a public street. In addition to the main spur line, there are three other rail sidings at this crossing location.

The current intersection of the old Stribley Road and Thilmany Road has a curbed 'pork chop' island dividing outgoing right and left turns. The at-grade crossing has timber edging with deteriorated asphalt and gravel surface. There is no sidewalk. According to the DOT Inventory Form, the Wisconsin Central Ltd operates 6 switching movements per day over the crossing while observing a maximum timetable speed of 10 mph. The crossing is in an industrial yard for storing timber. The existing warning devices at the crossing are crossbucks, with stop signs, including a lighted flashing stop sign on the southbound site exit.

This crossing should be reclassified as a private crossing, which would allow it to be eliminated from Quiet Zone risk index calculation. If this crossing is identified as a private crossing, it will no longer require the minimum Quiet Zone improvements of automated signals with gates. Alternately, the crossing could be completely closed if the industrial landowner can access this portion of their property internally, without a crossing connection to Thilmany Road.

If the crossing is reclassified during the Quiet Zone process, it is likely that the entrance will need to be reconfigured to better identify the crossing location and entrance from Thilmany Road. Currently there is little clear definition that this is a private entrance and crossing. FRA review will likely flag this as needing improvement, even if it becomes a private crossing.

#### 5.7.6 | Thilmany Road (DOT# 180052L)

Thilmany Road is a paved two lane urban collector City street. The roadway AADT is listed as 660 vehicles per day, although this is likely not current since the reconfiguration of Stribley Road, where all traffic must now use Thilmany. The roadway intersects the spur track at the grade crossing near the 90 degree corner of Thilmany, with a timber crossing surface. This crossing location is actually slightly east of the original Thilmany Road crossing, which is still visible in the old roadbed west of the 90 degree corner. There is sidewalk on the west side of the street, north of the tracks only, with no clear continuous pedestrian route. The Wisconsin Central Ltd operates 2 switching movements per day over the crossing while observing a maximum timetable speed of 10 mph. The crossing is between the Ahlstrom Munksjo property and the Kaukauna Public Library. The roadway east of the crossing is asphalt pavement with no curbs, approximately 28 feet wide. The roadway north of the crossing is newer construction with curb and gutter, 44 feet wide. The existing warning devices at the crossing are crossbucks, with yield signs.

The preliminary examination of the layout would suggest that gates would fit within the constraints of the crossing to meet the minimum requirements of a Quiet Zone, However, the nature of this crossing at the 90 degree corner of Thilmany may require alternative locations for the gates. Rather than parallel to the rail line, the gate for westbound traffic may need to be located before the corner, and positioned so the arm counterweight does not come too close to the track. It is also recommended that the curb cut leading to the old road bed west of the corner and previous crossing timbers be removed, so there is less chance of vehicles accessing this old crossing location along the edge of the library parking lot.

Closure of this crossing is not practical, as it is one of the only routes in this area between the canal and Fox River.

If gates were installed, potential SSMs could include raised medians or channelization devices, although the low QZRI value with only gates installed wouldn't make SSMs required. The 90 degree nature of the crossing and wide dimension of Thilmany Road to the north may make it more tempting to drive around the gates. A longer gate arm could be considered for the westbound traffic, to cover more of the narrow roadway. A median or channelization could be considered north of the crossing, even if not long enough to qualify as a SSM.

#### 5.8 Hyland Avenue Spur (DOT# 181200G)

The other crossing identified for possible inclusion in the Quiet Zone is the industrial lead spur crossing Hyland Avenue (CTH OO). This crossing could be considered separately from either the mainline Quiet Zone or the Thilmany Spur.

Hyland Avenue is a paved two lane urban collector City street. The roadway has a rural section with gravel shoulders beyond the one foot paved shoulders, and the AADT is listed as 2400 vehicles per day. The roadway intersects the spur track at the grade crossing with a timber and asphalt surface. There is no sidewalk. The Wisconsin Central Ltd operates approximately 2 switching movements per week over the crossing while observing a maximum timetable speed of 10 mph. The spur track leads to industrial development to the north and west. Other surrounding land is semi-rural, although there is a residential neighborhood east of the mainline track near this spur crossing. The existing warning devices at the crossing are crossbucks, with yield signs.

Even with the low volume of trains on this spur track (2 per week per the DOT inventory form), the minimum requirement for establishment of a Quiet Zone for this crossing still necessitates installing a crossing signal with gates. The preliminary examination of the layout would suggest that gates would fit within the constraints of the crossing.

If gates were installed, potential SSMs could include raised medians or channelization, although the low QZRI value with only gates installed would not require additional SSMs. Crossing closure or other ASMs were not closely considered.

### 6 | Sample Scenarios

The goal of this report is to determine if it is feasible to create a Quiet Zone in the City of Kaukauna. Examination of the crossing locations on the mainline and spur tracks indicate that it is feasible to implement a Quiet Zone with appropriate improvements. There are many combinations of improvements that would meet the requirement for a Quiet Zone. The following discussion picks a few sample scenarios to illustrate the feasibility. These sample scenarios are not intended to be final recommendations for the Quiet Zone, but examples of how the different improvements affect the Quiet Zone Risk Index, allowing creation of a Quiet Zone.

#### 6.1 | Mainline Quiet Zone Sample Scenarios

#### 6.1.1 SSMs at All Crossings

This scenario involves installing some kind of full Supplemental Safety Measure at each mainline crossing. To do so would qualify the corridor as a Quiet Zone by having every crossing with a SSM. This scenario creates a new QZRI much lower than either the RIWH (10997) or the NSRT (13811). One possible combination of utilizing SSMs at every crossing, which provides a new calculated QZRI of 3927, is listed below:

		Exist		QZRI with
Crossing	Improvement	QZRI	RIWH	Improvement
Gertrude St.	SSM 4 Quad Gates	21086	12641	3795
Division St.	SSM Channelization	12799	7673	3200
Tobacnoir St.	SSM Raised Median	11791	7069	2358
Delanglade St.	Extend Raised Median for SSM	24487	14680	4897
Lawe St.	SSM Channelization	21549	12919	5387
NSRT: 13811	Averages:	18342	10997	3927

Utilizing very rough estimates for the improvements listed, this scenario could have a ballpark construction cost of around \$400,000.

#### 6.1.2 Minimal Improvements to Achieve QZRI < NSRT

The minimum allowable risk index limit for potentially instituting a Quiet Zone is to achieve a QZRI lower than the Nationwide Significant Risk Threshold (NRST), which is currently 13,811. One possible combination of SSM improvements which would achieve this QZRI is listed below:

		Exist		QZRI with
Crossing	Improvement	QZRI	RIWH	Improvement
Gertrude St.	None	21086	12641	21086
Division St.	None	12799	7673	12799
Tobacnoir St.	SSM Channelization	11791	7069	2948
Delanglade St.	Extend Raised Median for SSM	24487	14680	4897
Lawe St.	None	21549	12919	21549
NSRT: 13811	Averages:	18342	10997	12656

Utilizing very rough estimates for the improvements listed, this scenario could have a ballpark construction cost of around \$85,000.

The NRST is modified at times by the FRA when they reexamine Quiet Zone safety factors and supporting data. It is best to create a scenario of improvements which has a QZRI lower than the NRST by more than just a few points, so a change in NRST does not eliminate the calculated qualification as a Quiet Zone.

#### 6.1.3 | Minimal Improvements to Achieve QZRI < RIWH

One approach for instituting a Quiet Zone is to make improvements so the QZRI is less than the current Risk Index With Horns (RIWH), which is currently 10,997. One possible combination of SSM improvements which could achieve this QZRI is listed below:

		Exist		QZRI with
Crossing	Improvement	QZRI	RIWH	Improvement
Gertrude St.	None	21086	12641	21086
Division St.	Crossing Closure	12799	7673	0
Tobacnoir St.	SSM Channelization	11791	7069	3691
Delanglade St.	Extend Raised Median for SSM	24487	14680	4897
Lawe St.	None	21549	12919	21549
NSRT: 13811	Averages:	18342	10997	10245

Utilizing very rough estimates for the improvements listed, this scenario could have a ballpark construction cost of around \$50,000, if the modifications for crossing closure are not significant changes such as a full cul-de-sac.

Making the minimum amount of improvements to achieve a lower average QZRI may not suit the overall Quiet Zone or be adequate to provide the desired safety enhancements. Each crossing should be evaluated closely to determine if improvements are warranted.

#### 6.1.4 | Excluding Lawe Street Crossing

By excluding the Lawe Street mainline crossing from the Quiet Zone, the analyzed segment would contain only those four crossings within the City of Kaukauna. This scenario would decrease the number of improvements that would be required to fulfill the Quiet Zone requirements. Improving only the Delanglade crossing would lower the QZRI below the NSRT for these four crossings. However, each crossing should be evaluated closely to determine if improvements are warranted for safety or other reasons. One possible combination of SSM improvements which could achieve this QZRI is listed below:

Crossing	Improvement	Exist QZRI	RIWH	QZRI with Improvement
Gertrude St.	None	21086	12641	21086
Division St.	None	12799	7673	12799
Tobacnoir St.	None	11791	7069	11791
Delanglade St.	Extend Raised Median for SSM	24487	14680	4897
Lawe St.	Excluded from QZ	21549	12919	N/A
NSRT: 13811	Averages:	18342	10997	12643

Utilizing very rough estimates for the improvements listed, this scenario could have a ballpark construction cost of around \$25,000.

Making the minimum amount of improvements to achieve a lower average QZRI may not suit the overall Quiet Zone or be adequate to provide the desired safety enhancements. Each crossing should be evaluated closely to determine if improvements are warranted.

#### 6.2 Thilmany Spur Quiet Zone Sample Scenarios

At a minimum to establish a Quiet Zone, each crossing on the Thilmany spur must be upgraded to a crossing signal with gate arms and Constant Warning Time circuitry, or be closed. Above this minimum requirement, other SSMs or ASMs may be considered to improve safety or geometrics of the crossing. Any scenario involving signal gates or closures creates a calculated QZRI significantly lower than the NSRT.

#### 6.2.1 Installing Signals with Gates, Keeping all Crossings Open

This is the basic scenario that would keep all existing crossings open as public roadway and railroad grade crossings, with the exception of the Stribley Road crossing which would be reclassified as a private crossing.

Crossing	Improvement	RIWH	QZRI with Improvement
Desnoyer and Seymour St.	4 Crossing Signal Gates	1241	2070
Oviatt St.	2 Crossing Signal Gates	1073	1790
Lawe St.	None-Existing Signal Gates	4564	7613
Augustine St.	2 Crossing Signal Gates	784	1308
Stribley Rd.	Reclassify as Private Crossing	1342	N/A
Thilmany Rd.	2 Crossing Signal Gates	748	1248
NSRT: 13811	Averages:	1625	2806

Utilizing a very rough estimate of \$250,000 per 2-gate crossing, plus contingency for ancillary improvements, this scenario could have a ballpark construction cost of around \$1.3 million.

#### 6.2.2 Installing Signals with Gates, with Closure and SSMs

This scenario has several improvements above and beyond the basic installation of crossing gate arms, as well as closing the Desnoyer and Seymour Street crossing. This scenario lowers the QZRI below the RIWH.

Crossing	Improvement	RIWH	QZRI with Improvement
Desnoyer and Seymour St.	Crossing Closure	1241	0
	Crossing Signal Gates with		
Oviatt St.	SSM Channelization	1073	447
Lawe St.	Upgrade to 4 Quad Gates	4564	1370
Augustine St.	2 Crossing Signal Gates	784	1308
Stribley Rd.	Reclassify as Private Crossing	1342	N/A
	Crossing Signal Gates with		
Thilmany Rd.	ASM Medians	748	749
NSRT: 13811	Averages:	1625	775

Utilizing a very rough estimate of \$250,000 per 2-gate crossing, plus SSMs and ASMs, and contingency for ancillary improvements, including reconfiguration of Desnoyer and Seymour, this scenario could have a ballpark construction cost of around \$1.2 million.

### 6.2.3 Installing Signals with Gates, with Closure and ASMs

This scenario has only minor improvements above and beyond the basic installation of crossing gate arms, but does incorporate the closing the Desnoyer and Seymour Street crossing.

Crossing	Improvement	RIWH	QZRI with Improvement
Desnoyer and Seymour St.	Crossing Closure	1241	0
Oviatt St.	2 Crossing Signal Gates	1073	1790
Lawe St.	None-Existing Signal Gates	4564	7613
Augustine St.	2 Crossing Signal Gates	784	1308
Stribley Rd.	Reclassify as Private Crossing	1342	N/A
Thilmany Rd.	Crossing Signal Gates with ASM Medians	748	936
NSRT: 13811	Averages:	1625	2329

Utilizing a very rough estimate of \$250,000 per 2-gate crossing, plus contingency for ancillary improvements, including reconfiguration of Desnoyer and Seymour, this scenario could have a ballpark construction cost of around \$900,000.

#### 6.3 Hyland Avenue Spur Scenario

At a minimum to establish a Quiet Zone for this portion, the industrial lead crossing on Hyland Avenue must be upgraded to a crossing signal with gate arms and Constant Warning Time circuitry, or be closed. Above this minimum requirement, other SSMs or ASMs may be considered to improve safety or geometrics of the crossing if desired. However the low volume of trains currently utilizing this crossing (2 per week) provides a very low QZRI of 48 per the FRA Quiet Zone Calculator, although this may need to be verified. This QZRI is significantly lower than the NSRT. Utilizing a very rough estimate of \$250,000 per 2-gate crossing, plus contingency for ancillary improvements, this improvement could have a ballpark construction cost of around \$270,000.

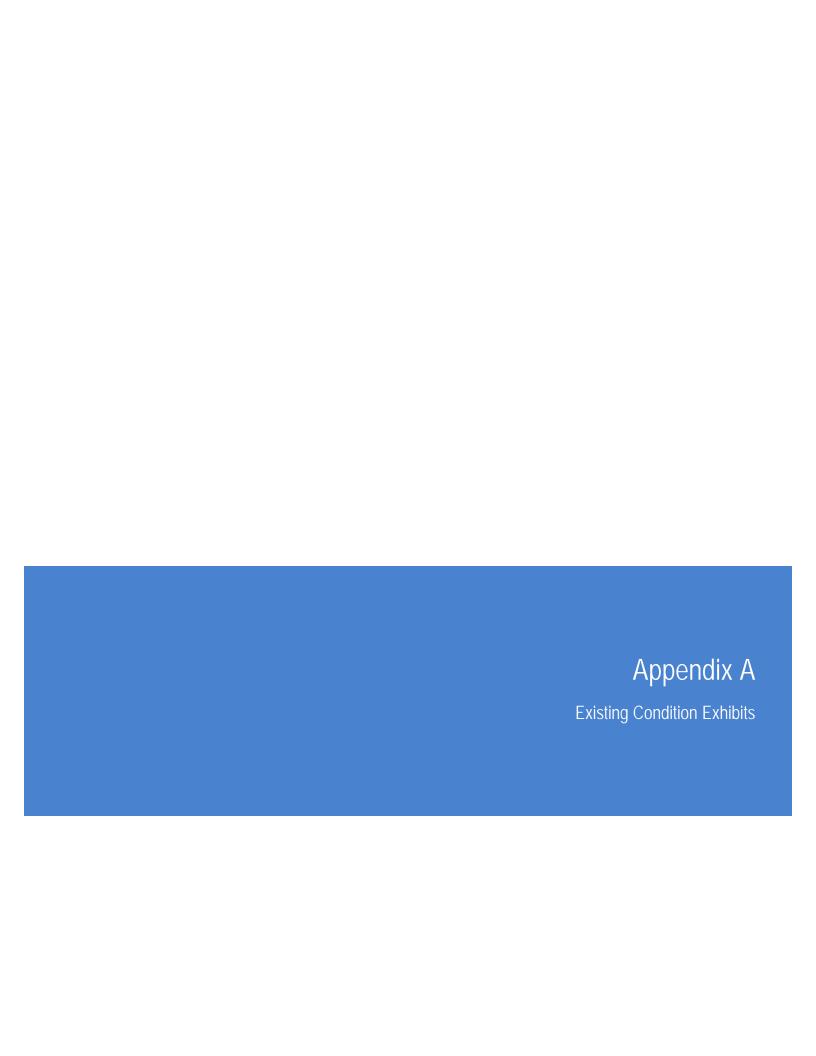
### 7 | Next Steps

If the City of Kaukauna chooses to move forward with pursuing a Quiet Zone, the community should consider the costs and benefits of this designation, possibly with public involvement. To move forward, the general next steps are outlined below.

- Initiate a more detailed Quiet Zone Study, including traffic counts, inventory updates, recommended scenarios, cost estimates, and consultation with stakeholders. Decide whether to narrow the focus of the study to the mainline rail line, or include the spurs, if possible.
- Schedule a Diagnostic Review Meeting with stakeholders, which may include City of Kaukauna, Outagamie County, Town of Kaukauna, Federal Railroad Administration (FRA), CN Railroad, Wisconsin Department of Transportation (WisDOT), Office of the Commissioner of Railroads (OCR), Ahlstrom Munksjo, and SEH.
- 3. Submit a Notice of Intent to create a Quiet Zone to all of the stakeholders
- 4. Design and plan crossing improvements, which could involve municipal contracts, or estimating and installation by Railroad if improvements include crossing signals and gates.
- 5. Construct the proposed improvements.
- 6. Submit a Notice of Establishment for a new Quiet Zone to all of the stakeholders
- 7. A new Quiet Zone is implemented

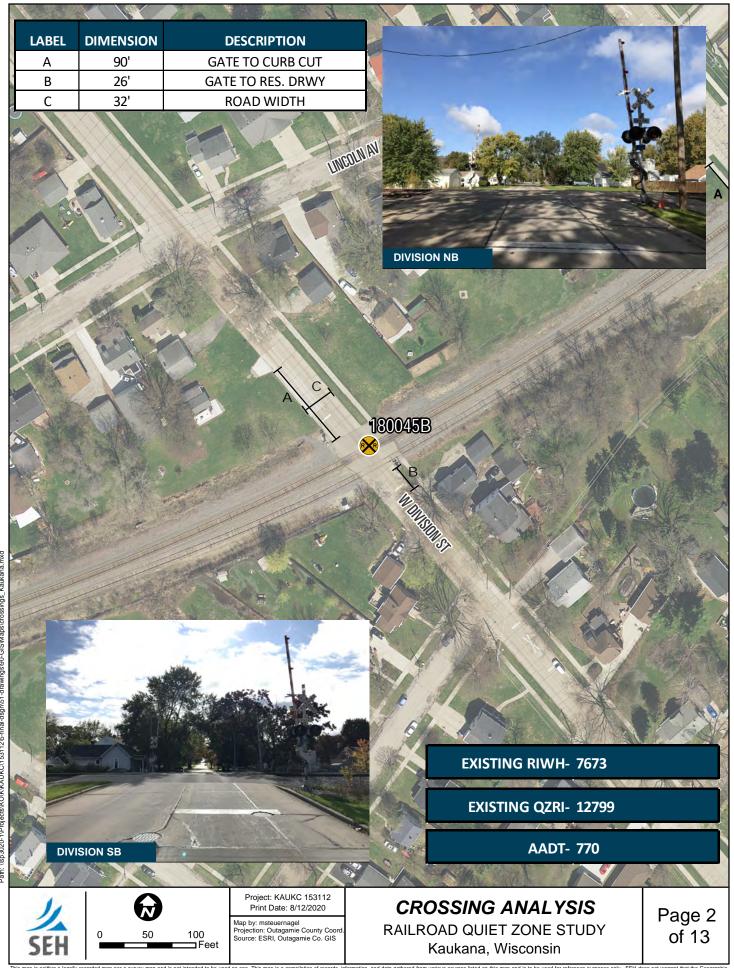
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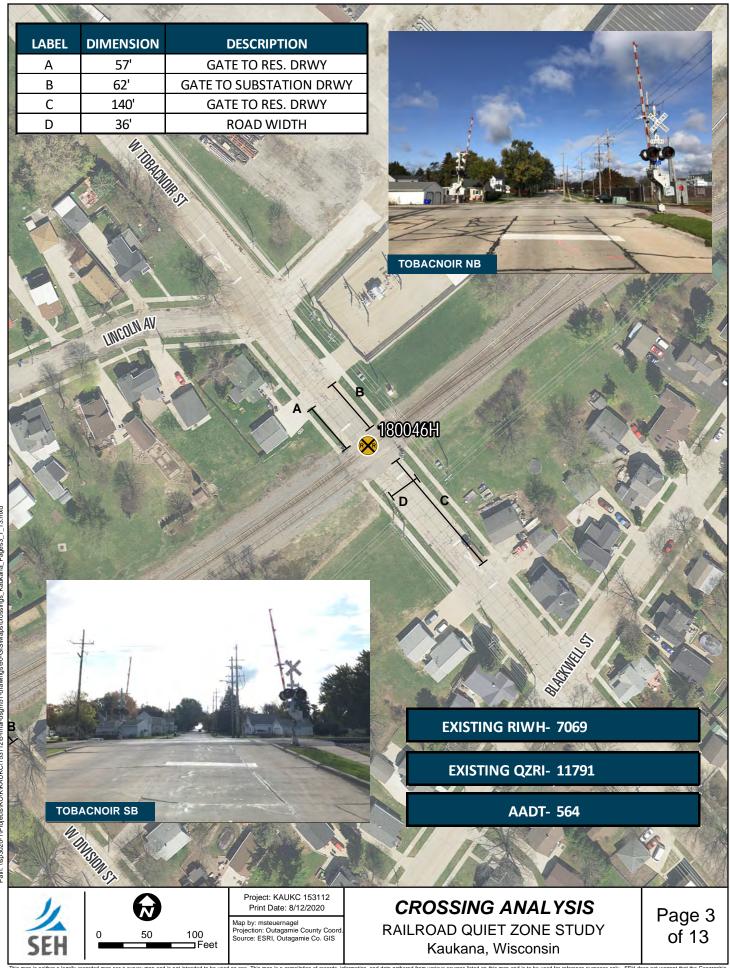
The basic determination of the feasibility study is that it is feasible to create a Quiet Zone in Kaukauna, for both the mainline crossings, and those on the spur lines. For the mainline crossings, improvements would be required at some of the crossing locations, but not all of them, unless desired for additional safety measures. For the spur crossings, signal gates with arms would need to be installed at every crossing where they don't currently exist, unless a crossing is closed. This is feasible but could be cost prohibitive compared to the number of train horns per day.

