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 https://railroads.dot.gov/elibrary/how-create-quiet-zone, 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 non-compliant 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:

Crossing	Improvement	Exist QZRI	RIWH	QZRI with 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:

Crossing	Improvement	Exist QZRI	RIWH	QZRI with 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:

Crossing	Improvement	Exist QZRI	RIWH	QZRI with 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
Oviatt St.	Crossing Signal Gates with 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
Thilmany Rd.	Crossing Signal Gates with 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.

1. 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.
2. 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

8 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 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.

Appendix A

Existing Condition Exhibits

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\t90-GIS\Maps\Kaukana_Overall.mxd

SEH

0 0.125 0.25 Miles

Project: KAUKC 115123
Print Date: 8/11/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

LABEL	DIMENSION	DESCRIPTION
A	33'	GATE TO COMM. DRWY
B	12'	GATE TO COMM. DRWY
C	40'	ROAD WIDTH

GERTRUDE ST

C

A

180042F

B

DRAPER ST

MARGARET ST

EXISTING RIWH - 12641

EXISTING QZRI- 21086

AADT- 4300

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

LABEL	DIMENSION	DESCRIPTION
A	90'	GATE TO CURB CUT
B	26'	GATE TO RES. DRWY
C	32'	ROAD WIDTH

DIVISION NB

LINCOLN AV

A
C

180045B

B

W DIVISION ST

DIVISION SB

EXISTING RIWH- 7673

EXISTING QZRI- 12799

AADT- 770

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

LABEL	DIMENSION	DESCRIPTION
A	57'	GATE TO RES. DRWY
B	62'	GATE TO SUBSTATION DRWY
C	140'	GATE TO RES. DRWY
D	36'	ROAD WIDTH

TOBACNOIR NB

TOBACNOIR SB

W TOBACNOIR ST

LINCOLN AV

A

B

180046H

D

C

BLACKWELL ST

W DIVISION ST

EXISTING RIWH- 7069

EXISTING QZRI- 11791

AADT- 564

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana_Pages3_7_13.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

LABEL	DIMENSION	DESCRIPTION
A	>100'	EXISTING MEDIAN
B	30'	EXISTING MEDIAN
C	77'	GATE TO CROSSWALK

DELANGLADE NB

E HYLAND AV

A

180053T

C

B

BLACKWELL ST

STH 55

DESNOYER ST

DELANGLADE SB

EXISTING RIWH- 14680

EXISTING QZRI- 24487

AADT- 8000

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

PRIVATE LOOKING NW

E HYLAND AV

NO CROSSING EXISTS

180054A

SHERRY LA

PRIVATE LOOKING SE

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

LABEL	DIMENSION	DESCRIPTION
A	APPROX. 60'	GATE TO INTERSECTION
B	90'	GATE TO DRWY

LAWE ST / CTH J NB

LAWE ST

E 41 FRONTAGE RD

E HYLAND AV

A

B

180055G

LAWE ST / CTH J SB

EXISTING RIWH- 12919

EXISTING QZRI- 21549

AADT- 4700

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

180047P

DESNOYER ST

OVIATT ST

AADT- 750

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana_Pages3_7_13.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana_Page8.mxd

SEH

0 50 100 Feet

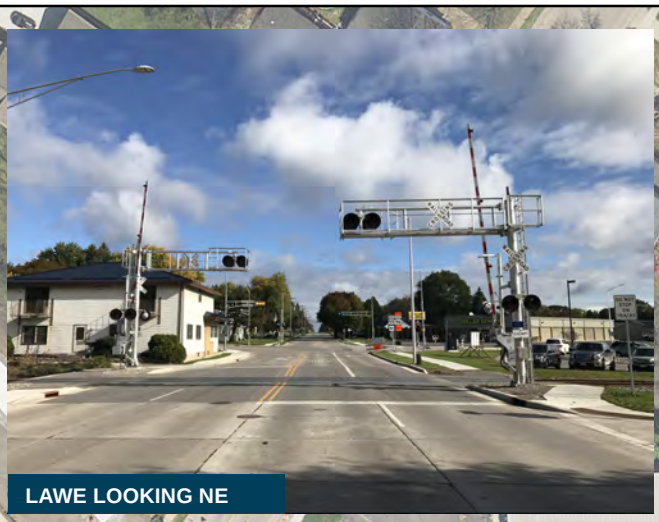
Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