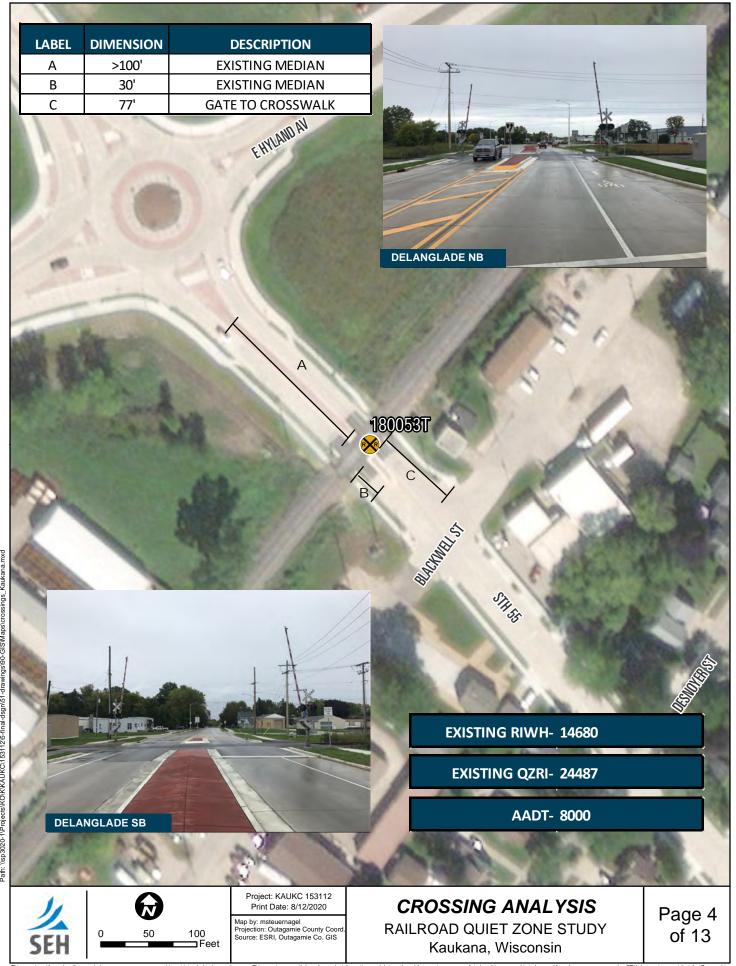


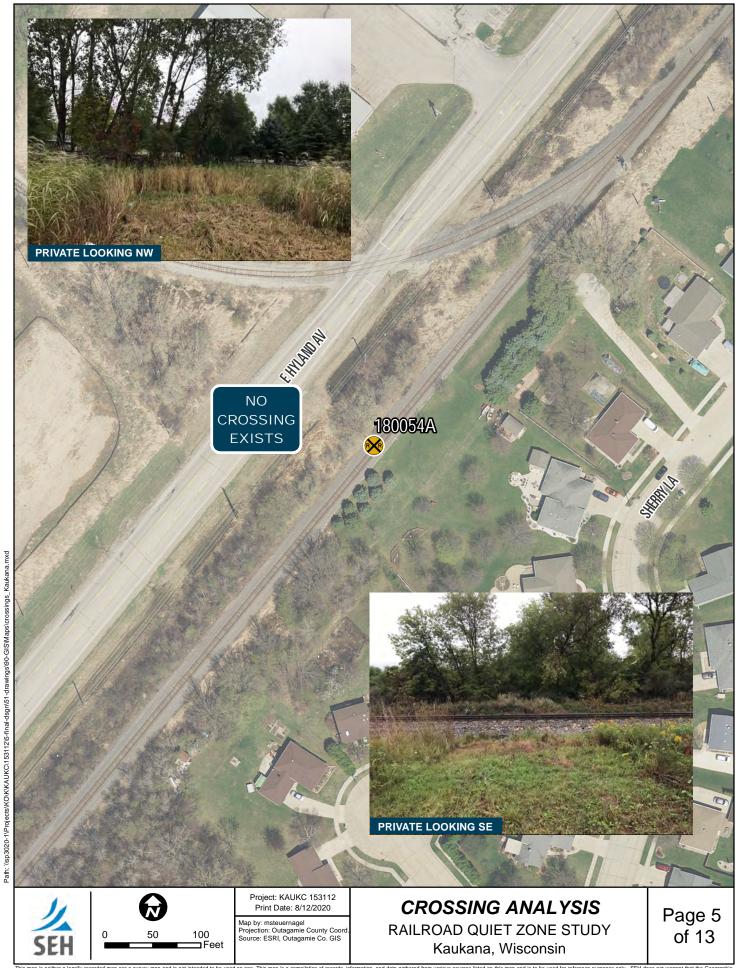


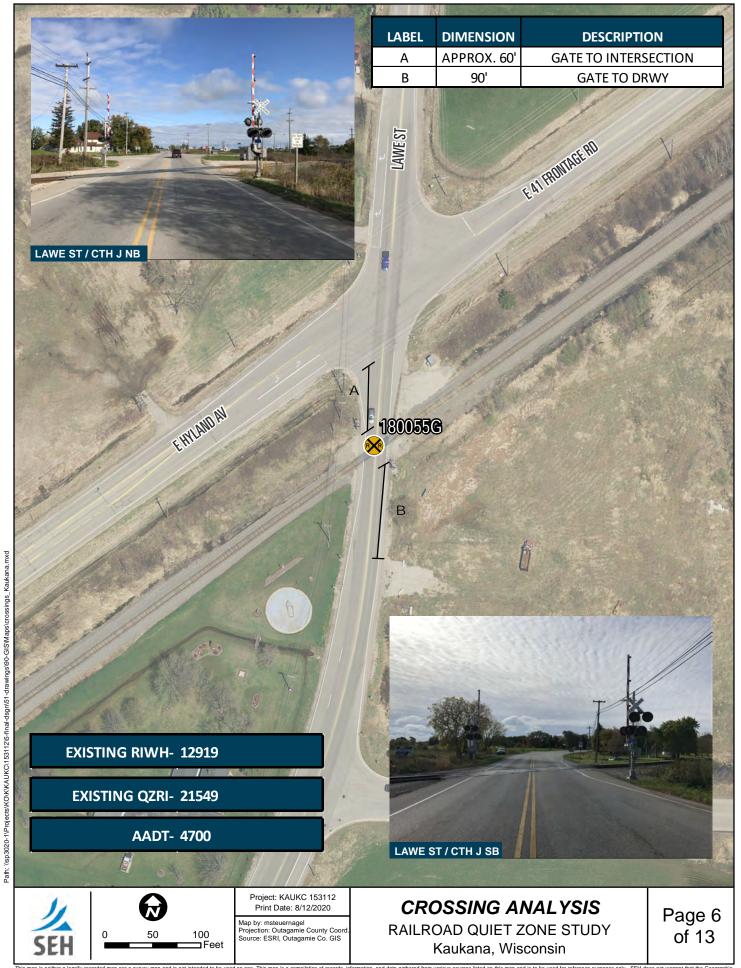




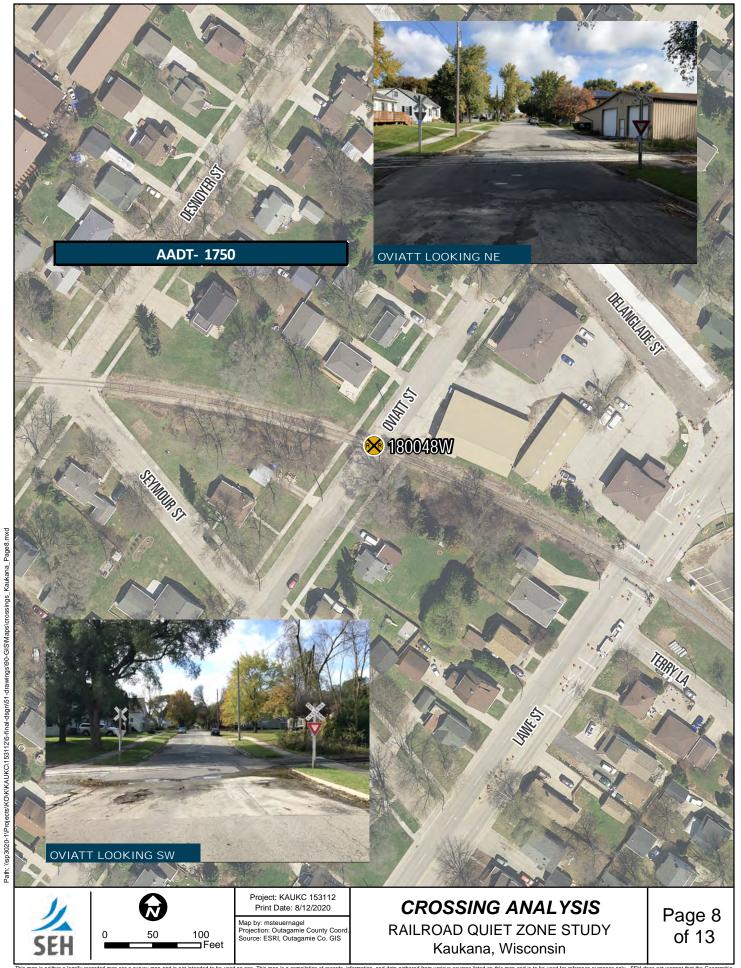


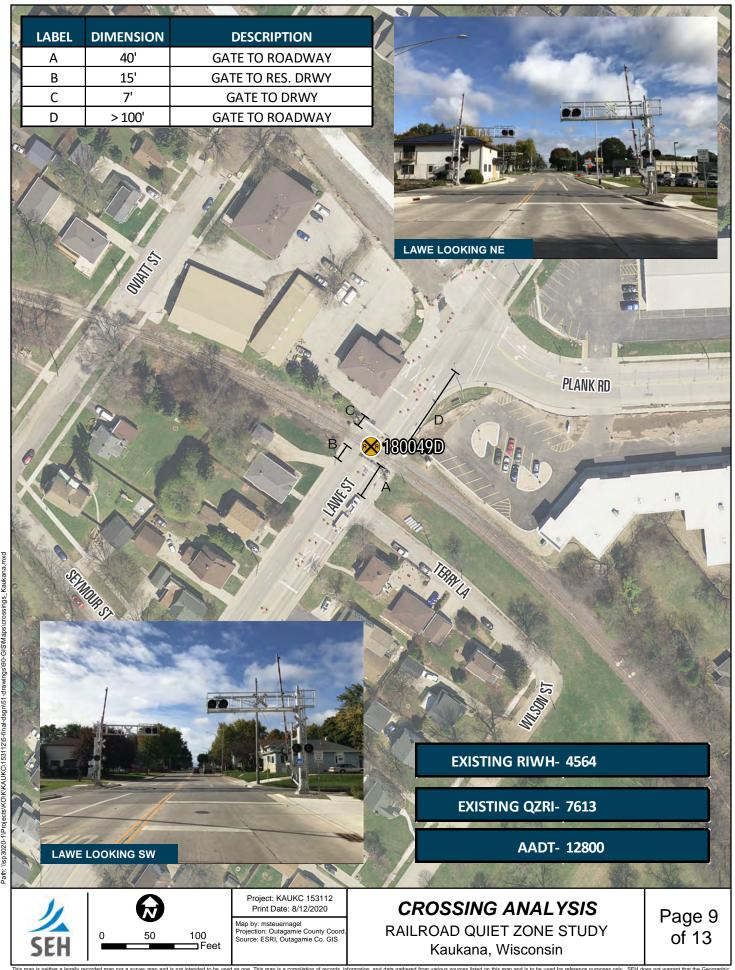






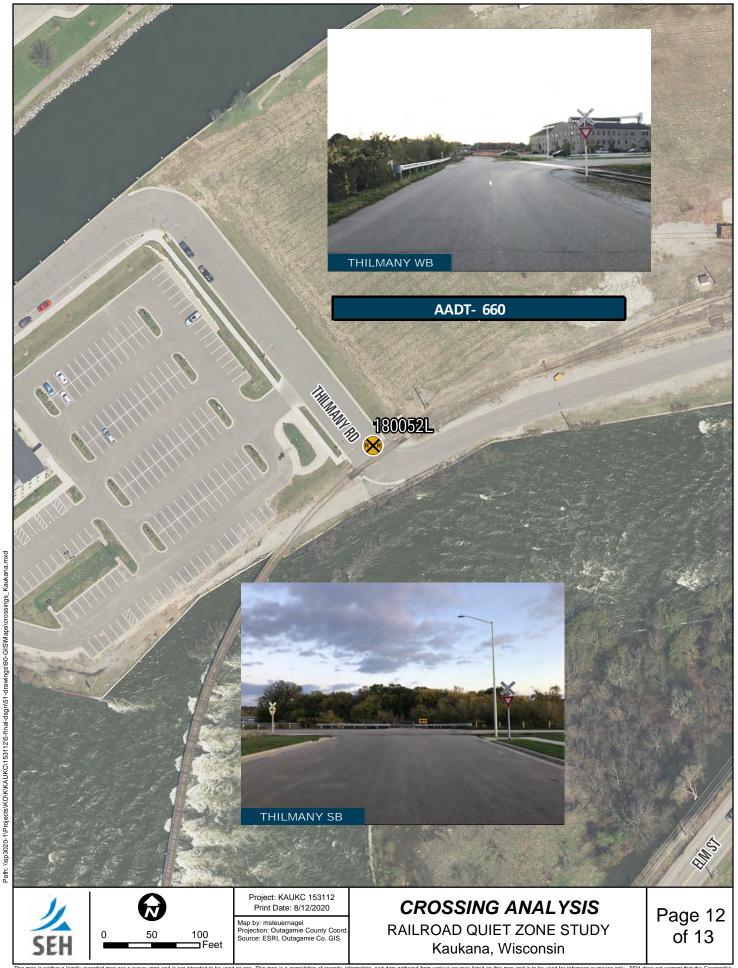
















#### **DEPARTMENT OF TRANSPORTATION**

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	_ <b>X</b> N/A	(WGS84	std: nn.nn	nnnnn) 44.	2869	32	(WG	SS84 std:	-nnn.nnnnnnn) <sup>-88</sup> .	275461		<b>■</b> Actu	al 🗆 I	Estimated
30.A. Railroad Use	*								tate Use *					
30.B. Railroad Use	*							31.B. St	ate Use *					
30.C. Railroad Use	*							31.C. St	ate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	ilroad Us	e) *						32.B. N	arrative (State Use)	*				
33. Emergency Notif	ication T	elephone No.	(posted)			Contact (T	eleph	one No.)		35. State Con		phone I	No.)	
800-465-9239				888-88						608-266-116	o8 			
4. Father had Novele	( D - ''	T	- 1 -		Par	t II: Rail	roac	d Infor	mation					
1. Estimated Number 1.A. Total Day Thru			ents otal Night T	hru Trains	1.C.	Total Swit	ching	Trains	1.D. Total Transit	Trains	1.E. Chec	ck if Les	s Than	
(6 AM to 6 PM) 4			to 6 AM)		7		6		0		One Mov	vement	Per Day	□ ek?
2. Year of Train Coun	t Data (Y	YYY)		3. Speed of		_	•	, , , , , ,				,		
2016				3.A. Maximu					<i>ph)</i> From 1	to _40				
4. Type and Count of	Tracks						<b>.</b>		r ,					
	Siding 0		ard 0	Trans	it <u>0</u>		Indus	stry 0						
5. Train Detection (N  ■ Constant Warr		,,	Detection	□AFO □	ртс	□ DC □	□ Otl	her □	None					
6. Is Track Signaled?		u iviutiuli	Detection			Event Reco		11C1 L	IVOITE		7.B. Re	mote H	lealth Mo	nitoring
¥ Yes □ No						Yes 🗷	No					es 🛚	No	

<b>A. Revision Date</b> (A 05/27/2020	/M/DD/YYYY)					P	AGE 2			). Crossing Inve	entory Nur	nber (7 c	char.)		
		Par	: III: Hi	ghway o	r Path	way <sup>·</sup>	Traffic C	Control De							
1. Are there	2. Types of Pa	ssive Traffic	Control D	Devices asso	ciated w	vith the	Crossing								
Signs or Signals?	2.A. Crossbuck Assemblies (co	ount) (cou	•	gns <i>(R1-1)</i>	(count	_	ns <i>(R1-2)</i>	□ W10-1 _	0	Signs <i>(Check al</i>	3_0	_ U	V10-1	1 0	e
	2	0			0	ı	2.0.01	☐ W10-2 _	0	□ W10-4		<del></del>	V10-1		
2.E. Low Ground Cl ( <i>W10-5</i> ) ☐ Yes ( <i>count</i> 0	earance Sign	2.F. Pavem		J	mic Enve	olono	Devices/I		□ Median	2.H. EXEMP ( <i>R15-3</i> ) □ Yes	1 Sign	2.I. EN: Display	/ed	(I-13)	
■ No	/	RR Xing		•		elope	□ One A		☑ Mediaii	□ No		□ No			
2.J. Other MUTCD S	Signs	☐ Yes	•					te Crossing		Inhanced Signs	(List types	;)			
Specify Type Specify Type		Count <u>(</u>	)	_			Signs (if p	•							
Specify Type		Count C		_											
3. Types of Train A			the Grad												
3.A. Gate Arms (count)	3.B. Gate Conf	figuration		3.C. Cantile Structures		or Bridg	<i>ed)</i> Flashir	ig Light		t Mounted Flas masts) 2	hing Lights	5		Total Count o hing Light Pair	
(county	■ 2 Quad	☐ Full (Barr	ier)	Over Traffi		0		candescent	□ Incand	,	 LED		1103	ining Light i an	13
Roadway 2	☐ 3 Quad	Resistance	•				_		☐ Back L	ights Included	☐ Side	_	4		
Pedestrian 0	☐ 4 Quad	☐ Median G	iates	Not Over T	raffic La	ne <u>0</u>	_	D			Include	ed			
3.F. Installation Dat	e of Current		3.G	. Wayside H	orn				3.H.	Highway Traff	ic Signals C	Controllin	ng	3.I. Bells	
Active Warning Dev	, ,	,		Yes Insta	alled on	(MM/Y	<sub>YYY)</sub> I	/		ssing				(count)	
/	⊔	Not Required				(	,	<i></i>	-   □ Y	es 🗷 No				1	
3.J. Non-Train Activ ☐ Flagging/Flagma	U	perated Sign	als 🗆 W	/atchman □	Floodlig	ghting [	□ None		3.K. Othe Count 0	r Flashing Light	ts or Warn pecify type	0			
4.A. Does nearby H		Traffic Signal	4.C	. Hwy Traffic	Signal F	Preemp		5. Highway T		gnals	6. Highw	•	-	Devices	
Intersection have Traffic Signals?	Interconr	nection nterconnected	,					□ Yes □	No		(Check a			Recording	
Traffic Signals:		affic Signals		Simultaneou	ıs			Storage Dista	nce * 0			-		nce Detection	
☐ Yes 🗷 No		arning Signs		Advance				Stop Line Dis			☐ None	<u> </u>			
				Pa	rt IV:	Physi	cal Char	acteristic	s						
1. Traffic Lanes Cro		☐ One-way			. Is Road aved?	dway/Pa	athway	3. Does Tr	ack Run Do	wn a Street?		_		ted? (Street 0 feet from	
Number of Lanes	02	☐ Divided T	raffic		<b>⊠</b> Ye		□ No			No	nearest	rail) 🗷 \	⁄es	☐ No	
5. Crossing Surface							. –			'idth *		Length '	*		-
☐ 1 Timber ☐ ☐ 8 Unconsolidate	•	•			oncrete	□ 5	Concrete	and Rubber	□ 6 Rubi	er 🗆 7 Me	etal				
6. Intersecting Roa		•		(-1			7. Smalle	st Crossing A	ngle		8. Is Co	mmercia	al Pow	er Available?	*
■ Yes □ No	If Yes, Approxin	nato Distanco	(foot) 7	5			□ 0° – 29	9° □ 30°	_ 50° [	<b>■</b> 60° - 90°		<b>I</b> ¥ Yes	•	□ No	
<u> </u>	п тез, дррголп	iate Distance	(Jeer) <u>-</u>		V: Pu	blic H		Informat		<u>= 00 - 30</u>		L= 1C.	3		
1. Highway System			2 Euro	tional Classi						ssing on State	Highway	141	Highy	ray Speed Limi	i+
1. Highway System			2. Tunc				1) Urban	Б	System	_	ingiiway	25		MPH	ıı
	tate Highway Sy			nterstate			(5) Major	Collector	☐ Yes				Poste	d 🗆 Statutor	ry
, ,	Nat Hwy Systen al AID, Not NHS	n (NHS)		Other Freew Other Princip	•	•	•	Collector	5. Linea	r Referencing S	ystem (LRS	S Route I	D) *		
☐ (08) Non-F	•			Minor Arteri			(7) Local	Collector	6. LRS N	1ilepost *					
7. Annual Average Year 2004 AA	Daily Traffic <i>(AA</i> DT <u>004300</u>	ADT) 8. E 04	stimated	d Percent Tru	ucks %	9. Reg □ Yes		d by School Bo Average Nu		ny <u>0</u>	_ 10. _ □ Y	_	ncy Se □ No	ervices Route	
Submi	ission Infori	mation - 7	his info	ormation i	s used	for ad	ministra	tive purpos	ses and is	not availab	le on the	public	web	site.	
Submitted by	.d f			Organizat		- 20 :			alternation of	_ Phone			Date _		_
Public reporting bu sources, gathering a agency may not cor displays a currently other aspect of this Washington, DC 20	and maintaining nduct or sponsor valid OMB cont collection, inclu	the data nee r, and a perso rol number.	ded and n is not r The valid	completing required to, I OMB contro	and revi nor shal	ewing t I a perso er for ir	he collection on be subjection	on of informa ect to a penal collection is	tion. Accord ty for failure 2130-0017.	ding to the Pape to comply wit Send commen	erwork Re h, a collect ts regardir	duction a tion of in ng this bu	Act of offormatic arden	1995, a federation unless it estimate or ar	al

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the inform. For private his pedestrian station grants I and II, and the I, and the Submission updated data fields. I	ghway-ra rade cros Submiss n Inform	ail grade cross sings), comple sion Information ation section.	ings, complete the Headon section. For change	ete the Head der, Parts I a for grade-sep es to existing	der, P and II, parate g data	Parts I and and the Sed highway , complete	II, an Submis r-rail o	id the Su ssion Info or pathwa Header,	bmission Information formation section. Fo by crossings (including Part I Items 1-3, and	n section. For private pathw g pedestrian stand d the Submission	public path ray grade oution crossion Informa	hway grossing ings), continued to the second	rade cros gs, complo omplete t ection, in	sings (including ete the Header, he Header, Part
A. Revision Date		B. Reporting	· ·			for Update	•	′_	. *	□ No Train	□ Ouio	.+		Crossing
(MM/DD/YYYY) 05 / 27 / 2020		■ Railroad	□ Tra	nsit La Cr Data	nange		iew ssing		Closed	☐ No Train Traffic	□ Quie Zone U		invento	ory Number
		☐ State	□ Oth	er 🗆 Re	e-Ope		ate nge O		Change in Primary perating RR	☐ Admin. Correction			180045	В
				Part I: Lo	ocati				ion Informatio					
1. Primary Operating WISCONSIN CEN						2. State WISCO	NSIN	l		3. County OUTAGAMI	E			
4. City / Municipality	′			et/Road Nar SION ST	ne & I	Block Num	ber	I		6. Highway Ty	pe & No.			
□ Near KAUKAI				rt/Road Nam					k Number)	ST				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate T	rack at Cro	ssing? 🗆 Ye	es 🗶	No		o Other I Yes, Spec	Railroads Operate O	ver Your Track a	at Crossing	ς? □Υ	'es <b>I</b> No	)
9. Railroad Division of	or Region		10. Railro	d Subdivisio	n or [	District		11. Brar	nch or Line Name		12. RR M	lilepost   0221.		
□ None VALLE	Υ		☐ None	FOX RIV				□ None			(prefix)			(suffix)
13. Line Segment *		Station	rest RR Tim *	etable	1	5. Parent F	.,	applicab	le)	16. Crossin	,	if appli	cable)	
SC00052670	10.6	KAUK		alaa Baalila			CN		24 Town of Tunio	□ N/A	WC		12 4	
17. Crossing Type	18. Cro ■ High	ssing Purpose	19. Cro	ssing Position ade	n	20. Public (if Private			21. Type of Train	☐ Transit	:		_	e Passenger nt Per Day
■ Public	☐ Path	iway, Ped.	☐ RR U			☐ Yes		37	☐ Intercity Passeng	•	Use Trans	sit 🗆	☐ Less Tha	an One Per Day
☐ Private  23. Type of Land Use		ion, Ped.	☐ RR O	ver		□ No			☐ Commuter	☐ Tourist	t/Other		_ Numbe	Per Day 0
☐ Open Space	☐ Farm		idential	□ Comm	ercial		ndust		☐ Institutional	☐ Recreation	nal	□ RR	Yard	
24. Is there an Adjac	ent Cross	sing with a Sep	arate Num	ber?		25. Q	uiet Z	one (FR	A provided)					
☐ Yes 🗷 No If	Yes, Prov	vide Crossing N	umber			ĭ No		24 Hr [	☐ Partial ☐ Chicag	go Excused	Date Es	tablishe	ed	
26. HSR Corridor ID		27. Lati	ude in deci	mal degrees			28. L	Longitud	e in decimal degrees			29. Lat/	/Long Sou	irce
	■ N/A	(WGS84	std: nn.nr	nnnnn) 44.	2878	14	(WG	SS84 std:	-nnn.nnnnnnn) -88.	268484		■ Actu	ıal □ I	Estimated
30.A. Railroad Use	*	111000	ocu.						tate Use *		l .		<u></u>	-50
30.B. Railroad Use	*							31.B. St	ate Use *					
30.C. Railroad Use	*							31.C. St	ate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	ilroad Us	e) *						32.B. N	arrative (State Use)	*				
33. Emergency Notif	ication T	elephone No.	(posted)			Contact (T	eleph	one No.)		35. State Con		phone I	No.)	
800-465-9239				888-88						608-266-116	58 			
4.5.11.1	( 0	<del>-</del>			Par	t II: Rail	roac	d Infor	mation					
1. Estimated Number 1.A. Total Day Thru 1			ents otal Night T	hru Trains	1.C.	Total Swit	ching	Trains	1.D. Total Transit	Trains	1.E. Che	ck if Les	s Than	
(6 AM to 6 PM) 4			to 6 AM)		7				0		One Mov	vement	Per Day	□ ek?
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		3. Speed of		_	•	40				<u>,</u>	- 1	
2016				3.A. Maximu		•			<u></u> <i>ph)</i> From 1	to _40				
4. Type and Count of	Tracks		I	1 picur			J. 310		, , <u></u>					
	Siding 0		ard 1	Trans	it <u>0</u>		Indus	stry 0						
5. Train Detection (M		,,	Detection	□AFO □	DTC	□ DC □	□ Otl	her □	None					
6. Is Track Signaled?		= 🗀 IVIOLION	Detection			Event Reco		11C1 L	INOLIC		7.B. Re	mote H	lealth Mo	nitoring
¥ Yes □ No						Yes 🗷						es 🗷		ū

<b>A. Revision Date</b> (NO5/27/2020	ЛМ/DD/YYYY)					P	AGE 2			<b>D.</b> 180	Crossing Inve	ntory Nun	n <b>ber</b> (7 c	har.)	
		Pa	rt III: H	ighway o	r Path	nway '	Traffic (	Control D	evice						
1. Are there	2. Types of Pa	assive Traffic	Control	Devices asso	ciated v	with the	Crossing								
Signs or Signals?	2.A. Crossbuc			igns (R1-1)		_	ns <i>(R1-2)</i>			arning S	igns <i>(Check all</i>				,
¥ Yes □ No	Assemblies (co	count) (co	ount)		(count	nt)		□ W10-1 □ W10-2			□ W10-3 □ W10-4		_		
2.E. Low Ground Cle	earance Sign	2.F. Paver	nent Mar	rkings				nnelization			2.H. EXEMP	Γ Sign	2.I. ENS	_	n (I-13)
(W10-5) □ Yes (count_0	1	I Stop Li	noc	□Dvna	ımic Env	alana		Medians proaches	☐ Me	dian	(R15-3) □ Yes		Display  Yes	ed	
■ No	/	RR Xing		,		/eiope		Approaches			□ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes	· .				2.K. Priv	ate Crossing	2.L	. LED En	hanced Signs	(List types	)		
Specify Type		Count	0				Signs (if	private)							
Specify Type		Count	0				☐ Yes	□ No							
Specify Type		Count	0							-					
3. Types of Train A			t the Grad												
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile		_	<i>ed)</i> Flashi	ng Light			Mounted Flash nasts) 2	ning Lights			. Total Count of
(count)		☐ Full (Bar	rrier)	Structures Over Traffi		0	□Ir	ncandescent	,	<i>unt of n</i> Incande	/	 □ LED		Fla	shing Light Pairs
Roadway 2	☐ 3 Quad	Resistance	•				_				hts Included	☐ Side	Lights	4	
Pedestrian 0	☐ 4 Quad	$\square$ Median	Gates	Not Over T	raffic La	ane <u>0</u>	_ 🗆 🗆 Li	ED				Include	ed	٦.	
3.F. Installation Dat	e of Current		3.0	<u> </u>	orn					3.H. H	lighway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev	•	•		•		(11/11/	γγγ) <u>Ι</u>	,		Crossi	ing	J			(count)
/	□	Not Require	eu i	No Insta	alleu on	(IVIIVI) i	Y 1 1 1			☐ Yes	s <b>I</b> No				1
3.J. Non-Train Activ ☐ Flagging/Flagma		)perated Sig	l l		] Floodli	ighting	□ None			(. Other unt 0	Flashing Light	s or Warni pecify type	U	es	
4.A. Does nearby H		/ Traffic Signa		C. Hwy Traffic				5. Highway T	raffic	Pre-Sign				torin	g Devices
Intersection have	Interconi			-	-			□ Yes □	No			(Check al			_
Traffic Signals?		nterconnecte raffic Signals		Simultaneou				Storage Dista	~~~~ *	0			-		Recording ence Detection
☐ Yes <b>IX</b> No		ramic Signals Varning Signs	l l	Advance	JS			Storage Dista				☐ Yes =		Pres	ence perection
				Pa	rt IV:	Physi	cal Cha	racteristic							
1. Traffic Lanes Cros	ssing Railroad	☐ One-way	/ Traffic				athway			un Dowi	n a Street?	4. Is Cro	ssing Illu	mina	ated? (Street
Number of Lanes		▼ Two-wa □ Divided	y Traffic		aved? <b>■</b> Ye	•	□ No		□ Yes				thin app	rox. S	50 feet from
5. Crossing Surface				ved) Installa				/			dth *				
☐ 1 Timber ☐ ☐ 8 Unconsolidate	2 Asphalt $\square$	3 Asphalt a	and Timbe	er 🗆 4 Co	oncrete	5 	Concrete	and Rubber	□ 6	Rubbe	r 🗆 7 Met		J		
6. Intersecting Roa	dway within 500	0 feet?	-				7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	l Pov	ver Available? *
□ Yes 🗷 No	If Yes, Approxin	mata Distanc	o (faat)				□ 0° – 2	9° □ 30°	_ 50°	T <del>u</del>	60° - 90°		<b>≅</b> Yes		□ No
LI 163 LA NO	ii res, Approxiii	Tate Distant	= ()eet/_	Part	V· Du	ıhlic H		Informat			00 - 90		Les I Co	•	□ NO
1. Highway System			2 500							Is Cross	ing on Ctata I	liahuau	1 4 1	liabı	uou Caaad Limit
1. Highway System			Z. I UIII	ctional Classi (			i at Crossii 1) Urban	ıg		, is cross ystem?	sing on State H	ligiiway	25		vay Speed Limit MPH
	tate Highway Sy			Interstate		Ò	(5) Majo	r Collector		Yes	■ No		X	Poste	
, ,	Nat Hwy System	. ,	. ,	Other Freew	,	•	•	- C-llostor	5.	. Linear I	Referencing Sy	stem (LRS	Route II	D) *	
□ (03) Federa <b>☑</b> (08) Non-F	al AID, Not NHS ederal Aid			Other Princip Minor Arteri			(6) Mino (7) Local		6.	. LRS Mil	epost *				
7. Annual Average		ADT) 8.	Estimate	ed Percent Tru			ularly Use	d by School B Average Nu		per Day	0	_ 10. _ □ Y	_	ncy S	ervices Route
Submi	ission Infori	mation -	This inf	ormation i	is used	for ad	lministro	ative purpo	ses a	nd is n	ot availabl	e on the	public	wel	osite.
													<u>.                                      </u>		
Submitted by				_ Organizat							Phone			ate	
Public reporting but sources, gathering a															
agency may not cor	_	_				_									
displays a currently												-	-		•
other aspect of this Washington, DC 20		uding for red	ucing this	s burden to:	Informa	ation Co	llection Of	ficer, Federal	Railro	ad Adm	inistration, 12	:00 New Je	ersey Ave	e. SE,	MS-25

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra rade cros Submiss n Inform	ail grade cross ssings), comple sion Information nation section.	ings, comp ete the Hea on section. I For change	rete the Header, Parts I For grade-se es to existin	ader, Pa and II, eparated ng data,	arts I and and the S d highway complet	l II, a Subm y-rail e the	nd the Suission Information or pathwayers, Header,	ubmission Information formation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For private pathw g pedestrian stand d the Submission	oublic pathy ay grade cro tion crossing on Informati	vay grade ossings, co gs), compl on section	crossings (including omplete the Header, Part	
A. Revision Date		B. Reporting	· .			•	•	lect only o	,				DOT Crossing	
( <i>MM/DD/YYYY</i> ) 05 / 27 / 2020		■ Railroad	☐ Tra	insit 🗷 C	Change i		Vew		Closed	☐ No Train Traffic	☐ Quiet Zone Upo		ventory Number	
00 ) 2.	_	☐ State	□ Oth		a Re-Open	n 🗆 [	ssing Date inge (		Change in Primary	☐ Admin.  Correction	zone opc		0046H	
				Part I: L	.ocati				ion Informatio					
1. Primary Operating WISCONSIN CEN						2. State WISCO	NSI	N		3. County OUTAGAMI	E			
4. City / Municipality	'			et/Road Na BACNOIR S		Block Nun	nber			6. Highway Ty	pe & No.			
In □ Near KAUKAU	JNA			et/Road Nar				_I	k Number)	ST				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate T		•		No			Railroads Operate O	ver Your Track a	at Crossing?	☐ Yes	™ No	
9. Railroad Division of	r Regior	1	10. Railro	ad Subdivisi	on or D	istrict	<u> </u>	11. Bra	nch or Line Name		12. RR Mile			
□ None VALLE	V		□ Name	FOX RI	/FR			□ Nass	MAIN			0221.690		
None VALLE  13. Line Segment	1	14. Nea	☐ None rest RR Tim			. Parent	 RR (i	☐ None f applicab		16. Crossin	(prefix)   ( g Owner (if	'nnnn.nnn annlicable	/ 1133 /	
*		Station	*					, applicas	,		• ,,	аррпсаагс	,	
SC00052672	19 Cro	KAUK/		ssing Positi		N/A	CN	000	21 Type of Train	_	WC	22 0	vorago Passongor	
17. Crossing Type	Crossing Type 18. Crossing Purpose 19. Crossing Position													
<b>■</b> Public	_	•	☐ RR U	Inder				3,	☐ Intercity Passeng	ger 🗆 Shared	Use Transit			
☐ Private	Public													
23. Type of Land Use  ☐ Open Space	□ Farm	I ■ Res	idential	☐ Comr	nercial	П	Indus	trial	☐ Institutional	☐ Recreation	nal [	☐ RR Yard		
24. Is there an Adjac									'A provided)	_ neoreum				
	V D	ida Carasina N				FM NI		12411-		F	Data Fata	ام ماد:اما		
☐ Yes ■ No If	res, Prov	ide Crossing N		imal degree	s	I No	_	24 Hr Longitud	e in decimal degrees	go Excused	Date Esta	bilshed _ . Lat/Long	g Source	
				1/	- I.28853	RA		Ŭ	· ·					
30.A. Railroad Use	_ <b>X</b> N/A *	(WGS84	std: nn.nı	nnnnn) T	r.2000C		(W		-nnn.nnnnnnn) <sup>-88.</sup> tate Use *	.200000	<u> </u>	Actual	☐ Estimated	
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use									tate Use *					
32.A. Narrative (Rai		,							larrative (State Use)	T				
<b>33. Emergency Notifi</b> 800-465-9239	ication T	elephone No.	'posted)		ilroad <b>C</b> 888-590	•	Telepi	hone No.)		<b>35. State Con</b> 608-266-116		one No.)		
					Dart	II. Rai	Iroa	d Infor	mation					
1. Estimated Number	of Daily	Train Moveme	ents		rait	ii. Nai	ii Ua	u iiiioi	mation					
1.A. Total Day Thru T			otal Night T	hru Trains	1.C.	Total Swi	tching	g Trains	1.D. Total Transit	Trains	1.E. Check	if Less Tha	 an	
(6 AM to 6 PM) 4		(6 PM 0	to 6 AM)		7				0		One Move How many		•	
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		3. Speed of 3.A. Maxim			_	(mnh) 40	a					
2016									ph) From 1	to 40				
4. Type and Count of	Tracks			,,,				01	<u> </u>		<del>_</del>			
Main <u>1                                   </u>	Siding 1	Ya	ard 0	Tran	sit 0		Indi	ustry 0						
5. Train Detection (M		,,	D-4		DTC				Ness					
Constant Warr 6. Is Track Signaled?	ning Time	e U Motion	Detection	□AFO □		☐ DC Event Rec			None		7 R Rem	ote Healtl	h Monitoring	
Yes No						Yes 🗷						s 🗷 No	•	

<b>A. Revision Date</b> (A 05/27/2020	MM/DD/YYYY)					P	AGE 2		[ 1	D. Crossing Inve	ntory Nun	n <b>ber</b> (7 c	har.)	
		Part	: III: Hi	ghway o	r Path	way <sup>-</sup>	Traffic C	Control De						
1. Are there	2. Types of Pa	ssive Traffic	Control D	Devices asso	ciated w	ith the	Crossing							
Signs or Signals?	2.A. Crossbuck Assemblies (co	ount) (cou	•	gns <i>(R1-1)</i>	(count	_	ns (R1-2)	□ W10-1 _	ງັ	Signs <i>(Check al</i>	0	w	/10-11	0
2.E. Low Ground Cl	2 earance Sign	2.F. Pavem	ent Marl	kings	0			□ W10-2 _ nnelization	)	☐ W10-4		2.I. ENS		
(W10-5)  ☐ Yes (count 0	)	■ Stop Lin		•	mic Enve	elope	Devices/I	oroaches [	☐ Median	(R15-3) □ Yes		Display  Yes	red	
■ No		RR Xing	•	☐ None	2		□ One A	•	□ None	□ No		□ No		
2.J. Other MUTCD S Specify Type	J	☐ Yes Count (					2.K. Priva Signs (if p	te Crossing orivate)	2.L. LED	Enhanced Signs	(List types	)		
Specify Type		Count	)				□ Yes □	□ No						
3. Types of Train A	ctivated Warnin	g Devices at	the Grad	le Crossing (	specify c	ount of	each devi	ce for all that	apply)					
3.A. Gate Arms (count)	3.B. Gate Conf	figuration    Full (Barr	ior)	3.C. Cantile Structures Over Traffi	(count)	or Bridg 0	·	g Light		t Mounted Flas masts) 2	hing Lights  LED			Total Count of ning Light Pairs
Roadway 2 Pedestrian 0	☐ 3 Quad ☐ 4 Quad	Resistance  Median G	•	Not Over T						ights Included	☐ Side	_	4	
3.F. Installation Dat	o of Current		2.6	i. Wayside H	orn				2	Highway Traffi	c Signals C	ontrollin	<u>σ</u> Ι :	3.I. Bells
Active Warning Dev	vices: (MM/YYYY	′) Not Required		Yes Insta		(MM/Y	γγγ) <u>Ι</u>	J	Cro	ssing es 🗷 No	c Signais C	ontrollin	_	(count)
3.J. Non-Train Activ ☐ Flagging/Flagma		perated Signa	ı		Floodlig	ghting [	□ None		3.K. Othe	r Flashing Light	s or Warni pecify type	U		
4.A. Does nearby H Intersection have	wy 4.B. Hwy Interconr	Traffic Signal	4.C	. Hwy Traffic	Signal P	reemp		5. Highway Tı □ Yes □ I		gnals	6. Highw	•	_	Devices
Traffic Signals?		nterconnected							. 0		☐ Yes -	Photo/V	ideo R	•
☐ Yes 🕱 No		affic Signals arning Signs		Simultaneou Advance	JS			Storage Dista Stop Line Dist			☐ Yes —		Presen	ice Detection
					rt IV: I	Physic		acteristic						
1. Traffic Lanes Cro		☐ One-way ☐		2.	Is Road					wn a Street?		_		ed? (Street ) feet from
Number of Lanes	02	☐ Divided T	raffic		🗷 Ye		□No		] Yes	No	nearest i			
5. Crossing Surface  ■ 1 Timber □ □ 8 Unconsolidate	2 Asphalt $\square$	3 Asphalt ar	nd Timbe	r 🗆 4 Co			. –			/idth * per	tal	Length *	* 	
6. Intersecting Roa	dway within 500	) feet?					7. Smalle	st Crossing Ar	igle		8. Is Co	mmercia	ıl Powe	er Available? *
☐ Yes <b>™</b> No	If Yes, Approxim	nate Distance	(feet)				□ 0° - 29	9° □ 30°-	- 59°	<b>ॼ</b> 60° - 90°		<b>■</b> Yes	s [	□ No
	, , , ,		<u> </u>	Part	V: Pul	blic H	ighway	Informati	on					
1. Highway System	tata Highway Sy	stom		tional Classi		l 🗷 (1	at Crossin L) Urban (5) Major	_	System	ssing on State	Highway	25		By Speed Limit  MPH  Statutory
	tate Highway Sy Nat Hwy Systen			Other Freew	ays and			Collector		r Referencing S	vstem (LRS			Statutory
☐ (03) Feder <b>☑</b> (08) Non-F	al AID, Not NHS ederal Aid			Other Princip Minor Arteri	al	X	(7) Local		6. LRS N	1ilepost *	, , , , , , , , , , , , , , , , , , , ,		-,	
7. Annual Average Year 1996 AA	Daily Traffic <i>(AA</i> DT <u>000564</u>	A <i>DT)</i> 8. E 04	stimated	d Percent Tru	ucks %	9. Reg □ Yes		d by School Bu Average Nur		ау <u>О</u>	_ 10. □ Y	_	ncy Se	rvices Route
Submi	ssion Inform	mation - 7	his info	ormation i	s used j	for ad	ministra	tive purpos	es and is	not availab	le on the	public	webs	ite.
Submitted by				Organizat	ion					Phone			Date	
Public reporting but	rden for this info	ormation colle	ection is			e 30 mi	nutes per r	esponse incli	uding the ti		ng instructi			existing data
sources, gathering a agency may not cor displays a currently other aspect of this Washington, DC 20	and maintaining nduct or sponsor valid OMB cont collection, inclu	the data nee r, and a perso rol number.	ded and n is not r The valid	completing required to, I OMB contro	and revie nor shall ol numbe	ewing t I a perso er for in	he collection on be subjor oformation	on of informa ect to a penal collection is 2	tion. Accor ty for failur 2130-0017.	ding to the Pap to comply wit Send commen	erwork Re h, a collect ts regardin	duction A ion of in g this bu	Act of : forma irden e	1995, a federal tion unless it estimate or any