LABEL	DIMENSION	DESCRIPTION
A	40'	GATE TO ROADWAY
B	15'	GATE TO RES. DRWY
C	7'	GATE TO DRWY
D	> 100'	GATE TO ROADWAY



LAWE LOOKING NE

OVIATT ST

PLANK RD

C

D

B

180049D

A

LAWE ST

SEYMOUR ST

TERRY LA

WILSON ST

LAWE LOOKING SW

EXISTING RIWH- 4564

EXISTING QZRI- 7613

AADT- 12800

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

AUGUSTINE WB

TERRY LA

TERRY LA

180050X

AUGUSTINE ST

AADT- 750

AUGUSTINE EB

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana.mxd

SEH

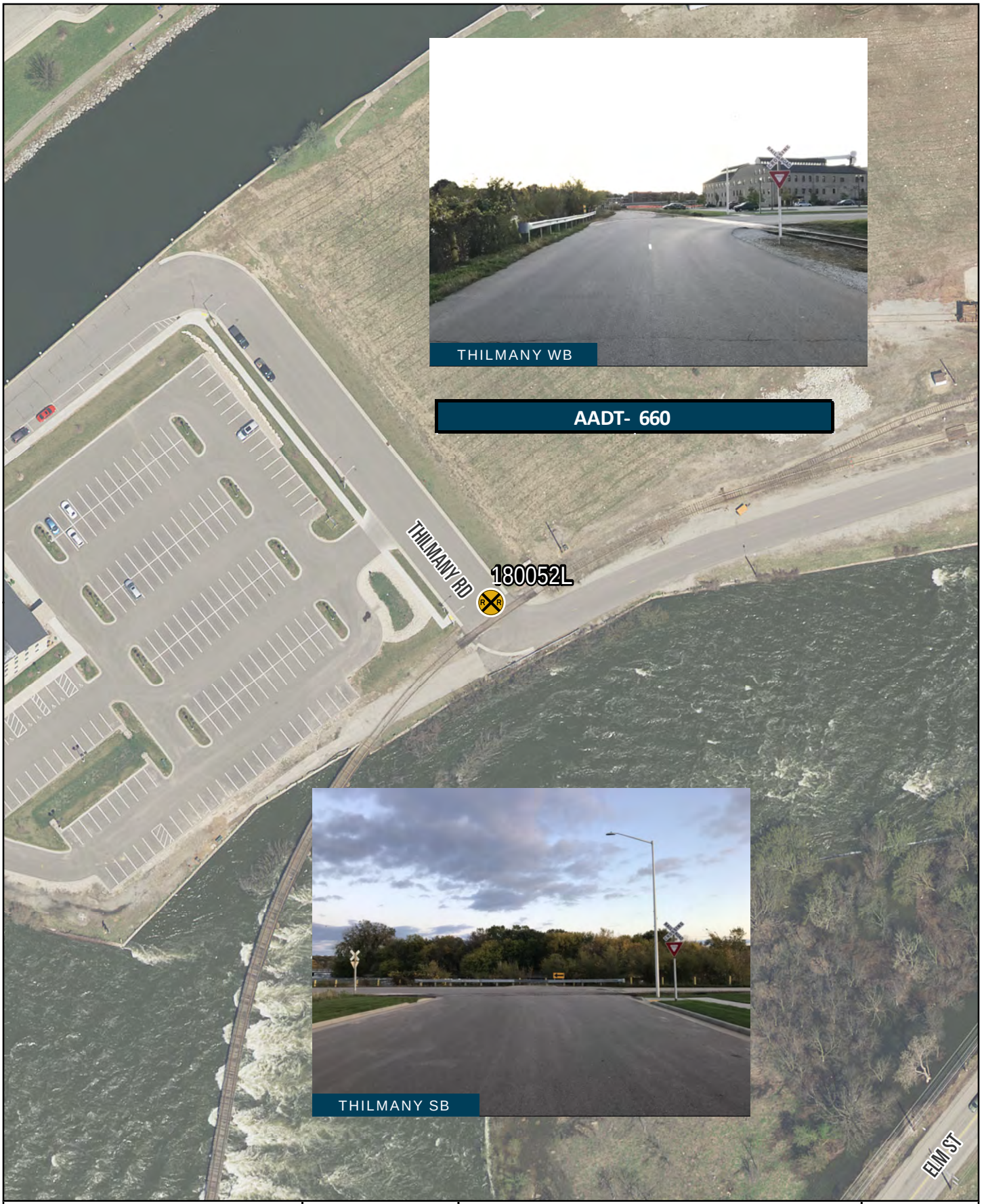
0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin