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the inform. For private his pedestrian station grants I and II, and the I, and the Submission updated data fields.	ghway-ra rade cros Submiss n Inform	ail grade cross ssings), comple sion Information nation section.	ings, complete the Headon section. For change	ete the Hea der, Parts I a For grade-sep es to existing	der, F and II, parate g data	Parts I and , and the Sed highway a, complete	II, ar Submi r-rail contents	nd the Su ssion Info or pathwa Header,	abmission Information formation section. Fo ay crossings (includin Part I Items 1-3, an	n section. For r Private pathw g pedestrian stadd the Submission	public path ray grade of ation crossion Informa	hway g crossing ings), co ation se	rade cros gs, comple omplete t ection, in	sings (including ete the Header, he Header, Part
A. Revision Date (MM/DD/YYYY)		B. Reporting A  ■ Railroad	· .		eason hange	for Update	- 1	· · · · / _	nne) ] Closed	☐ No Train	☐ Quie	.+		Crossing ory Number
05 / 27 / 2020		☐ State	□ Tra □ Oth	Data	_	Cros	ssing		Change in Primary	Traffic	Zone U		180053	-
				D. III	•		nge O		perating RR	Correction				
1. Primary Operating	Railroa	<u></u>		Part I: Lo	ocat	2. State	Clas	ssiticat	ion Informatio	n 3. County				
WISCONSIN CEN						WISCO	NSIN	١		OUTAGAMI	E			
4. City / Municipality  In  Near KAUKA			DEL	et/Road Nai ANGLADE	ST	Block Num	ber	l		6. Highway Ty 55-STH	rpe & No.			
Near KAUKA  7. Do Other Railroad		e a Separate T		et/Road Nam		No	8. D		k Number) Railroads Operate O		at Crossing	,? □ Y	es 🕱 No	
If Yes, Specify RR	<b>ор</b> еги		,					Yes, Spe	-	, , , , , , , , , , , , , , , , , , ,	,	,. <u> </u>		
9. Railroad Division o	ŭ	1	10. Railro	ad Subdivisio		District		11. Brai	nch or Line Name		12. RR M	lilepost   0221		
□ None VALLE	Y	14 Non	□ None	FOX RIV		F. Dawart F		□ None		16. 6	(prefix)	<u> </u>		(suffix)
13. Line Segment * SC00052675		Station KAUK	rest RR Tim * AUNA	етаріе		. <b>5. Parent F</b> □ N/A	KK (IJ CN	аррисар	ie)	16. Crossir  □ N/A	wc	іј аррік	cable)	
17. Crossing Type	18. Cro	ssing Purpose		ssing Positio		20. Public		ess	21. Type of Train			2	2. Averag	e Passenger
■ Public	■ High	•	■ At G			(if Private	Cross	sing)	■ Freight	☐ Transit	t I Use Trans			nt Per Day
☐ Private		iway, Ped. ion, Ped.	☐ RR U ☐ RR O			☐ Yes ☐ No			<ul><li>☐ Intercity Passeng</li><li>☐ Commuter</li></ul>	ger 🗆 Shared				n One Per Day Per Day 0
23. Type of Land Use													., .	
☐ Open Space  24. Is there an Adjac	☐ Farm ent Cros		idential parate Num	■ Comm ber?	erciai		ndust <b>uiet Z</b>		☐ Institutional  A provided)	☐ Recreation	mai	□ RR	Yaru	
	V D	ida Carataa N	la constitución			[30] N		2411			D. I. F.	l. P . l.	1	
☐ Yes ☑ No If  26. HSR Corridor ID	Yes, Prov	vide Crossing N 27. Latit		mal degrees		_ 🔼 No			☐ Partial ☐ Chicaş e in decimal degrees	go Excused	Date Es		ea /Long Sou	irce
	- N/A	(14/650)		44.	.2915	540	(14.6	2004 - 1-1	-nnn.nnnnnnn) <sup>-88</sup> .	263054		- · · ·	-	
30.A. Railroad Use	_X N/A *	(WGS84	std: nn.nr	nnnnn)			(WG		tate Use *			<b>∡</b> Actu	aı 🗀	Estimated
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	ilroad Us	e) *						32.B. N	arrative (State Use)	*				
<b>33. Emergency Notif</b> 800-465-9239	ication T	elephone No.	(posted)	<b>34. Rail</b> 888-88		<b>Contact</b> ( <i>T</i> 909	eleph	one No.)		<b>35. State Con</b> 608-266-116		phone I	No.)	
						t II: Rail	rna	d Infor	mation					
1. Estimated Number	r of Daily	Train Moveme	ents		ı uı	t III. Itali	Tout	<u>u 111101</u>	mation					
1.A. Total Day Thru 7 (6 AM to 6 PM) 4	Trains		otal Night T to 6 AM)	hru Trains	1.C.	. Total Swit	ching	Trains	1.D. Total Transit	Trains		vement	s Than : Per Day is per wee	□ ek?
2. Year of Train Coun	t Data (Y	YYY)		3. Speed of		_						,	,	
2016				3.A. Maximo					<u>9                                    </u>	to _40				
4. Type and Count of	Tracks			J.D. Typical	Speci	a nange OV	J. C.		<i></i> / 110111					
	Siding 0		ard <u>0</u>	Trans	it <u>0</u>		Indu	stry 0						
5. Train Detection (N  Constant War		,,	Detection	□AFO □	PTC	□ DC	□ Ot	her $\square$	None					
6. Is Track Signaled?					7.A.	Event Reco	order						lealth Mo	nitoring
🗷 Yes 🗌 No						☐ Yes 🗷	No				_ \ \	es 🛚	No	

<b>A. Revision Date</b> (A 05/27/2020	ЛМ/DD/YYYY)					P	AGE 2		1	D. Crossing Inve	entory Nur	nber (7 c	char.)	
		Part	: III: Hi	ghway o	r Path	way <sup>·</sup>	Traffic C	Control De						
1. Are there	2. Types of Pa	ssive Traffic	Control [	Devices asso	ciated w	ith the	Crossing							
Signs or Signals?	2.A. Crossbuck Assemblies (co	ount) (cou		gns (R1-1)	(count	_	ns <i>(R1-2)</i>	□ W10-1 _	0	Signs (Check a	3_0	_ U	V10-11	0
	2	0			0	ı		☐ W10-2 _	0	□ W10-4		<del></del>	V10-12	
2.E. Low Ground Cl ( <i>W10-5</i> ) ☐ Yes ( <i>count</i> 0	earance Sign	2.F. Pavem		J	mic Enve	olono	2.G. Char Devices/I		□ Median	2.H. EXEMP (R15-3) ☐ Yes	T Sign	2.I. EN: Display	_	(I-13)
■ No	/	RR Xing		•		elope	□ All App		□ Median	□ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes	•					te Crossing		Enhanced Signs	(List types	;)		
Specify Type Specify Type		Count <u>(</u>	)	_			Signs (if p	private)		S	, ,,	,		
Specify Type		Count C	)	_										
3. Types of Train A	ctivated Warnin	g Devices at	the Grad											
3.A. Gate Arms (count)	3.B. Gate Conf	J	. ,	3.C. Cantile Structures	(count)		•		(count o	t Mounted Flas masts) 2				Total Count o hing Light Pair
Roadway 2	■ 2 Quad      □ 3 Quad	☐ Full (Barr Resistance	ier)	Over Traffi	c Lane	0	_ ⊔ In	candescent	☐ Incan	iescent ights Included	☐ LED ☐ Side		١.	
Pedestrian 0	☐ 4 Quad	☐ Median G	iates	Not Over T	raffic Lai	ne <u>0</u>	_	D	□ back i	ignts meladed	Include	_	4	
3.F. Installation Dat			3.G	. Wayside H	orn					Highway Traff	ic Signals C	Controllin	_	3.I. Bells
Active Warning Dev	, ,	/) Not Required			alled on (	(MM/Y	γγγ) <u>Ι</u>	_/		ssing es 🗷 No			1	(count) I
3.J. Non-Train Activ  ☐ Flagging/Flagma		perated Signa	als 🗆 W	/atchman □	Floodlig	ghting [	□ None		3.K. Othe Count 0	er Flashing Ligh	ts or Warn pecify type	0		
4.A. Does nearby H	wy 4.B. Hwy	Traffic Signal	4.C	. Hwy Traffic	Signal P	reemp		5. Highway T		gnals	6. Highw	•	_	Devices
Intersection have Traffic Signals?	Interconr	nection nterconnected						□ Yes □	No		(Check a			ecording
Traffic Signals:		affic Signals		Simultaneou	JS			Storage Dista	nce * 0			-		nce Detection
☐ Yes 🗷 No		arning Signs		Advance				Stop Line Dis			☐ None	<u> </u>		
				Pa	rt IV: I	Physi	cal Char	acteristic	s					
1. Traffic Lanes Cros		□ One-way ☐ ☑ Two-way			. Is Road aved?	lway/Pa	athway	3. Does Tr	ack Run Do	wn a Street?		_		ed? (Street Ofeet from
Number of Lanes		☐ Divided T			■ Ye		No			No	nearest			
5. Crossing Surface  ■ 1 Timber □ □ 8 Unconsolidate	2 Asphalt $\square$	3 Asphalt ar	nd Timbe	r 🗆 4 Co			. –			/idth * per	 tal -	Length '		
6. Intersecting Roa	dway within 500	) feet?					7. Smalle	st Crossing A	ngle		8. Is Co	mmercia	al Pow	er Available?
□ Vaa □ Na	16 V	t- Distance	(fact) 7	5			□ 0° 30	» □ 20°	FO°	F 60° 00°		□ Va		¬ N
¥ Yes □ No	If Yes, Approxim	nate Distance	(Jeet) <u>'</u>		V: Dul	hlic U	□ 0° - 29	o° □ 30°. Informat		¥ 60° - 90°		¥ Ye:	S L	□ No
4 High a Calass			2.5											
<ol> <li>Highway System</li> <li>(01) Inters</li> </ol>	tate Highway Sy	stem		tional Classi (Interstate		l 🗷 (:	at Crossin 1) Urban (5) Major	0	System	ossing on State P	Highway	25		ay Speed Limi MPH d □ Statutor
• •	Nat Hwy Systen		☐ (2) (	Other Freew	,	Express	sways			r Referencing S	ystem <i>(LRS</i>	S Route I	D) *	
□ (08) Non-F			☐ (4) I	Other Princip Minor Arteri	al		(7) Local			/lilepost *				
7. Annual Average Year 2004 AA	Daily Traffic (AAD) DT 008000	A <i>DT)</i> 8. E 08	Stimated	d Percent Tru	ucks %	9. Reg □ Yes		d by School Bo Average Nu		ay <u>0</u>	_   10. _   1	_	ncy Se □ No	rvices Route
Submi	ission Inforr	mation - 7	his info	rmation i	s used j	for ad	lministra	tive purpos	ses and is	not availab	le on the	public	webs	site.
Cultura integral leur				Oursinst						Dhana			<b></b>	
Submitted by Public reporting but	rdon for this info	armation cells	oction is	Organizat		0 20 mi	nutos por	osnonso incl	uding tha ti	Phone	ng instructi		Date _	ovicting data
sources, gathering a agency may not cor displays a currently other aspect of this Washington, DC 20	and maintaining nduct or sponsor valid OMB cont collection, inclu	the data nee r, and a perso rol number.	ded and n is not i The valid	completing required to, I OMB contro	and revie nor shall ol numbe	ewing t I a perso er for ir	he collection on be subjection	on of informa ect to a penal collection is	tion. Accor ty for failur 2130-0017.	ding to the Pap e to comply wit Send commen	erwork Re h, a collect ts regardir	duction a tion of in ng this bu	Act of Iforma Irden 6	1995, a feder tion unless it estimate or ar

#### **DEPARTMENT OF TRANSPORTATION**

Form. For private hig pedestrian station gr Parts I and II, and the	ghway-rail ade cross Submission Informa	I grade cross ings), comple on Information on section.	ings, compete the Headon section.  For chang	rete the Header, Parts I For grade-se es to existin	ader, Pa and II, eparated ng data,	arts I and and the S d highway , complet	II, a Subm r-rail e the	nd the Suission Info or pathwa Header,	ubmission Information formation section. For ay crossings (including Part I Items 1-3, ar	on section. For or Private pathw ng pedestrian stand the Submissi	public path yay grade o ation crossi on Informa	nway gr crossing ings), co ation se	ete the entire inventory rade crossings (including s, complete the Header, partetion, in addition to the enotes an optional field.	
A. Revision Date	E	3. Reporting	Agency	C. R	leason 1	for Updat	<b>e</b> (Se	lect only c	ne)				D. DOT Crossing	
( <i>MM/DD/YYYY</i> ) 05 / 27 / 2020		<b>X</b> Railroad	☐ Tra		Change				Closed	☐ No Train	☐ Quie	-	Inventory Number	
00 /21 /2020		☐ State	□ Ot	Dat ner □ F	a Re-Oper	n 🗆 🗈	ssing Oate nge (		Change in Primary	Traffic  ☐ Admin.  Correction	Zone Սլ	pdate	180055G	
				Part I: L	.ocati				ion Informatio					
1. Primary Operating WISCONSIN CEN						2. State WISCO				3. County OUTAGAMI	E			
4. City / Municipality	1			e <mark>et/Road N</mark> a VE ST	ame & E	Block Nun	nber	1		6. Highway Ty	pe & No.			
□ In ■ Near KAUKAU	JNA			et/Road Nar	me)			_I  * (Bloc	k Number)	J-CTH				
7. Do Other Railroad If Yes, Specify RR	s Operate	a Separate 1		•		No		Oo Other f Yes, Spe	Railroads Operate O	over Your Track	at Crossing	;? □ Y€	es 🗷 No	
9. Railroad Division o	r Region		10. Railro	ad Subdivisi	ion or D	istrict		11. Bra	nch or Line Name		12. RR M			
□ None VALLE	Υ		□ None	FOX RI	VFR			☐ None	MAIN		 (prefix)	0222. (nnnn.		
13. Line Segment	•	14. Nea	rest RR Tin			5. Parent l	RR (i			16. Crossii	ng Owner (	_	, , , ,,	
* \$C00052676		Station	* ΔΙΙΝΙΔ			1 N1 / A	CN	• •	•	□ N/A	wc.		•	
17. Crossing Type	C00052676 KAUKAUNA NA CN NA WC  Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger													
, , , , , , , , , , , , , , , , , , ,														
■ Public		vay, Ped.	☐ RR U			☐ Yes			☐ Intercity Passen	0	d Use Trans		Less Than One Per Day Number Per Day 0	
☐ Private  23. Type of Land Use	☐ Statio	n, rea.	☐ RR C	iver		□ No			☐ Commuter	☐ Touris	youner		Number Per Day o	
■ Open Space	☐ Farm		idential	☐ Comr	nercial		ndus	trial	☐ Institutional	☐ Recreation	onal	☐ RR \	′ard	
24. Is there an Adjace	ent Crossi	ng with a Se <sub>l</sub>	parate Nun	ber?		25. Q	uiet	Zone (FR	'A provided)					
☐ Yes ■ No If	Yes. Provi	de Crossing N	lumber			l ⊠ No	) [	24 Hr	☐ Partial ☐ Chica	igo Excused	Date Es	tablishe	ed	
26. HSR Corridor ID				imal degree	s				e in decimal degree				Long Source	
	■ N/A	(WGS8/	l std: nn.nı	annan) 44	1.30180	09	(14/	GS81 ctd.	-nnn.nnnnnnn) -88	.249494		▲ Actua	al 🗆 Estimated	
30.A. Railroad Use	*	(1/0384	stu. IIII.III				(00		tate Use *			Actue	ai 🗀 Estillated	
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	Iroad Use,	) *						32.B. N	larrative (State Use)	*				
<b>33. Emergency Notifi</b> 800-465-9239	ication Te	lephone No.	(posted)		<b>ilroad C</b> 888-590	Contact (7	ГеІері	hone No.)		<b>35. State Cor</b> 608-266-110		phone N	lo.)	
				000-0				1. (						
1 Estimated Number	of Daily T	rain Mayana	anta		Part	ıı: Kai	iroa	a intor	mation					
1. Estimated Number  1.A. Total Day Thru T			otal Night 1	hru Trains	1.C.	Total Swit	chine	2 Trains	1.D. Total Transit	Trains	1.E. Chec	ck if Less	s Than	
(6 AM to 6 PM) 4			to 6 AM)		7			,	0		One Mov	/ement		
2. Year of Train Count	t Data (YY	YY)		3. Speed of		•	-	,						
2016				3.A. Maxim				· · · ——	9 ph) From 1	to _49				
4. Type and Count of	Tracks			J.D. Typica	. speeu	nunge UI	ici Cl	Joshing (III	ρη 110III <u>-</u>	10				
Main 1	Siding 0	Y	ard 0	Tran	ısit 0		Indi	ustry 0						
5. Train Detection (M	ain Track				·	_								
Constant Warr 6. Is Track Signaled?		☐ Motion	Detection	□AFO □		☐ DC Event Rec			None		7 D D^	moto Li	ealth Monitoring	
Yes No						Yes 🗷						mote H		

<b>A. Revision Date</b> (NO5/27/2020	лм/DD/YYYY)					P/	AGE 2			<b>D.</b> 180	Crossing Inve	ntory Nun	n <b>ber</b> (7 c	har.)	
		Pa	rt III: H	ighway o	r Path	way 7	Traffic (	Control De	evice						
1. Are there	2. Types of Pa	assive Traffi	Control	Devices asso	ciated w	ith the	Crossing								
Signs or Signals?	2.A. Crossbuc			igns (R1-1)		_	ns <i>(R1-2)</i>		_	rning S	igns <i>(Check all</i>				•
¥ Yes □ No	Assemblies (c	count) (co	ount)		(count) 0	)		□ W10-1 □ W10-2 □			□ W10-3 □ W10-4		_		
2.E. Low Ground Cle	earance Sign	2.F. Pavei	ment Mar	rkings	·			nnelization			2.H. EXEMP	T Sign	2.I. ENS	_	ı (I-13)
(W10-5) □ Yes (count_0	)	☐ Stop Li	inos	□Dvna	ımic Enve	slone	-	Medians proaches	☐ Med	Vian	(R15-3) □ Yes		Display  Yes	ed	
■ No	/	☐ RR Xing		,		Hobe	□ All Ap	•	■ Non		□ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes	■ No					ate Crossing	2.L.	LED En	hanced Signs	(List types	)		
Specify Type		Count	0				Signs (if p	private)							
Specify Type		Count	0				☐ Yes □	□ No							
Specify Type		Count													
3. Types of Train A			t the Grad												
3.A. Gate Arms (count)	3.B. Gate Con	figuration		3.C. Cantile Structures		or Bridg	<i>ied)</i> Flashir	ng Light			Mounted Flash nasts) 2	ning Lights			Total Count of shing Light Pairs
,	<b>■</b> 2 Quad	☐ Full (Bai	rrier)	Over Traffi		0	. 🗆 In	ncandescent	,	ncande	/	 LED		1 10	Sililig Ligitt i uno
Roadway 2	☐ 3 Quad	Resistance	•						□в	ack Lig	hts Included	☐ Side	_	6	
Pedestrian 0	☐ 4 Quad	☐ Median	Gates	Not Over T	raffic Lar	ne <u>U</u>		<b>∃</b> D				Include	ed		
3.F. Installation Dat	te of Current		3.0	G. Wayside H	orn						lighway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev		•		Yes Insta	alled on (	(MM/Y	γγγ) Ι	/		Crossi					(count)
		Not Require	eu i	No	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						s <b>I</b> No				1
3.J. Non-Train Activ  ☐ Flagging/Flagma		Dperated Sig	nals 🗆 V	—— Vatchman □	Floodlig	ghting [	□ None			Other nt 0	Flashing Light Sp	s or Warni pecify type	_	es	
4.A. Does nearby H	wy 4.B. Hwy	y Traffic Sign	al 4.0	C. Hwy Traffic	Signal P	reemp	tion	5. Highway T		re-Sign	nals	_	•		g Devices
Intersection have	Intercon		ا د -					□ Yes □	No			(Check al			Daniel Inc
Traffic Signals?		nterconnect raffic Signals		Simultaneou	115			Storage Dista	nce *	0			-		Recording ence Detection
☐ Yes 🗷 No		Varning Sign:		Advance				Stop Line Dis				☐ None			
				Pa	rt IV: F	Physi	cal Cha	racteristic	cs						
1. Traffic Lanes Cros		☐ One-way			. Is Roadv	way/Pa	athway	3. Does To	rack Ru	n Dow	n a Street?		_		ated? (Street 50 feet from
Number of Lanes _	02	☐ Divided	Traffic		■ Ye:		□ No		□ Yes	<b>X</b>		nearest i	rail) 🗆 Y	'es	<b>⊠</b> No
5. Crossing Surface	•		•								dth *		Length *	<u> </u>	
☐ 1 Timber ☐ ☐ 8 Unconsolidate					oncrete	□ 5	Concrete	and Kubber	⊔ b	Rubbe	er 🗆 7 Met	taı			
6. Intersecting Roa				(5,555),			7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	ıl Pov	wer Available? *
□ V □ No	ICV Approvir	··· -t- Distan	- (fact) (	200			□ 0° 3	o∘ ⊑ 20°	F0°		60° - 90°		□ Voc		□ N-
¥ Yes □ No	If Yes, Approxin	nate Distant	е (јеет) <u>-</u>		\/· Duk	hlic H	0° − 29	9° <b>¥</b> 30° ∕ Informat			60 - 90		<b>■</b> Yes	5	□ No
4 Highway System			1 2 Euro				<u> </u>			- Cross	-i on Stato L	li-aha	1 4 1	!:abs	····· Croad Limit
1. Highway System			Z. Fun	ctional Classi	fication o (0) Rural			ıg		is Cross stem?	sing on State H	Hignway	55		way Speed Limit MPH
☐ (01) Inters	tate Highway Sy	ystem		Interstate	. ,		(5) Majo	r Collector		Yes	■ No		<b>X</b>	Poste	
	Nat Hwy Syster		` '	Other Freew	,	•	•	· Callanton	5. l	Linear I	Referencing Sy	ystem (LRS	Route II	D) *	
	al AID, Not NHS ederal Aid			Other Princip Minor Arteri			(6) Minoi (7) Local		6. 1	LRS Mil	epost *				
7. Annual Average		ADT) 8. 0	Estimate	ed Percent Tru	ucks		gularly Use	d by School B Average Nu		er Day	0	10. □ Y	_	ncy S No	ervices Route
Submi	ission Infor	mation -	This inf	ormation i	s used 1	for ad	lministro	ative purpo	ses an	nd is n	ot availabl	e on the	public	wek	osite.
													•		
Submitted by				_ Organizat							Phone			Date	
Public reporting but sources, gathering a															
agency may not cor	_	-				_									
displays a currently												_	-		•
other aspect of this Washington, DC 20		uding for rec	ucing this	s burden to:	Informat	tion Col	llection Of	ficer, Federal	Railroa	ad Adm	inistration, 12	200 New Je	ersey Ave	e. SE,	MS-25

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the inform. For private his pedestrian station grants I and II, and the I, and the Submission updated data fields. I	ighway-ra rade cross e Submiss on Inform	ail grade crossi ssings), comple sion Informatio nation section.	ings, comp ete the Hea on section. For chang	olete the H ader, Parts For grade- ges to exist	Header, s I and -separa sting da	r, Parts I and III, and the Sated highwayata, complete	II, ar Submi 7-rail o	nd the Suission Info or pathwa Header,	ubmission Informatio ormation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For private pathway pedestrian stand the Submission	public pat vay grade o ation cross on Informa	hway gr crossing sings), co ation se	rade cros gs, comple omplete t ection, in	sings (including ete the Header, he Header, Part
A. Revision Date		B. Reporting A	· ·	_		on for Update	- 1	, .	/	- · · ·				Crossing
( <i>MM/DD/YYYY</i> ) 05 / 27 / 2020		<b>■</b> Railroad	□ Tra		☑ Chang Data	J	New ssing		Closed	☐ No Train Traffic	☐ Quie Zone U		Invento	ory Number
		☐ State	□ Ot		☐ Re-Op	pen 🗆 D	_		☐ Change in Primary  Operating RR	☐ Admin. Correction		pact	180047	'P
				Part I:	Loca	ation and	Cla		tion Informatio	n				
1. Primary Operating WISCONSIN CEN	g Railroad TRAL L	ј ГD. [WC]				2. State WISCO		N		3. County OUTAGAMI				
4. City / Municipality	-		DES	SNOYER	AND S	& Block Num SEYMOUR		_l		6. Highway Ty	rpe & No.			
☐ Near KAUKAI  7. Do Other Railroad		ro a Sonarato 1		eet/Road N		T₩ No	9.		k Number) Railroads Operate O	RD	at Crassin	~> □ v	os 🗷 No	
If Yes, Specify RR	S Operau	e a separate i	,	)SSING:	. res	IN O		f Yes, Spe	=	ver rour mack o	AT CLOSSING	3.F L 11	es ட inc	,
9. Railroad Division o	J	,	10. Railro	oad Subdivi				11. Braı	nch or Line Name		12. RR N	<b>/lilepost</b>   0221.		
□ None VALLE	<u>Y</u>		□ None		RIVER			□ None			(prefix)			(suffix)
13. Line Segment *		14. Near	rest RR Tin	netable		15. Parent R	₹R (IJ	f applicab	le)	16. Crossir	ig Owner (	(if applic	cable)	
SC00052669		KAUKA					CN			□ N/A	WC			
17. Crossing Type	18. Cro ■ High	ossing Purpose	19. Cro	ossing Posit	tion	20. Public (if Private			21. Type of Train  ■ Freight	☐ Transit	+		_	ge Passenger nt Per Dav
<b>■</b> Public		iway iway, Ped.	□ RR U			☐ Yes	Cros.	Siriy	☐ Intercity Passeng		d Use Tran			an One Per Day
☐ Private		ion, Ped.	□ RR C	Over		□ No			☐ Commuter	☐ Touris	t/Other		☐ Number	r Per Day 0
23. Type of Land Use  ☐ Open Space	e 	. I <b>X</b> Res	idential	□ Cor	mmerci	:al □ I	Indust	trial	☐ Institutional	☐ Recreation	nnal	□ RR `	Vard	
24. Is there an Adjac					Illierci				RA provided)	□ Necrean	Mai	LI INIX	faiu	
	Mer Dua	t to Consider N				[30] N.L.		2.4.1.	□ Danitial □ Chies	5 · •••d	Data F	r - It It ala		
☐ Yes ☑ No If  26. HSR Corridor ID	-	vide Crossing N 27. Latit		cimal degre	ees	No			☐ Partial ☐ Chicage Partia	go Excused s		stablishe 29. Lat/	ed /Long Sou	ırce
1				,	44.289	0401		·	· ·			-		
30.A. Railroad Use	<b>X</b> N/A *	(WGS84	std: nn.n	nnnnnn)	44.200	1431	(WC		-nnn.nnnnnnn) -88. State Use *	.203090		<b>■</b> Actu	al 🗆 E	Estimated
								31.7. 3						
30.B. Railroad Use									tate Use *					
30.C. Railroad Use	*								tate Use *					
30.D. Railroad Use	*								state Use *					
32.A. Narrative (Rai		·							larrative (State Use)					
<b>33. Emergency Notifi</b> 800-465-9239	ication Te	elephone No.	(posted)		<b>Railroa</b> 3-888-5	ad Contact (To 5909	elepr	hone No.)		<b>35. State Cor</b> 608-266-116	•	phone I	No.)	
000 100 0200						art II: Rail		d Infor	mation					
1. Estimated Number	r of Daily	Train Movemo	ents		ГС	Ift II. Naii	lVa	a mioi	Mation					
1.A. Total Day Thru T				Thru Trains	s 1	.C. Total Swite	ching	z Trains	1.D. Total Transit	Trains	1.E. Che	ck if Les	ss Than	
(6 AM to 6 PM) 0			to 6 AM)		_7				0		One Mo	vement	t Per Day ns per wee	□ ek?
2. Year of Train Coun	t Data (Y	YYY)				in at Crossing Timetable Sp	_							<del></del>
2016			ļ						<i>nph)</i> From 1	to 10	_			
4. Type and Count of	Tracks					<u> </u>			<i>r</i> ,		_			
	Siding 0		ard 0	Tr	ansit C	)	Indu	ustry 1						
5. Train Detection (M  ☐ Constant Warr		,,	Detection	□AFO	□рт	C DC [	□ 0	ther 🗷	Nana					
6. Is Track Signaled?		! LI IVIULIOII	Detection	⊔Ar ∪		A. Event Reco			None		7.B. Re	mote H	lealth Mo	nitoring
☐ Yes 🗷 No						□ Yes 🗷						Yes 🗷		

<b>A. Revision Date</b> (NO5/27/2020	лм/DD/YYYY)					P	AGE 2			<b>D.</b> 180	Crossing Inve	ntory Nun	n <b>be</b> r (7 c	har.)	į
		Pa	rt III: H	lighway o	r Path	nway i	Traffic (	Control D	evice						
1. Are there	2. Types of Pa	assive Traffi	c Control	Devices asso	ciated v	with the	Crossing							_	
Signs or Signals?	2.A. Crossbuc			Signs (R1-1)		_	ns (R1-2)		_	arning S	igns <i>(Check all</i>				
¥ Yes □ No	Assemblies (c	count) (c	count)		(count	t)		□ W10-1 □ W10-2			□ W10-3 □ W10-4		_ □ w		11 <u>0</u> 12 <u>0</u>
2.E. Low Ground Cle	earance Sign	2.F. Pave	ement Mar	rkings				nnelization			2.H. EXEMP	Γ Sign	2.I. ENS	_	ı (I-13)
(W10-5) □ Yes (count_0	)	☐ Stop L	inne	□Dvna	amic Env	alone	-	/Medians oproaches	□Ме	ndian	(R15-3) □ Yes		Display  Yes	ed	
■ No	/		ines ng Symbols	, .		elope		Approach			□ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes	■ No					ate Crossing	2.L	LED En	hanced Signs	(List types	)		
Specify Type		Count	0				Signs (if )	private)							
Specify Type Specify Type		Count	0				☐ Yes	□No							
Specify Type		Count	0	<del>_</del>											
3. Types of Train A	ctivated Warnin	ng Devices a	t the Gra	_											
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile			<i>ied)</i> Flashii	ng Light			Mounted Flash	ning Lights			Total Count of
(count)	☐ 2 Quad	☐ Full (Ba	ırrier)	Structures Over Traffi		0	□lr	ncandescent	,	o <i>unt of n</i> Incande	nasts) <u>0</u> scent	 □ LED		Fla	shing Light Pairs
Roadway <u>0</u>	☐ 3 Quad	Resistance	•				_	icuria esce			hts Included	☐ Side	Lights	0	
Pedestrian 0	☐ 4 Quad	☐ Median	ı Gates	Not Over T	Traffic La	ane <u>0</u>	🗆 LE	ED				Include	_		
3.F. Installation Dat	e of Current		3.	.G. Wayside H	lorn					3.H. F	lighway Traffi	Signals C	ontrollin	ισ	3.I. Bells
Active Warning Dev		Y)		•		12 42 A /V		,		Cross	ing	. J.B	0110.0	6	(count)
/	_ □	Not Require	eu	] Yes Insta ] No	alled on	(MM/Y	'YYY) <u>I</u>	_/		☐ Yes	s <b>I</b> ■ No				0
3.J. Non-Train Activ  ☐ Flagging/Flagma		Charatad Sic	l l		¬ Eloodli	:ahting [	— None			C. Other ount	Flashing Light		_	es	
								□ Ui≈hwawī				ecify type			- Davisas
4.A. Does nearby Harring Intersection have	wy 4.B. Hwy Intercon	y Traffic Sign Inection	al 4.0	.C. Hwy Traffic	č Signai i	Preemp	tion	5. Highway T		Pre-Sigi	nais	6. Highw (Check al	•		g Devices
Traffic Signals?		nterconnect	:ed					L 100 _				•			Recording
		raffic Signal	l l	Simultaneou	us			Storage Dista						Prese	ence Detection
☐ Yes 🗷 No	□ FOF W	Varning Sign	S L	Advance		21!	: Oh a	Stop Line Dis		* 0		☐ None			
	. 5 111		- (C:					racteristic			2: -12	1.6.			12 (2)
1. Traffic Lanes Cros		<b>▼</b> Two-wa	ay Traffic		aved?	•	athway				n a Street?	lights wi	thin appı	rox. 5	ated? (Street 50 feet from
Number of Lanes _ 5. Crossing Surface		☐ Divided		ued) Installi	ation Dat		□ No <i>M/YYYY)</i>		□ Yes		No dth *	nearest i			No
☐ 1 Timber ■ ☐ 8 Unconsolidate	2 Asphalt $\square$	3 Asphalt	and Timb	per 🗆 4 Co							r 🗆 7 Met		Length		
6. Intersecting Roa							7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	l Po	wer Available? *
J	•								Ū						
Yes □ No	If Yes, Approxir	nate Distan	:e (feet) _				□ 0° – 2				60° - 90°		<b>I</b> ¥ Yes	,	□ No
								/ Informat							
1. Highway System			2. Fun	nctional Classi				ng			sing on State H	lighway	4. H 25		way Speed Limit
☐ (01) Inters	tate Highway Sy	vstem		□ ( ) Interstate	(U) Kura		1) Urban ] (5) Maio	r Collector		ystem? ☐ Yes	™ No			Poste	MPH ed □ Statutory
	Nat Hwy Syster	-	□ (2)	) Other Freew	,	l Express	sways				Referencing Sy	stem (LRS			<u>,, , , , , , , , , , , , , , , , , , ,</u>
, ,	al AID, Not NHS	i		Other Princip	•						epost *	-			
<ul><li>(08) Non-F</li><li>7. Annual Average</li></ul>		4071 0		) Minor Arteri			(7) Local	ed by School B			eposi	T 10		2016	icos Douto
	Daily Traπic (A. DT 000750	· -	. Estimate )4	ed Percent Tru	wcks %	9. Reg □ Yes		Average Nu			0	_ □ Y	_	ncy S □ No	Services Route
Submi	ission Infor	mation -	This inf	ormation i	s used	for ad	lministro	ative purpo	ses a	and is n	ot availabl	e on the	public	wel	osite.
Cook and the ord law.				0							Dhana		_		
Submitted by	rdon for this inf	formation c	alloction is	_ Organizat			nutos nor	rosponso ins	ludina		Phone	a instructi		Date	a ovicting data
Public reporting but sources, gathering a															
agency may not cor	nduct or sponso	or, and a per	son is not	t required to,	nor shal	II a pers	on be subj	ject to a pena	Ity for	failure t	to comply with	n, a collect	ion of in	form	ation unless it
displays a currently												-	-		•
other aspect of this Washington, DC 20		Juling for red	Jucing this	s burden to:	IIIIOIIIIa	ation co	nection Oi	ilcer, rederal	Railic	Jau Aum	iinistration, 12	oo new je	ersey Ave	:. SE,	IVI3-25

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra ade cros Submiss n Inform	ail grade cross ssings), comple sion Information nation section.	ings, compete the Headon section.  For chang	ete the Header, Parts I For grade-sees to existing	ader, Pa and II, parated g data,	arts I and and the S d highway complet	l II, a Subm y-rail e the	nd the Suission Infor pathways Header,	ubmission Information formation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For or Private pathw g pedestrian sta d the Submission	public pathway ray grade cross ation crossings) on Information	y grade crossings (ind sings, complete the H , complete the Heade	cluding Header, er, Part to the
A. Revision Date		B. Reporting	· .			•	•	lect only o	,			D. DOT Crossing	•
( <i>MM/DD/YYYY</i> ) 05 / 09 / 2013		☐ Railroad	☐ Tra	nsit La C	Change i		New ssing		Closed	☐ No Train Traffic	☐ Quiet Zone Updat	Inventory Numb	oer
		<b>■</b> State	□ Otl		e-Oper	n 🗆 🗈	Date Inge (		Change in Primary	☐ Admin. Correction	zone opadi	180048W	
				Part I: L	ocati				ion Informatio	n			
1. Primary Operating WISCONSIN CEN						2. State WISCO		N		3. County OUTAGAMI	E		
4. City / Municipality	'			et/Road Na ATT ST	me & E	Block Nun	nber			6. Highway Ty	rpe & No.		
In □ Near KAUKAU	JNA			et/Road Nar	 ne)			_I	k Number)				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate 1		-		No		<b>Do Other</b> f Yes, Spe	Railroads Operate O cify RR	ver Your Track a	at Crossing?	Yes 🗷 No	
9. Railroad Division o	r Region	<u> </u>	10. Railro	ad Subdivisi	on or D	istrict		11. Bra	nch or Line Name		12. RR Milep		
□ None WISCO	NSIN		☐ None	FOX RI	/FR			□ None	THILMANY S	PUR		21.45 nnn.nnn)   (suffix)	<u> </u>
13. Line Segment	110111	14. Nea	rest RR Tim			. Parent	RR (i	f applicab			ng Owner (if ap	, , , , ,	!
* 5220		Station KAUK	* AUNA			N/A	CN			□ N/A	WC		
17. Crossing Type	18. Cro	ssing Purpose	19. Cro	ssing Position		20. Publi	с Асс	ess	21. Type of Train	.		22. Average Passen	nger
I Highway       I At Grade       (if Private Crossing)       □ Freight       □ Transit       Train Count Per Day         I Public       □ Pathway, Ped.       □ RR Under       □ Intercity Passenger       □ Shared Use Transit       □ Less Than One Per Day         I Pathway       □ Station Park       □ Pathway       □ Pathway       □ Pathway       □ Less Than One Per Day													•
□ Private □ Station, Ped. □ RR Over □ No □ Commuter □ Tourist/Other □ Number Per Day 0													
□ Private □ Station, Ped. □ RR Over □ No □ Commuter □ Tourist/Other □ Number Per Day 0  23. Type of Land Use													
☐ Open Space	☐ Farm		idential	☐ Comn	nercial		Indus		☐ Institutional	☐ Recreation	onal 🗆 I	RR Yard	
24. Is there an Adjac	ent Cros	sing with a Se	parate Num	ber?		25. 0	luiet	Zone (FF	?A provided)				
☐ Yes 🗷 No If	Yes, Prov	vide Crossing N	lumber			ĭ≝ No	) [	24 Hr	☐ Partial ☐ Chica	go Excused	Date Establ	ished	
26. HSR Corridor ID		27. Lati	tude in dec	mal degree	S		28.	Longitud	e in decimal degrees	;	29. I	at/Long Source	
	□ N/A	(WGS84	std: nn.nı	nnnnn) 44	.28920	000	(W	GS84 std:	-nnn.nnnnnnn) <sup>-88.</sup>	.2623000	□A	ctual 🖪 Estimated	d
30.A. Railroad Use	*			-					tate Use *				
30.B. Railroad Use	*							31.B. S	tate Use *				
30.C. Railroad Use	*							31.C. S	tate Use *				
30.D. Railroad Use	*							31.D. S	tate Use *				
32.A. Narrative (Rai	lroad Us	e) *						32.B. N	larrative (State Use)	*			
33. Emergency Notifi	cation T	elephone No.	(posted)	34. Rai	ilroad C	Contact (	Telep	hone No.)			<b>itact</b> (Telephoi	ne No.)	
800-616-3432										608-266-116	68 		
					Part	: II: Rai	Iroa	d Infor	mation				
1. Estimated Number									T		1 1 1 1		
1.A. Total Day Thru T (6 AM to 6 PM) 0	rains		otal Night 1 to 6 AM)	hru Trains	1.C.	Total Swi	tchinį	g Trains	1.D. Total Transit	Trains	1.E. Check if One Movem How many tr		
2. Year of Train Coun	t Data (Y	YYY)		3. Speed of 3.A. Maxim				(mph) 1	)				
									ph) From 7	to _10			
4. Type and Count of	Tracks												
	Siding		ard	Tran	sit		Ind	ustry					
5. Train Detection (M			Detection	□AFO □	PTC	□ DC		ther 🗷	None				
6. Is Track Signaled?	6 11111	IVIOLIOII	Detection			Event Rec			110110		7.B. Remot	e Health Monitoring	
☐ Yes 🗷 No						Yes $\square$	No				☐ Yes	□ No	

<b>A. Revision Date</b> (NO) 05/09/2013	MM/DD/YYYY)					P	AGE 2			<b>D.</b> 180	Crossing Inve	ntory Num	<b>nber</b> (7 c)	har.)		
		Pa	rt III: Hi	ghway o	r Path	nway	Traffic (	Control Do	evice							
1. Are there	2. Types of Pa	ssive Traffic	Control D	evices asso	ciated v	with the	Crossing									
Signs or Signals?	2.A. Crossbucl	ζ 2.	3. STOP Sig	gns (R1-1)	2.C. Y	IELD Sig	ns (R1-2)	2.D. Advar	nce Wa	rning S	igns (Check al	l that apply	y; include	cou	nt)	<b>■</b> None
<b>¥</b> Yes □ No	Assemblies (co	ount) (co	ount)		(coun	t)		☐ W10-1 ☐ W10-2				l				
2.E. Low Ground Cl	earance Sign	2.F. Paver	nent Mark	ings			2.G. Cha	nnelization			2.H. EXEMP	T Sign	2.I. ENS	Sigr	(I-13)	
(W10-5) □ Yes (count	1						-	Medians		.0	(R15-3) □ Yes		Display	ed		
■ Yes (Count	/	☐ Stop Li ☐ RR Xin	nes g Symbols	□Dyna <b>I</b> Non		/eiope	□ All Ap	•	☐ Me		□ No		□ Yes			
2.J. Other MUTCD S	Signs	☐ Yes	<b>■</b> No					ate Crossing	2.L.	LED En	hanced Signs	(List types,	)			
Specify Type		Count		_			Signs (if )	orivate)								
Specify Type		Count					☐ Yes	□ No								
Specify Type				_					<u> </u>							
3. Types of Train A 3.A. Gate Arms			t the Grad								Mounted Flack	hina Liabta		2.5	Total	Count of
(count)	3.B. Gate Conf	riguration		3.C. Cantile Structures		_	<i>lea)</i> Flashii	ng Light			Mounted Flasl nasts) 0	ning Lights				Count of ght Pairs
(county	☐ 2 Quad	☐ Full (Bai	rier)	Over Traffi		0	_	candescent		ncande	,	 □ LED			J 6 = 1	5.10.1 411.5
Roadway 0	☐ 3 Quad	Resistance				0				Back Lig	hts Included	☐ Side	_	0		
Pedestrian	☐ 4 Quad	☐ Median	Gates	Not Over T	raffic La	ane <u>U</u>	🗆 LE	D				Include	ed			
3.F. Installation Dat	e of Current		3.G	. Wayside H	orn						lighway Traffi	c Signals Co	ontrollin	g	3.I. Bel	ls
Active Warning Dev			,	Yes Inst	alled on	(MM/Y	YYY)			Cross					(count	)
/	⊔	Not Require	a 🗀 i			(, .	,			□ Yes	s <b>I</b> No				0	
3.J. Non-Train Activ ☐ Flagging/Flagma	U	perated Sig	nals 🗆 W	atchman 🗆	Floodli	ghting	□ None				Flashing Light					
4.A. Does nearby H	wy 4.B. Hwy	Traffic Sign	al 4.C.	. Hwy Traffic	Signal	Preemp	tion	5. Highway T	raffic I	Pre-Sign	nals	6. Highwa	ay Monit	orin	g Device	es .
Intersection have	Interconr							$\square$ Yes $\square$	No			(Check al				
Traffic Signals?		nterconnector affic Signals		Simultaneo	ıc			Storage Dista	nco *			☐ Yes - I☐ Yes -	-			•
☐ Yes ☐ No		arnic Signals		Advance	15			Stop Line Dis				□ None		1636	ince De	lection
				Pa	rt IV:	Physi	cal Cha	racteristic	cs							
1. Traffic Lanes Cro	ssing Railroad	☐ One-way	Traffic				athway			ın Dow	n a Street?	4. Is Cro	ssing Illu	mina	ited? (S	treet
Number of Lanes		<ul><li>☐ Two-wa</li><li>☐ Divided</li></ul>			aved? <b>⊠</b> Y	es [	□ No		□ Yes	<b>X</b> 1	No	lights wit nearest r				
Number of Lanes  5. Crossing Surface  1 Timber	(on Main Track	, multiple ty	pes allowe	d) Installa	tion Da	ite * <i>(Mi</i>	M/YYYY) _			_ Wid	No dth *		Length *			
☐ 1 Timber ■☐ 8 Unconsolidate	z /ispilale =	5 / ispilate	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		oncrete	□ 5 	Concrete	and Rubber	□ 6	Rubbe	er 🗆 7 Me	tal -				
6. Intersecting Roa	dway within 500	) feet?					7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	Pov	ver Avai	lable? *
☐ Yes 🗷 No	If Yes, Approxin	nate Distanc	e <i>(feet)</i>				□ 0° − 2	9° □ 30°	– 59°	×	60° - 90°		¥ Yes		□ No	
				Part	V: Pu	blic H	ighway	Informat	ion							
1. Highway System			2. Func	tional Classi	fication	of Road	at Crossir	ng	3.	Is Cross	sing on State I	Highway	4. H	lighv	vay Spe	ed Limit
_					(0) Rura		1) Urban		,	stem?	_		25			ЛРH
, ,	tate Highway Sy Nat Hwy Systen		. ,	nterstate Other Freew	ove and		(5) Majo	r Collector		Yes		. (100			ed ⊔ S	tatutory
	al AID, Not NHS	11 (14113)		Other Princi	•	•	•	Collector	5.	Linear	Referencing Sy	ystem (LRS	Route IL	<i>י</i> ן (י		
🗷 (08) Non-F	-		☐ (4) N	Minor Arteri	al	X	(7) Local		6.	LRS Mil	lepost *					
7. Annual Average Year <u>1992</u> AA	Daily Traffic <i>(AA</i> DT <u>001750</u>	ADT) 8. 		Percent Tr	ucks %	9. Reg □ Yes		d by School B Average Nu		per Day	0	_ 10. □ Y	Emerger es $\Box$	ncy S ] No	ervices	Route
Submi	ssion Infori	mation -	This info	rmation i	s used	for ac	lministra	itive purpo	ses a	nd is n	ot availabl	e on the	public	wek	site.	
Submitted by				Organizat							Phone			ate		
Public reporting bu																
sources, gathering a agency may not con	_					_									-	
displays a currently	valid OMB cont	rol number.	The valid	OMB contr	ol numb	er for in	nformation	collection is	2130-	0017. S	end comment	ts regardin	g this bu	rden	estima	
other aspect of this		iding for rec	ucing this	burden to:	Informa	ation Co	llection Of	ficer, Federal	Railro	ad Adm	inistration, 12	200 New Je	ersey Ave	. SE,	MS-25	
Washington, DC 20	JJU.															

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the i Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. N	ghway-rai ade cross Submissi n Informa	il grade crossi sings), comple ion Informatio ation section.	ings, complete the Healon section. I	, . lete the Head der, Parts I a For grade-sep es to existing	der, Par and II, and parated a	ts I and nd the S highway complete	II, ai Submi r-rail o	nd the Suission Info or pathwa Header,	ubmission Information formation section. Fo ay crossings (including Part I Items 1-3, and	n section. For private pathw g pedestrian sta d the Submission	oublic pathwa ay grade crost tion crossings on Information	y grade cro sings, comp ), complete n section, in	ssings (including lete the Header, the Header, Part
A. Revision Date		B. Reporting A	• .			•	•	lect only c	,	_			T Crossing
( <i>MM/DD/YYYY</i> ) 05 / 27 / 2020		■ Railroad	☐ Tra	ınsit   <b>'</b>	ange in		lew ssing	L	Closed	☐ No Train Traffic	☐ Quiet Zone Updat		tory Number
		□ State	□ Oth		e-Open		_		Change in Primary	☐ Admin. Correction	zone opua	18004	9D
				Part I: Lo	catio				ion Informatio				
1. Primary Operating WISCONSIN CEN						<b>2. State</b> WISCO	NSI	N		3. County OUTAGAMII	Ε		
4. City / Municipality	!			e <mark>et/Road Na</mark> n VE ST	ne & Blo	ock Num	nber			6. Highway Ty	pe & No.		
□ Near KAUKAU	JNA			et/Road Name	 e)			.I  * (Bloc	k Number)	55-STH			
7. Do Other Railroad If Yes, Specify RR	s Operate	a Separate T	rack at Cro	ssing? □ Ye	s 🗷 N	0		Oo Other Yes, Spe	Railroads Operate O	ver Your Track a	nt Crossing?	□ Yes 🗷 N	0
9. Railroad Division o	r Region		10. Railro	ad Subdivisio	n or Dis	trict		<b>11.</b> Bra	nch or Line Name		12. RR Milep		
□ None VALLE	Υ		□ None	FOX RIV	FR			☐ None	THILMANY SI	PUR		21.450 nnn.nnn)	   (suffix)
13. Line Segment	<u> </u>	14. Near	rest RR Tim			Parent I	 RR (ij	f applicab			g Owner (if a		(Sujjix)
* SC00052613		Station KAUKA	* \UNA			N/A	CN			□ N/A	WC		
17. Crossing Type	18. Cros	ssing Purpose	19. Cro	ssing Position		0. Public	C Acce	ess	21. Type of Train			22. Avera	ge Passenger
Image: Bright station Point       Image: Bright station Point													
□ Private □ Station, Ped. □ RR Over □ No □ Commuter □ Tourist/Other □ Number Per Day 0													
23. Type of Land Use									_	_	_	•	·
☐ Open Space  24. Is there an Adjace	Farm Cross		idential	M Comme	ercial		ndus		☐ Institutional (A provided)	☐ Recreation	nal 🗆	RR Yard	
24. Is there all Aujact	511C C1 033	ing with a sep	arate Num	Dei:		23. Q	uict	Lone (in	Aprovidedy				
	Yes, Provi	ide Crossing N		1 . 1		■ No		24 Hr	•	go Excused	Date Establ		
26. HSR Corridor ID		27. Latit	uae in aeci	imal degrees				•	e in decimal degrees		29.	Lat/Long So	urce
	_X N/A	(WGS84	std: nn.nr	<u>ınnnnn) 44.2</u>	288942	<u>'</u>	(W		-nnn.nnnnnnn) <sup>-88</sup> .	260863	X A	ctual 🗆	Estimated
30.A. Railroad Use	*							31.A. S	tate Use *				
30.B. Railroad Use	*							31.B. S	tate Use *				
30.C. Railroad Use	*							31.C. S	tate Use *				
30.D. Railroad Use	*							31.D. S	tate Use *				
32.A. Narrative (Rai	Iroad Use	<u>;)</u> *						32.B. N	larrative (State Use)	*			
33. Emergency Notifi	cation Te	lephone No. (	(posted)			•	Felepl	hone No.)		35. State Con	, ,	ne No.)	
800-465-9239				888-88						608-266-116	<u></u>		
					Part I	II: Rail	lroa	d Infor	mation				
1. Estimated Number 1.A. Total Day Thru T			ents otal Night T	hru Trains	1 C T	otal Swit	chine	Trains	1.D. Total Transit	Trains	1.E. Check if	Less Than	
(6 AM to 6 PM)	141113		to 6 AM)	inu manis	2	Jean Swit	.ciiiig	5 11 01113	0	1101113	One Movem	ent Per Day	
2. Year of Train Coun	t Data (YY	(YY)		3. Speed of 1				10	<b>1</b>				
2016				3.A. Maximu					<i>ph)</i> From 1	to _10			
4. Type and Count of	Tracks		L								<del></del>		
Main <u>0</u>	Siding 0	Ya	ard 0	Transi	it <u>0</u>		Indu	ustry 1					
5. Train Detection (M		,,	Datastia		DTC [	7.00			Ness				
Constant Warr 6. Is Track Signaled?		IVIOLIOII	Detection	□AFO □		□ DC rent Reco			None		7.B. Remot	te Health M	onitoring
¥ Yes □ No						Yes <b>⊠</b>						<b>■</b> No	

<b>A. Revision Date</b> (NO5/27/2020	лм/DD/YYYY)					P/	AGE 2			<b>D</b> .	Crossing Inve	ntory Nun	n <b>ber</b> (7 c	har.)	
		Pa	rt III: H	lighway o	r Path	way 1	Traffic (	Control De	evice						
1. Are there	2. Types of Pa	assive Traff	ic Control	Devices asso	ciated wi	ith the	Crossing								
Signs or Signals?	2.A. Crossbuc			Signs (R1-1)		_	ns <i>(R1-2)</i>		_	ning S	igns <i>(Check all</i>				,
¥ Yes □ No	Assemblies (c	count) (d	count)		(count)	)		□ W10-1 □ W10-2		_	□ W10-3 □ W10-4		_		
2.E. Low Ground Cle	earance Sign	2.F. Pave	ement Mai	rkings	·			nnelization			2.H. EXEMP		2.I. ENS	S Sigr	
(W10-5) □ Yes (count_0	)	■ Stop L	inac	□Dvna	ımic Envel	lone	Devices/		☐ Med	lian	(R15-3) □ Yes		Display  Yes	ed	
■ No	/		ines ng Symbol:	,		llope	□ One A	•	■ None	-	□ No		□ No		
2.J. Other MUTCD S	Signs		. ■ No				2.K. Priva	ate Crossing	2.L. I	LED En	hanced Signs	(List types	)		
Specify Type		Count	0				Signs (if )	orivate)							
Specify Type		Count	0				□ Yes	□No							
Specify Type		Count	0	<del>_</del>											
3. Types of Train A			at the Gra	_											
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile	•	r Bridg	<i>ed)</i> Flashii	ng Light			Mounted Flash	ning Lights			. Total Count of
(count)	■ 2 Quad	☐ Full (Bo	arrier)	Structures Over Traffi		2	□In	candescent	,	<i>nt of n</i> ncande	nasts) 2 scent	 □ LED		Fla	shing Light Pairs
Roadway 2	☐ 3 Quad	Resistance					_	canacscs			hts Included	☐ Side	Lights	8	
Pedestrian 0	☐ 4 Quad	☐ Media	า Gates	Not Over T	raffic Lan	ne <u>0</u>	_ 🗆 LE	ED				Include	_	C	
3.F. Installation Dat	e of Current		3.	I G. Wayside H	orn				1	3.H. H	lighway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev		Y)		•		· • • • \	saa I	,		Crossi	ing	C 516.1	0110.0	ь	(count)
/	_ □	Not Requir	eu	Yes Insta No	alled on (1	MM/Y	yyy) <u>I</u>	_/	_	☐ Yes	s <b>I</b> ■ No				1
3.J. Non-Train Activ			l e								Flashing Light		_	es	
☐ Flagging/Flagma									Cour			pecify type			
4.A. Does nearby Health Intersection have	, l ,	/ Traffic Sigr	nal 4.0	C. Hwy Traffic	: Signal Pr	reempt	tion	5. Highway T ☐ Yes ☐		re-Sign	nals	_	•		g Devices
Traffic Signals?	Intercon	nection nterconnec	ted				1	□ Yes □	NO			(Check al ☐ Yes - I			Recording
J		raffic Signal		Simultaneou	us		1	Storage Dista				☐ Yes –	Vehicle		ence Detection
☐ Yes ■ No	☐ For W	Varning Sigr	ıs 🗆	Advance				Stop Line Dis		0		☐ None			
								racteristic							
1. Traffic Lanes Cros		☐ One-wa			. Is Roadv aved?	way/Pa	athway	3. Does T	rack Rui	n Dow	n a Street?		_		nted? (Street 50 feet from
Number of Lanes		☐ Divided			¥ Yes		No		□Yes	1 🗷		nearest i			
5. Crossing Surface  ■ 1 Timber □	•							and Rubber			dth * er		Length <sup>1</sup>	* 	
☐ 8 Unconsolidate	•	•			nici ete		Concrete	and Nubber		Nubbe	ı 🗆 / ivie	Lai			
6. Intersecting Roa							7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	ıl Pov	ver Available? *
¥ Yes □ No	If Yes, Approxin	mata Distan	so (foot) .	75			□ 0° - 2°	9° □ 30°	ro°		60° - 90°		<b>≅</b> Yes		□ No
THE TES INO	ii res, Approxii	nate Distan	ce (Jeet) _		V· Puh	olic H		Informat		LA	60 - 90		LA TES	<b>,</b>	□ NO
1. Highway System			2 Eur	nctional Classi						c Cross	sing on State H	Jighway	1 1 1	Jighy	vay Speed Limit
1. Highway System			Z. Full		(0) Rural			ıg		s cross stem?	sing on state r	ngnway	25		MPH
☐ (01) Inters	tate Highway Sy	<i>y</i> stem		) Interstate	. ,	Ò	(5) Majo	r Collector			□ No		X	Poste	
	Nat Hwy Syster		, ,	Other Freew	,		,	. Callantan	5. L	inear l	Referencing Sy	ystem <i>(LRS</i>	Route II	D) *	
□ (03) Federa	al AID, Not NHS ederal Aid			) Other Princip ) Minor Arteri			(7) Local	r Collector	6. L	RS Mil	epost *				
7. Annual Average		· · · · ·		ed Percent Tru	ucks 9		ularly Use	d by School B Average Nu		er Day	0	10. □ Y	_	ncy S	ervices Route
Submi	ission Infor	mation -	· This inf	formation i	s used f	for ad	ministra	itive purpo	ses an	nd is n	ot availabl	e on the	public	wel	osite.
								<u> </u>					•		
													_		
Submitted by				Organizat		20 :					Phone			Date	
Public reporting but sources, gathering a															
agency may not cor	_	-				_									
displays a currently												_	-		•
other aspect of this Washington, DC 20		uding for re	ducing thi	s burden to:	Informati	ion Col	llection Of	ficer, Federal	Railroa	id Adm	inistration, 12	200 New Je	ersey Ave	e. SE,	MS-25

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ighway-ra rade cros e Submiss on Inform	ail grade crossi ssings), comple sion Informatio nation section.	ings, comp ete the Hea on section. For chang	plete the F ader, Parts For grade- ges to exis	Header, s I and -separa	r, Parts I and III, and the S ated highway ata, complet	l II, a Subm y-rail o	ind the Sunission Info or pathwa Header,	ubmission Informatio ormation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For por Private pathway pedestrian stand the Submission	public path yay grade o ation crossi on Informa	hway gi crossing ings), co ation se	rade cros gs, comple omplete t ection, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting A	· ·	_		on for Updat		· · · · / _	/					Crossing
(MM/DD/YYYY) 05 / 27 / 2020		■ Railroad	□ Tra		<b>⊻</b> Chan; Data	Ü	New ssing		Closed	☐ No Train Traffic	☐ Quie Zone U		Invento	ory Number
		☐ State	□ Ot		☐ Re-O <sub>l</sub>	pen 🗆 🗅	Date Inge C		☐ Change in Primary  Operating RR	☐ Admin. Correction	<del></del> - ,	<b>P</b>	180050	X
				Part I	: Loca				tion Informatio	n				
1. Primary Operating WISCONSIN CEN	TRAL LT					2. State WISCO	DNSI	N		3. County OUTAGAMI				
4. City / Municipality	-		AUG	GUSTINE	ST	& Block Nun	nber	_l		6. Highway Ty	pe & No.			
☐ Near KAUKAU  7. Do Other Railroad				eet/Road N		F¥ No	l 8 L		k Number) Railroads Operate O	ST over Your Track a	at Crassing	~2 □ V	os XN	
If Yes, Specify RR	S Operas	e a separate i	,	JSSIIIE: L		LA INU		f Yes, Spe	=	ver rour rrack .	, Il CI USSIIIE	ξF □ 1·	es <u>m</u> ivo	,
9. Railroad Division o	Ü	1	10. Railro	oad Subdiv				11. Bra	nch or Line Name		12. RR M	1ilepost   0221.		
□ None VALLE	<u>Y</u>		□ None		RIVER			☐ None			(prefix)	<u> </u>		(suffix)
13. Line Segment *		14. Near	rest RR Tin *	netable		15. Parent l	RR (I)	f applicab	le)	16. Crossin	ig Owner (	if applic	cable)	
SC00052674	<del></del>	KAUKA	AUNA			□ N/A	CN			□ N/A	WC			
17. Crossing Type	18. Cro ■ High	ossing Purpose	e 19. Cro	<b>ossing Posi</b> Grade	ition	20. Public			21. Type of Train  ■ Freight	☐ Transit	t		_	ge Passenger nt Per Day
<b>■</b> Public	☐ Path	nway, Ped.	□ RR U	Under		☐ Yes	. 0.00	ising,	☐ Intercity Passeng	ger 🗆 Shared	d Use Trans	sit □	☐ Less Tha	an One Per Day
☐ Private		ion, Ped.	□ RR C	Over		□ No			☐ Commuter	☐ Tourist	t/Other		☐ Number	r Per Day 0
23. Type of Land Use  ☐ Open Space	e 	ı □ Res	idential	□ Co	mmerci	ial 🕱	Indus	strial	☐ Institutional	☐ Recreation	nal	□ RR `	Yard	
24. Is there an Adjac					Ini.c.				RA provided)		nu i		Turu	
□ Yes ■ No If	Voc Prov	vide Crossing N	lumber			ı <b>™</b> No		24 Hr	□ Partial □ Chica	go Excused	Date Fo	stablishe	od	
26. HSR Corridor ID	-		tude in dec	cimal degr	ees		1		le in decimal degrees	•			Long Sou	ırce
	□ NI/A	(14/000)			44.284	4147	(14/	.0001 -+-1.	-nnn.nnnnnnn) -88.	.257559		- 1 ad		e
30.A. Railroad Use	X N/A *	(WGS64	1 std: nn.n	nnnnni			(VV		itate Use *			<b>■</b> Actu	al ⊔ t	Estimated
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	itate Use *					
32.A. Narrative (Rai	ilroad Use	e) *							larrative (State Use)					
<b>33. Emergency Notifi</b> 800-465-9239	ication Te	elephone No.	(posted)		<b>Railroa</b> 8-888-	ad Contact (7	ГеІері	hone No.)	_	<b>35. State Con</b> 608-266-116	•	phone I	No.)	
000-403-9239				000			•	11.5.			)0			
4 Fatigrated Number	- of Daily	Turin Mayam			Pa	art II: Rai	roa	d Intor	mation					
1. Estimated Number 1.A. Total Day Thru T			ents otal Night	Thru Train	ıs 1	.C. Total Swit	tching	σ Trains	1.D. Total Transit	Trains	1.E. Che	ck if Les	s Than	
(6 AM to 6 PM)	Tunio		to 6 AM)	Tinu Trace	_2		.011	5 1145	0	Trains	One Mov	vement	: Per Day is per wee	□ ek?
2. Year of Train Coun	t Data (Y	YYY)				in at Crossing	_	10	<u> </u>			-		
2016			ļ			Timetable Sp eed Range Ov			<u></u> nph) From 1	to _10				
4. Type and Count of	Tracks		1	3.2 / r	Ca. 5 <sub>F</sub>	ica nang-	rc	0336	<i>pn</i> ,		_			
	Siding 0		ard 0	Tr	ransit <u>(</u>	0	Indu	ustry 1						
5. Train Detection (M  ☐ Constant Warr		,,	Detection	□AFO	□ pT/	C DC	_ o	ther 🗷	Nana					
6. Is Track Signaled?		; 🗆 INIOCION	Detection	AI U		A. Event Rec			None		7.B. Re	mote H	lealth Mo	nitoring
☐ Yes 🗷 No						□ Yes 🗷	No					Yes 🗷		· ·

<b>A. Revision Date</b> (NO5/27/2020	лм/DD/YYYY)					P/	AGE 2			<b>D.</b> 180	Crossing Inve	ntory Nun	n <b>be</b> r (7 c	har.)	
		Par	t III: H	ighway o	r Path	way 7	Traffic (	Control De	evice						
1. Are there	2. Types of Pa	ssive Traffic	Control	Devices asso	ciated w	ith the	Crossing							_	
Signs or Signals?	2.A. Crossbuc			igns (R1-1)		_	ns (R1-2)		_	arning S	igns <i>(Check all</i>				
¥ Yes □ No	Assemblies (c)	ount) (co	ount)		(count)	)		☐ W10-1 ☐ W10-2 ☐			□ W10-3 □ W10-4		_ □ w		11 <u>0</u> 12 <u>0</u>
2.E. Low Ground Cle	earance Sign	2.F. Paven	nent Mar	kings				nnelization			2.H. EXEMP	T Sign	2.I. ENS	_	n (I-13)
(W10-5) □ Yes (count_0	)	■ Stop Lir	200	□Dvna	mic Enve	elone	-	Medians proaches	☐ Me	dian	(R15-3) □ Yes		Display  Yes	ed	
■ No	/	RR Xing		,		slope	□ One A	•			□ No		□ No		
2.J. Other MUTCD S	Signs	□ Yes	■ No					ate Crossing	2.L.	. LED En	hanced Signs	(List types	)		
Specify Type		Count	0				Signs (if p	private)							
Specify Type		Count	0				☐ Yes	□ No							
Specify Type		Count							Ш_						
3. Types of Train A			the Grac								in the least				
3.A. Gate Arms (count)	3.B. Gate Con	figuration	!	3.C. Cantile Structures		or Bridg	<i>ed)</i> Flashii	ng Light			Mounted Flash nasts) 0	ning Lights			E. Total Count of shing Light Pairs
. ,	☐ 2 Quad	☐ Full (Barı	rier)	Over Traffic		0		ncandescent	٠,	Incande	/	 □ LED		,	Jilling Lighter and
Roadway 0	☐ 3 Quad	Resistance	•							Back Lig	hts Included	☐ Side	_	0	
Pedestrian 0	☐ 4 Quad	☐ Median (	Gates	Not Over T	raffic Lar	ne <u>∪</u>		∃D				Include	ed		
3.F. Installation Dat			3.0	G. Wayside H	orn						lighway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev		Y) Not Require	٦ 🗆	Yes Insta	alled on (	(MM/Y	γγγ) <u>Ι</u>	/	_	Crossi	ing s <b>I</b> No				(count)
		NOT NEGULIE	<u> </u>	No											0
3.J. Non-Train Activ  ☐ Flagging/Flagma		perated Sigr	nals 🗆 V	Vatchman □	] Floodlig	ghting [	□ None			i. Other unt <u>0</u>	Flashing Light Sp	s or Warni pecify type	_	.es	
4.A. Does nearby H	, , ,	Traffic Signa	4.0	C. Hwy Traffic	Signal P	reemp	tion	5. Highway T		Pre-Sign	nals	_	•		g Devices
Intersection have	Interconi		٠ ــا					☐ Yes ☐	No			(Check al			Decording
Traffic Signals?		nterconnecte raffic Signals		Simultaneou	ış			Storage Dista	ance *	0			-		Recording ence Detection
☐ Yes 🗷 No		Varning Signs		Advance				Stop Line Dis				☐ None			
				Pa	rt IV: F	Physic	cal Cha	racteristic	CS						
1. Traffic Lanes Cros		☐ One-way  ☑ Two-way			. Is Roadv	lway/Pa	athway	3. Does T	rack Ru	un Dow	n a Street?		_		ated? (Street 50 feet from
Number of Lanes _	02	☐ Divided	Traffic		■ Ye:		□ No		□ Yes			nearest r	rail) 🗷 Y	'es	□ No
5. Crossing Surface	•							/			dth *		Length *	-	
☐ 1 Timber ■ ☐ 8 Unconsolidate					ncrete	□ 5	Concrete	and Kubber	⊔ъ	KUDDE	er 🗆 7 Met	taı			
6. Intersecting Roa				(000-5),			7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	al Pov	wer Available? *
	1011 A community	: Distance	(C4)				□ 0° 3		- 500		500 000		. Va.		¬
☐ Yes 🗷 No	If Yes, Approxin	nate Distance	: (feet) _	Dort	V. Duk	hlia U	0° - 29			LX	60° - 90°		¥ Yes	,	□ No
								Informat							
1. Highway System			2. Fund	ctional Classif			l at Crossir 1) Urban	ıg		Is Cross /stem?	sing on State H	Highway	4. H 25		way Speed Limit MPH
☐ (01) Inters	tate Highway Sy	/stem		Interstate	. ,	Ò	(5) Majo	r Collector		Yes	<b>™</b> No			Poste	
, ,	Nat Hwy Syster		` '	Other Freewa	,		,	0 "	5.	Linear I	Referencing Sy	ystem <i>(LRS</i>	Route II	D) *	
□ (03) Federa <b>☑</b> (08) Non-F	al AID, Not NHS ederal Aid			Other Princip Minor Arteria			l (6) Minoi l (7) Local		6.	LRS Mil	epost *				
7. Annual Average		ADT) 8. 04	Estimated	ed Percent Tru	ucks		ularly Use	d by School B Average Nu		per Day	0	10. □ Y	_	ncy S	Services Route
Submi	ission Infor	mation -	This info	ormation i	s used j	for ad	lministro	itive purpo	ses a	nd is n	ot availabl	e on the	public	wel	bsite.
6 1 11											0.1		_		
Submitted by			la atia a ia	_ Organizat		- 20:					Phone	- !		Date	
Public reporting but sources, gathering a															
agency may not cor	nduct or sponso	r, and a perso	on is not	required to,	nor shall	l a perso	on be subj	ect to a pena	Ity for	failure t	to comply with	h, a collect	ion of in	form	nation unless it
displays a currently												_	-		•
other aspect of this Washington, DC 20		iding for red	JCIIIS CIIIS	, burden to:	IIIIOIIIIat	tion Coi	nection of	ncer, rederai	Kallio	au Aum	iinistration, 12	too new je	ersey Ave	:. SE,	IVI3-25

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra rade cros Submiss n Inform	ail grade cross ssings), comple sion Information nation section.	ings, compete the Hea on section. I For change	lete the Header, Parts I For grade-sees to existin	ader, Pa and II, parated g data,	arts I and and the S d highway complet	II, a Subm /-rail e the	nd the Suission Information  or pathware  Header,	ubmission Information formation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For private pathw g pedestrian stand d the Submission	oublic pathwa ay grade cross ition crossings on Information	y grade crossings sings, complete the the the the the the the the the	(including ne Header, Part ion to the
A. Revision Date		B. Reporting	• .			•	•	lect only o	,		_	D. DOT Cros	Ū
( <i>MM/DD/YYYY</i> ) 05 / 09 / 2013		☐ Railroad	☐ Tra	nsit 🗷 C	Change i		lew		Closed	☐ No Train Traffic	☐ Quiet Zone Updat	Inventory N	umber
<u>00                                   </u>		<b>I</b> State	□ Oth		a le-Open	n 🗆 🗈	ssing Date Inge (		Change in Primary	☐ Admin.  Correction	zone opda	180051E	
				Part I: L	ocati				ion Informatio				
1. Primary Operating WISCONSIN CEN						2. State WISCO	NSI	N		3. County OUTAGAMI	E		
4. City / Municipality	'			et/Road Na	me & B	Block Nun	nber	i		6. Highway Ty	pe & No.		
In □ Near KAUKAU	JNA			et/Road Nan	 ne)			_I _I * (Bloc	k Number)				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate 1		•		No		• •	Railroads Operate O	ver Your Track a	at Crossing?	☐ Yes 🗷 No	=
9. Railroad Division of	r Regior	1	10. Railro	ad Subdivisi	on or D	istrict	l	11. Bra	nch or Line Name		12. RR Milep		
□ None WISCO	NSIN		□ None	FOX RI\	/FR			☐ None	THILMANY S	PUR		21.45 nnn.nnn)   (su	 ffix)
13. Line Segment	710111	14. Nea	rest RR Tim			. Parent	RR (i	f applicab			g Owner (if an		(JIX)
*		Station					CN.	• • •	,		\\\C		
17. Crossing Type	18 Cro	KAUKA Sssing Purpose		ssing Position		N/A <b>20. Publi</b>	CN	000	21. Type of Train	_ □ N/A	WC	22. Average Pas	
17. Clossing Type	■ High		I I I I I I I I I I I I I I I I I I I	•		(if Private			☐ Freight	□ Transit	•	Train Count Per	•
I Public       □ Pathway, Ped.       □ RR Under       □ Yes       □ Intercity Passenger       □ Shared Use Transit       □ Less Than One Per Day         □ Private       □ Station, Ped.       □ RR Over       □ No       □ Commuter       □ Tourist/Other       □ Number Per Day													
☐ Open Space	□ Farm	□ Res	idential	☐ Comn	nercial	X	Indus	trial	☐ Institutional	☐ Recreation	nal 🗆	RR Yard	
24. Is there an Adjac	ent Cros	sing with a Se <sub>l</sub>	parate Num	ber?		25. Q	uiet	Zone (FR	A provided)				
☐ Yes ■ No If	Voc Dro	vide Crossing N	lumbor			I ™ No	, _	1 2 4 Uz	☐ Partial ☐ Chica	go Excused	Date Establ	ichad	
26. HSR Corridor ID	165, PIO			imal degree:		L INC			e in decimal degrees	0		Lat/Long Source	
		6		. 44	.28130	000			88	2611000			
30.A. Railroad Use	_□ N/A *	(WGS84	1 std: nn.nı	innnnn)			(W		-nnn.nnnnnnn) -88. tate Use *		⊔ A	ctual 🗷 Estim	ated
30.B. Railroad Use	*							31.B. S	tate Use *				
30.C. Railroad Use	*								tate Use *				
30.D. Railroad Use									tate Use *				
32.A. Narrative (Rai									larrative (State Use)	T			
<b>33. Emergency Notifi</b> 800-616-3432	ication T	elephone No.	(posted)	34. Rai	ilroad C	ontact (	ГеІері	hone No.)		<b>35. State Con</b> 608-266-116	<b>tact</b> (Telepho 88	ne No.)	
					Dart	II. Rai	Iroa	d Infor	mation				
1. Estimated Number	of Daily	Train Moveme	ents		rait	ii. Itali	ii Oa	u iiiioi	mation				
1.A. Total Day Thru T			otal Night T	hru Trains	1.C.	Total Swit	tching	g Trains	1.D. Total Transit	Trains	1.E. Check if	Less Than	
(6 AM to 6 PM) 0		0	to 6 AM)		6						One Movem How many to	ent Per Day rains per week? _	
2. Year of Train Coun	t Data (Y	YYY)		3. Speed of 3.A. Maxim	ium Tim	netable Sp	beed	· · · —		. 10			
4. Type and Count of	Tracks			3.B. Typical	Speed	Range Ov	er Cr	ossing (m	ph) From 8	to _10			-
	Siding	Y	ard 3	Tran	sit		Indi	ustry					
5. Train Detection (M								–					
☐ Constant Warr  6. Is Track Signaled?	ning Time	e 🗆 Motion	Detection	□AFO □		☐ DC Event Rec			None		7 R Remot	e Health Monitori	ing
☐ Yes ■ No						Yes $\square$					☐ Yes		''δ

<b>A. Revision Date</b> (NO5/09/2013	ЛМ/DD/YYYY)					PAGE 2			<b>D.</b> 180	Crossing Inve	ntory Nun	<b>nber</b> (7 c	har.)	,
		Par	t III: H	ighway o	r Pathwa	y Traffic	Control D	evice	e Infor	rmation				
1. Are there	2. Types of Pa	assive Traffic	Control	Devices asso	ciated with	the Crossing	3							
Signs or Signals?	2.A. Crossbuck	k 2.F	S. STOP S	igns (R1-1)	2.C. YIELD	Signs (R1-2)	2.D. Adva	ance Wa	arning S	Signs (Check al			e cou	<i>int)</i> ■ None
¥ Yes □ No	Assemblies (co	count) (co	ount)	ļ	(count)		☐ W10-1 ☐ W10-2				3 1			l1 l2
2.E. Low Ground Cle	earance Sign	2.F. Paven	nent Mar	kings	<u>I</u>		annelization			2.H. EXEMP		2.I. ENS	S Sigr	
(W10-5)  □ Yos (count	١	Ctonli		□ Dyma	···:- Fauelon		s/Medians		م داد -	( <i>R15-3</i> )  ☐ Yes	[	Display  ☐ Yes	ed	
☐ Yes <i>(count</i> ■ No	/	☐ Stop Lir		,	mic Envelope e	II .	Approaches Approach	☐ Me		□ Yes		□ Yes		
2.J. Other MUTCD S	Signs	□ Yes			-		vate Crossing			nhanced Signs	(List types	_		
	J						f private)			-		,		
Specify Type Specify Type						☐ Yes	□ No							
Specify Type						□ 163	□ INO							ļ
3. Types of Train A	ctivated Warnir	ng Devices at	the Grad											
3.A. Gate Arms	3.B. Gate Conf	figuration	I		evered (or Br	idged) Flash	ning Light			Mounted Flash	hing Lights	;		Total Count of
(count)	☐ 2 Quad	☐ Full (Bar	rier)	Structures Over Traffic		) 🔲	Incandescent	,	o <i>unt of n</i> Incande	<i>nasts)</i> <u> </u>	LED		Fla	shing Light Pairs
Roadway 0	☐ 3 Quad	Resistance	10.7				meanacoca			ghts Included			0	
Pedestrian	☐ 4 Quad	☐ Median	Gates	Not Over T	raffic Lane <u>(</u>	) 🗆	LED				Include	ed be	١	
3.F. Installation Dat	te of Current		3.0	<u> </u>	orn				3.H. F	Highway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev		•		•		1 /VVVV)	/		Cross	sing	-			(count)
/	_ □	Not Require	u i	No insta	illea on tiviiv	I/ 11 11 I			☐ Yes	s 🗷 No				0
3.J. Non-Train Activ ☐ Flagging/Flagma	_	)perated Sign			Floodlightir	ng □ None			K. Other	Flashing Light		U		
4.A. Does nearby H		/ Traffic Signa		C. Hwy Traffic			5. Highway	Traffic	Pre-Sigr					g Devices
Intersection have	Interconr				-	•	☐ Yes ☐	No			(Check al			
Traffic Signals?		nterconnecte raffic Signals		Simultaneou	••		Storage Dis	+226 *	k			-		Recording ence Detection
☐ Yes <b>IX</b> No		Varning Signs		Advance	15		Storage Dis				☐ Yes =		11000	ance Detection
				Pa	rt IV: Phy	sical Ch	aracteristi							
1. Traffic Lanes Cros	ssing Railroad	☐ One-way	Traffic		. Is Roadway				lun Dow	n a Street?	4. Is Cro	ssing Illu	ımina	ated? (Street
Number of Lanes		☐ Two-way		Pa	aved?			□ Voc		NI.O.	_			50 feet from □ No.
5. Crossing Surface	Lon Main Track	multiple tv	ratiic nes allow		Yes	□ No (MM/YYYY)		☐ Yes		No dth *	nearest r			□ No
☐ 1 Timber ■☐ 8 Unconsolidate	2 Asphalt $\square$	3 Asphalt a	and Timbe	er 🗆 4 Co						er 🗆 7 Me		201.0		
6. Intersecting Roa	dway within 50	0 feet?				7. Smal	llest Crossing	Angle			8. Is Co	mmercia	ıl Pov	wer Available? *
				7.5				00				- 7 v		<b>-</b>
Yes □ No	If Yes, Approxin	nate Distance	<u>: (feet) _                                  </u>		W. Dublic			)° – 59°	LX.	f 60° - 90°		<b>■</b> Yes	j	□ No
							y Informa							
1. Highway System			2. Fund	ctional Classif	fication of Ro (0) Rural 🖪		_		. Is Cross ystem?	sing on State H	Highway	4. H 25		way Speed Limit MPH
☐ (01) Inters	tate Highway Sy	/stem	□ (1)	Interstate	O) Narai _		or Collector		Yes	<b>■</b> No			Poste	
, ,	Nat Hwy Systen			Other Freewa	, .	,		5.	. Linear	Referencing Sy	ystem <i>(LRS</i>	Route II	D) *	
□ (03) Federa <b>ॼ</b> (08) Non-F	al AID, Not NHS			Other Princip Minor Arteria		☐ (6) Min		6.	. LRS Mi	lepost *				
7. Annual Average		ADT) 8. 25	Estimate	ed Percent Tru		Regularly Us	sed by School lo Average N			, 0	10. □ Y	_	ncy S No	Services Route
Submi	ission Infori	mation -	This inf	ormation i	s used for	administi	rative purp	oses a	and is r	not availabl	e on the	nublic	wel	nsite.
00.0111					, 4004 jo		acre parpe				011 0110	P 4 2 c		
Submitted by				_ Organizati						Phone			Date	
Public reporting but														
sources, gathering a agency may not cor	_	-				-								
displays a currently	valid OMB cont	trol number.	The valid	d OMB contro	ol number fo	r informatio	on collection is	s 2130-	-0017. S	Send comment	ts regardin	ng this bu	ırden	estimate or any
other aspect of this Washington, DC 20		uding for red	ucing this	s burden to:	Information	Collection C	Officer, Federa	ıl Railro	oad Adm	inistration, 12	200 New Je	ersey Ave	. SE,	MS-25

#### **DEPARTMENT OF TRANSPORTATION**

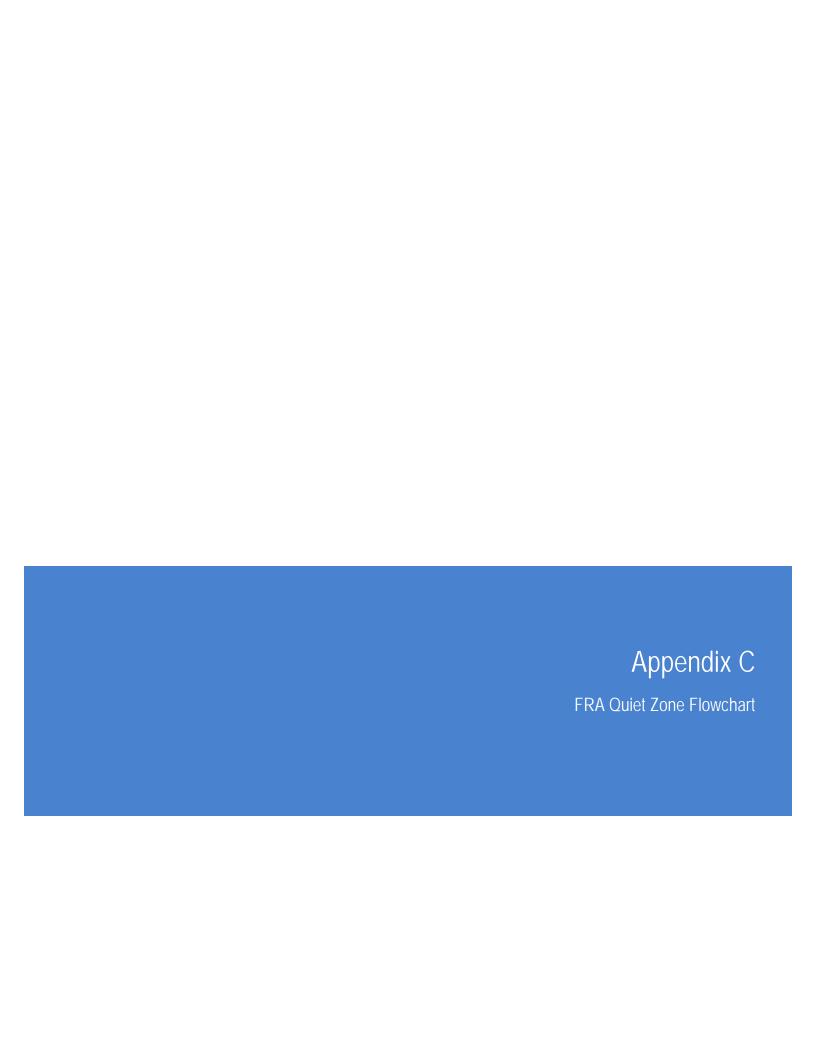
Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra rade cros e Submiss on Inform	ail grade cross ssings), complesion Information section.	sings, comp ete the He on section. . For chang	plete the eader, Part For grade ges to exi	Header ts I and e-separ isting d	er, Parts I d II, and t rated high data, com	and the Suhway-	II, an ubmis -rail o	nd the Su ssion Info or pathwa Header,	ubmission Informa ormation section. ay crossings (includ Part I Items 1-3, a	ition s For P ding p and t	section. For perivate pathwoedestrian stathers submission	public pat ray grade ation cross on Inform	thway go crossing sings), co ation se	rade cros gs, comple omplete t ection, in	sings (including ete the Header, he Header, Part
A. Revision Date		B. Reporting	• •			son for Up	•	•	′_	_ ′		Taria	_ o:			Crossing
( <i>MM/DD/YYYY</i> ) 05 / 09 / 2013		Railroad	⊔ II		■ Char Data	ige in	☐ Ne		L	Closed		☐ No Train Traffic	☐ Quie Zone U	et Jpdate	Invento	ory Number
		<b>I</b> State	□ Ot	:her [	□ Re-C	- 1	□ Da	0		☐ Change in Primar Operating RR	,	☐ Admin. Correction		r	180052	!L
				Part	l: Loc	ation a	and	Clas	ssificat	tion Informati	ion					
1. Primary Operating WISCONSIN CEN	TRAL LT		<del></del>			_	SCO		1		(	B. County OUTAGAMIE				
4. City / Municipality   In  In  In  In  In  In  In  In  In	•		TH	reet/Road ILMANY	RD		Numl	ber	.l		6	5. Highway Ty	pe & No.			
☐ Near KAUKAU  7. Do Other Railroad		e a Senarate		eet/Road I			$\overline{}$	8. D		k Number) Railroads Operate	Over	r Your Track a	et Crossin	σ? □ Υ	′ρς <b>Χ</b> Ν(	<u> </u>
If Yes, Specify RR	5 Operat	,	,	Jasing.	,				Yes, Spe			,		Б: □.		, [
9. Railroad Division o	Ü	1	10. Railro	oad Subdi			t		11. Bra	nch or Line Name			12. RR N	Milepost   0221.		
□ None WISCO	NSIN		□ None		RIVER			- /:£	□ None		SPU		(prefix)			(suffix)
13. Line Segment *		14. Nea Station KAUK		netable		15. Par	_	RR (if CN	applicab	le)		16. Crossin  □ N/A	wC	(if appiid	cable)	
17. Crossing Type	18. Crc	ossing Purpose		ossing Pos	sition	1	Public		ess	21. Type of Train	<del></del>	□ IN/A		2	2. Averag	ge Passenger
	■ High	•	I At €				rivate (	Cross	sing)	☐ Freight		☐ Transit				nt Per Day
■ Public □ Private		nway, Ped. ion, Ped.	□ RR (	Under Over		☐ Ye				☐ Intercity Passe ☐ Commuter	nger	r □ Shared □ Tourist				an One Per Day r Per Day 0
23. Type of Land Use		011, 1 00.											700			10.20,
☐ Open Space	☐ Farm		sidential		ommero			ndust		☐ Institutional		☐ Recreatio	nal	□ RR	Yard	
24. Is there an Adjac	ent Cross	sing with a Sep	Jarate Nui	nberr		4	.5. Qu	liet z	.one (FR	RA provided)						
	Yes, Prov	vide Crossing N					<b>™</b> No					Excused	Date E	stablish		
26. HSR Corridor ID		27. Lati	tude in de	cimal deg	rees				·	le in decimal degre				29. Lat/	/Long Sou	irce
l	_□ N/A	(WGS84	4 std: nn.n	ın <u>nnnnn)</u>	44.28	310000		(WG	3S <u>84 std:</u>	-nnn.nnnnnnn) <sup>-8</sup>	38.26	322000		☐ Actu	ıal <u> </u>	Estimated
30.A. Railroad Use	*								31.A. S	itate Use *						
30.B. Railroad Use										tate Use *						
30.C. Railroad Use	*									tate Use *						
30.D. Railroad Use	*							$\Box$		State Use *						
32.A. Narrative (Rai										larrative (State Use						
<b>33. Emergency Notifi</b> 800-616-3432	ication Te	elephone No.	(posted)	34.	Railro	ad Conta	ct (Te	eleph	one No.)			<b>35. State Con</b> 608-266-116	•	≥phone I	No.)	
					P	Part III	Dail		d Infor	mation						
1. Estimated Number	r of Daily	Train Movem	ents		•	art II.	Nam	Uac	J IIIIO	Mation						
1.A. Total Day Thru T			otal Night	Thru Trai	ns 1	1.C. Total	Switc	ching	Trains	1.D. Total Trans	sit Tra	ains	1.E. Che	eck if Les	s Than	
(6 AM to 6 PM) 0		0	to 6 AM)			2									t Per Day ns per wee	□ ek?
2. Year of Train Coun	t Data (Y	YYY)		3.A. Ma	aximum	ain at Cro n Timetab	ole Spe	eed (1				40				
4. Type and Count of	Tracks			3.В. Тур	ical Sp	eed Rang	e Ove	er Cro	ossing (m	nph) From 8		to 10				
	Siding	γ	'ard	7	Γransit			Indu	ıstrv							
5. Train Detection (M					10			1110.1	Jt. 1							
Constant Warr		a 🗆 Motion	Detection	□AFO	PT			Ot		None			T 7 D		٠٠ - الحال - ١٠٠	**
<ul><li>6. Is Track Signaled?</li><li>☐ Yes ■ No</li></ul>					/	.A. Event ☐ Yes								emote H Yes 🗆	Health Mo 〕No	nitoring

PAGE 2   Packsion Date (MM/DD/YYYY)   PAGE 2   Packsion   Packsi
Signs or Signals?  2.A. Crossbuck Assemblies (count) (count) (count)  2.C. YIELD Signs (R1-2) (count)  (count)  (count)  2.D. Advance Warning Signs (Check all that apply; include count)  (count)  (w10-1  (w10-3  (w10-1)  (w10-12  2.E. Low Ground Clearance Sign (W10-5) (W10-1 (W10-5) (W10-5) (W10-5) (W10-1 (W10-5) (W10-1 (W10-5) (W10-1 (W10-5) (W10-1 (W10-5) (W10-1 (W10-5) (W10-1 (W10-1) (W10-1) (W10-1 (W10-1) (W10-1 (W10-1) (W10-1) (W10-1 (W10-1) (W10-1 (W10-1) (W10-1 (W10-1) (W10-1) (W10-1 (W10-1) (W10-1) (W10-1 (W10-1) (W10-1 (W10-1) (W10-1) (W10-1 (W10-1) (
2.6. HELD signs (R1-1)   2.6. HELD signs (R1-2)   2.6. HELD signs (R1
Stop Lines   Dynamic Envelope   Stop Lines   Dynamic Envelope   All Approaches   Median   Yes   Yes   Count   Specify Type   Count   Count   Count   Count   Specify Type   Count   Count   Count   Specify Type   Count   Count   Count   Specify Type   Count   Specify Type   Count   Count   Specify Type   Count   Structures (count)   Structure
2.E. Low Ground Clearance Sign (W10-5)    Yes (count)
□ Yes (count) □ Stop Lines □ Dynamic Envelope □ All Approaches □ Median □ Yes □ Yes □ No □ N
2.J. Other MUTCD Signs
Specify Type Count Specify Count of each device for all that apply Specify Count of each device for all that apply Specify Count of each device for all that apply Specify Count of each device for all that apply Specify Count of each device for all that apply Specify Count of Each device for all that apply
Specify Type Count   Yes   No   Specify Type Count   Yes   No   Specify Type Count   Yes   No    3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)  3. A. Gate Arms (acount)   3. C. Cantilevered (or Bridged) Flashing Light (count of masts)   Structures (count)   Structures (count)   Over Traffic Lane   Incandescent   Incandescent   Incandescent   Included   Side Lights Inc
Specify Type Count  3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)  3. A. Gate Arms (count)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)  3. A. Gate Arms (count)  3. B. Gate Configuration  3. C. Cantilevered (or Bridged) Flashing Light  Structures (count)  Over Traffic Lane  Pedestrian  4 Quad  Median Gates  Not Over Traffic Lane  D LED  3. Back Lights Included  3. H. Highway Traffic Signals Controlling  Crossing  Crossing  Crossing  Crossing  Crossing  Crossing  Crossing  Crossing
3.A. Gate Arms (count)    3.B. Gate Configuration (count)   3.C. Cantilevered (or Bridged) Flashing Light (count of masts) 0   1   1   1   1   1   1   1   1   1
Count of masts   O   Count o
Roadway 0
Pedestrian
Active Warning Devices: (MM/YYYY)  Crossing (count)
Active Warning Devices: (MM/YYYY)  Crossing (count)
/
3.J. Non-Train Active Warning
4.A. Does nearby Hwy 4.B. Hwy Traffic Signal 4.C. Hwy Traffic Signal Preemption 5. Highway Traffic Pre-Signals 6. Highway Monitoring Devices
Intersection have Interconnection
Traffic Signals?
☐ Yes ☑ No ☐ For Warning Signs ☐ Advance Stop Line Distance * ☐ None
Part IV: Physical Characteristics
1. Traffic Lanes Crossing Railroad One-way Traffic 2. Is Roadway/Pathway 3. Does Track Run Down a Street? 4. Is Crossing Illuminated? (Street
Unumber of Lanes 2
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY)/ Width * Length *
☐ 1 Timber
6. Intersecting Roadway within 500 feet?  7. Smallest Crossing Angle  8. Is Commercial Power Available?*
☐ Yes ☑ No If Yes, Approximate Distance (feet) ☑ 0° − 29° ☐ 30° − 59° ☐ 60° - 90° ☑ Yes ☐ No
Part V: Public Highway Information
1. Highway System 2. Functional Classification of Road at Crossing 3. Is Crossing on State Highway 4. Highway Speed Limit
□ (0) Rural ■ (1) Urban System? □ (25 MPH
☐ (01) Interstate Highway System ☐ (1) Interstate ☐ (5) Major Collector ☐ Yes ☐ No ☐ Posted ☐ Statutor ☐ (02) Other Nat Hwy System (NHS) ☐ (2) Other Freeways and Expressways ☐ (2) Other Freeways and Expressways ☐ (3) Interstate ☐ Yes ☐ No ☐ Posted ☐ Statutor ☐ (12) Other Freeways and Expressways ☐ (2) Other Freeways and Expressways ☐ (3) Interstate ☐ Yes ☐ No ☐ ☐ Yes
■ (03) Federal AID, Not NHS
□ (08) Non-Federal Aid □ (4) Minor Arterial □ (7) Local 6. LRS Milepost *
7. Annual Average Daily Traffic (AADT) 8. Estimated Percent Trucks 9. Regularly Used by School Buses? 10. Emergency Services Route 25 8. Estimated Percent Trucks 25 No Average Number per Day 0 Yes No
<b>Submission Information</b> - This information is used for administrative purposes and is not available on the public website.
Submitted by Organization Phone Date
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data
sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federa agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it
displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or an
other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the i Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. N	ghway-ra ade cros Submiss n Inform	il grade cross sings), comple ion Information ation section.	ings, comp ete the Hea on section. For chang	elete the He ader, Parts For grade-s es to existi	ader, and I eparat	Parts I and I, and the Sed highway a, complet	III, a Subm /-rail e the	nd the Suission Infor pathway Header,	ubmission Information ormation section. Fo ay crossings (includin Part I Items 1-3, an	n section. For r Private pathw g pedestrian sta d the Submission	public par ray grade ation cross on Inform	thway gr crossing sings), co ation se	rade cros gs, compl omplete t ection, in	sings (including ete the Header, he Header, Part
A. Revision Date		B. Reporting	• .			for Updat	•	,	,					Crossing
( <i>MM/DD/YYYY</i> ) 05 / 27 / 2020		■ Railroad	☐ Tra	ansit 🔟 Da	Change ta		New ssing		Closed	☐ No Train Traffic	☐ Qui	et Jpdate	Invent	ory Number
		☐ State	□ Ot	1	Re-Op	en 🗆 🏻	Date Inge (		Change in Primary	☐ Admin. Correction	Zone	puute	181200	)G
				Part I:	Locat	tion and	Cla	ssificat	ion Informatio	n				
1. Primary Operating WISCONSIN CEN						2. State WISCO	NSI	N		3. County OUTAGAMI	E			
4. City / Municipality			HYI	eet/Road N _AND AVE		Block Nun	nber	_l		6. Highway Ty	pe & No.			
7. Do Other Railroad		e a Senarate 1		et/Road Na		■ No	8 1		<i>k Number)</i> Railroads Operate O	OO-CTH	at Crossin	σ? □ V	es 🖬 Na	<u> </u>
If Yes, Specify RR	э ореган	,	,	,	163 1	a NO		f Yes, Spe	•	,	, ,	<b>6:</b> □ 1	cs <u></u>	,
9. Railroad Division o	or Region		10. Railro	ad Subdivis	ion or	District	ı	11. Bra	nch or Line Name		12. RR N	/ilepost   0222.		
□ None VALLE	Y		□ None	FOX R				☐ None			(prefix)	<u> </u>		(suffix)
13. Line Segment *		14. Nea Station	rest RR Tin *	netable		15. Parent	RR (i	f applicab	ile)	16. Crossir	g Owner	(if applic	cable)	
SC00528482		KAUK	AUNA		_	□ N/A	CN			□ N/A	WC			
17. Crossing Type		ssing Purpose	1	ssing Positi	on	20. Publi			21. Type of Train	□ Transit	_		•	ge Passenger
Image: Bright way       Image: Bright way       Image: Bright way														
23. Type of Land Use														
☐ Open Space  24. Is there an Adjace	☐ Farm ent Cross		idential parate Nun	☐ Com	mercia		Indus Juiet		☐ Institutional  (A provided)	☐ Recreation	naı	□ RR `	yard	
			<b>, , , , , , , , , , , , , , , , , , , </b>				,		, , , , , , , , , , , , , , , , , ,					
☐ Yes ■ No If	Yes, Prov	ride Crossing N		in al de suc		_ No	_	24 Hr		go Excused	Date E	stablishe		
26. HSK Corridor ID		27. Lati	tuae in aec	imal degree				•	e in decimal degrees			29. Lat/	Long Sou	irce
	_■ N/A	(WGS84	1 std: nn.n	nnnnnn) 4	4.2970	054	(W		-nnn.nnnnnnn) <sup>-88</sup> .	257278		<b>■</b> Actu	al 🗆	Estimated
30.A. Railroad Use	*								tate Use *					
30.B. Railroad Use									tate Use *					
30.C. Railroad Use									tate Use *					
30.D. Railroad Use									tate Use *					
32.A. Narrative (Rai									larrative (State Use)					
<b>33. Emergency Notifi</b> 800-465-9239	ication Te	elephone No.	(posted)		i <b>ilroad</b> 888-59	<b>Contact</b>	ГеІер	hone No.)		<b>35. State Con</b> 608-266-116	•	ephone I	Vo.)	
				1		rt II: Rai	lroa	d Infor	mation					
1. Estimated Number	of Daily	Train Movem	ents		Га	i i ii. Nai	II Ua	u IIIIOI	IIIation					
1.A. Total Day Thru T				Thru Trains	1.0	. Total Swi	tchin	g Trains	1.D. Total Transit	Trains	1.E. Che	eck if Les	s Than	
(6 AM to 6 PM) 0		(6 PM 0	to 6 AM)		0				0				Per Day s per wee	<b>⊯</b> ek? <u>2</u>
2. Year of Train Coun	t Data (Y	YYY)				at Crossin		······ 1	n					
2016						imetable Sped Range Ov			<i>nph)</i> From 1	to _10				
4. Type and Count of	Tracks			2.2. 176100			J. 01	0 (//	F /					
	Siding 0		ard 0	Trai	nsit 0		Ind	ustry 1						
5. Train Detection (M		,,	Detection	□AFO □	∃ <b>ρτ</b> ∩	□ DC		ther 🗷	None					
6. Is Track Signaled?	mig illile	: u iviotion	הביהרווחוו	⊔AFU L		Event Rec			INOLIC		7.B. R	emote H	lealth Mo	nitoring
☐ Yes 🗷 No						□ Yes 🗷						Yes 🗷		

<b>A. Revision Date</b> (NO5/27/2020	/M/DD/YYYY)					P	AGE 2			<b>D.</b> 181	Crossing Inve	ntory Nun	n <b>ber</b> (7 c	har.)	
		Pai	t III: Hi	ighway o	r Path	way <sup>-</sup>	Traffic (	Control D	evice	Infor	mation				
1. Are there	2. Types of Pa	ssive Traffic	Control I	Devices asso	ciated wi	ith the	Crossing								
Signs or Signals?	2.A. Crossbuc	k 2.6	s. STOP Si	gns (R1-1)	2.C. YIE	ELD Sig	ns <i>(R1-2)</i>	2.D. Advar	nce Wa	arning S	igns <i>(Check al</i>	that apply			
<b>¥</b> Yes □ No	Assemblies (c	ount) (co	unt)		(count)	)		□ W10-1 □ W10-2			□ W10-3 □ W10-4		_		
2.E. Low Ground Cle	earance Sign	2.F. Paver	nent Mar	kings				nnelization			2.H. EXEMP		2.I. ENS	SSigr	
(W10-5) □ Yes (count_0	)	☐ Stop Li	nes	□Dyna	mic Enve	lone		Medians proaches	☐ Me	dian	(R15-3) □ Yes		Display  Yes	ed	
■ No	/	☐ RR Xing		, -		Лорс	☐ One A	•	■ Nor		□ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes	<b>■</b> No					ate Crossing	2.L.	. LED En	hanced Signs	(List types	)		
Specify Type		Count	0				Signs (if )	orivate)							
Specify Type		Count	0				☐ Yes	□ No							
Specify Type		Count							<u> </u>						
3. Types of Train A	ctivated Warnir 3.B. Gate Con		the Grad	de Crossing ( 3.C. Cantile							Mounted Flasl	ning Lights		2 5	. Total Count of
(count)	3.b. Gate Con	nguration		Structures		пыниу	eu) i iasiiii	ig Ligitt			nasts) 0		1		shing Light Pairs
	☐ 2 Quad	☐ Full (Bar	rier)	Over Traffi	ic Lane	0	_	candescent		Incande		☐ LED			
Roadway <u>0</u> Pedestrian <u>0</u>	☐ 3 Quad ☐ 4 Quad	Resistance  Median	Gates	Not Over T	raffic Lar	ne <u>0</u>	_ DLE	ED		Back Lig	hts Included	☐ Side Include	_	0	
3.F. Installation Dat	of Current		3.6	Wayside H	orn					3 H F	lighway Traffi	c Signals C	ontrollin	σ	3.I. Bells
Active Warning Dev		Y)		•		<b></b>		,		Cross	ing	c Signais C	OHU OHH	Б	(count)
/	□	Not Require	u	Yes Insta	alled on (	'MM/Y	γγγ) <u>I</u>	_/		☐ Yes	s <b>I</b> No				0
3.J. Non-Train Activ ☐ Flagging/Flagma		perated Sign	l l		Floodlig	hting [	□ None			. Other unt 0	Flashing Light	s or Warni pecify type	_	es	
4.A. Does nearby H	wy 4.B. Hwy	Traffic Signa	I 4.C	C. Hwy Traffic	Signal P	reemp	tion	5. Highway T	raffic I	Pre-Sign	nals	6. Highw	ay Moni	torin	g Devices
Intersection have	Intercon							□ Yes □	No			(Check al			D
Traffic Signals?		nterconnecte raffic Signals		Simultaneou	ıs			Storage Dista	ance *	0			-		Recording ence Detection
☐ Yes <b>IX</b> No		arning Signs		Advance				Stop Line Dis				☐ None			
				Pa	rt IV: F	Physic	cal Cha	racteristic	cs						
1. Traffic Lanes Cros		☐ One-way  ☑ Two-wa			. Is Roadv aved?	way/Pa	athway	3. Does T	rack Ru	un Dow	n a Street?		_		ited? (Street 50 feet from
Number of Lanes		☐ Divided			¥ Ye:		□ No		□ Yes			nearest i			
5. Crossing Surface ☐ 1 Timber ■ ☐ 8 Unconsolidate	2 Asphalt $\square$	3 Asphalt a	nd Timbe	er 🗆 4 Co				and Rubber			dth * er □ 7 Me		Length *		
6. Intersecting Roa	dway within 50	0 feet?					7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	l Pov	ver Available? *
□ Yes 🗷 No	If Yes, Approxin	nata Distans	(foot)				□ 0° - 2°	9° <b>⅓</b> 30°	ΕO°		60° - 90°		<b>≅</b> Yes		□ No
L 163 LA INO	ii res, Approxii	nate Distant	(Jeei)	Part	V: Pub	olic H		Informat			00 - 90		Les I Ca	•	LI NO
1. Highway System			2. Fund	ctional Classi			•			Is Cross	sing on State H	Highway	4.1	Highy	vay Speed Limit
1g					(0) Rural			.0		stem?			45		MPH
_ ` `	tate Highway Sy			Interstate	ous and I			r Collector		Yes					ed 🗆 Statutory
	Nat Hwy Syster al AID, Not NHS		` '	Other Freew Other Princip	,	•	,	r Collector	5.	Linear I	Referencing Sy	ystem (LRS	Route II	D) *	
□ (08) Non-F				Minor Arteri			(7) Local		6.	LRS Mil	epost *				
7. Annual Average Year 2004 AA	Daily Traffic (A) DT 002400	4 <i>DT)</i> 8. <u>06</u>		d Percent Tr		9. Reg □ Yes		d by School B Average Nu		per Day	0	_ 10. □ Y	_	ncy S ∃ No	ervices Route
Submi	ission Infor	mation -	This info	ormation i	s used f	for ad	ministra	itive purpo	ses a	nd is n	ot availabl	e on the	public	web	site.
Submitted by				Organizat	tion						Phone			ate	
Public reporting but	rden for this inf	ormation col	lection is			30 mii	nutes per	response, inc	luding	the tim		g instructi			g existing data
sources, gathering a	and maintaining	the data ne	eded and	completing	and revie	ewing t	he collecti	on of informa	ation.	Accordi	ng to the Pap	erwork Re	duction A	Act o	f 1995, a federal
agency may not cor displays a currently	•	•				•		•	•			-			
other aspect of this	collection, inclu											_	-		•
Washington, DC 20	590.														



# Chart 2 - Creating a New Quiet Zone using SSMs