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SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

Path: \\sp3020-1\Projects\KOK\KAUKC\153112\5-final-dsgn\51-drawings\90-GIS\Maps\crossings_Kaukana_Pages3_7_13.mxd

SEH

0 50 100 Feet

Project: KAUKC 153112
Print Date: 8/12/2020

Map by: msteuernagel
Projection: Outagamie County Coord.
Source: ESRI, Outagamie Co. GIS

CROSSING ANALYSIS

RAILROAD QUIET ZONE STUDY
Kaukana, Wisconsin

Appendix B

Current U.S. DOT Crossing Inventory Forms – Pre Safety Measures

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180042F

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	GERTRUDE ST (Street/Road Name) | * (Block Number)	ST

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None MAIN	(prefix) | 0221.240 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SC00052667	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 44.286932	(WGS84 std: -nnn.nnnnnnn) -88.275461	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
4	0	7	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 49 3.B. Typical Speed Range Over Crossing (mph) From 1 to 40

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		180042F

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 02	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

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

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

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2004 AADT 004300	04 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180045B

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	DIVISION ST *(Street/Road Name)* | * *(Block Number)*	ST

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None MAIN	*(prefix)* | 0221.600 | *(nnnn.nnn)* | *(suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
SC00052670	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	*(WGS84 std: nn.nnnnnnn)* 44.287814	*(WGS84 std: -nnn.nnnnnnn)* -88.268484	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
4	0	7	0	

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed *(mph)* 49 3.B. Typical Speed Range Over Crossing *(mph)* From 1 to 40

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		180045B

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 02	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

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

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

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

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2000 AADT 000770	04 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180046H

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	TOBACNOIR ST (Street/Road Name) | * (Block Number)	ST

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None MAIN	(prefix) | 0221.690 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SC00052672	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 44.288534	(WGS84 std: -nnn.nnnnnnn) -88.266890	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
4	0	7	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 49 3.B. Typical Speed Range Over Crossing (mph) From 1 to 40

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		180046H

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 02	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

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

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

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

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1996 AADT 000564	04 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180053T

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	DELANGLADE ST (Street/Road Name) | * (Block Number)	55-STH

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None MAIN	(prefix) | 0221.970 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SC00052675	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 44.291540	(WGS84 std: -nnn.nnnnnnn) -88.263054	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
4	0	7	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 49 3.B. Typical Speed Range Over Crossing (mph) From 1 to 40

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		180053T

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 02	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

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

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

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☒ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☒ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2004 AADT 008000	08 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180055G

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near KAUKAUNA	LAWE ST (Street/Road Name) | * (Block Number)	J-CTH

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None MAIN	(prefix) | 0222.950 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SC00052676	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☒ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 44.301809	(WGS84 std: -nnn.nnnnnnn) -88.249494	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
4	0	7	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 49 3.B. Typical Speed Range Over Crossing (mph) From 1 to 49

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		180055G

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 02	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

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

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

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 200	☐ 0° – 29° ☒ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	55 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2004 AADT 004700	06 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180047P

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	DESNOYER AND SEYMOUR ST (Street/Road Name) | * (Block Number)	RD

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None THILMANY SPUR	(prefix) | 0221.450 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SC00052669	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 44.289491	(WGS84 std: -nnn.nnnnnnn) -88.263098	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 1 to 10

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		180047P

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 04	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

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

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

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☒ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1992 AADT 000750	04 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
05 / 09 / 2013	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180048W

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	OVIATT ST | *(Street/Road Name)* | ** (Block Number)*	

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None WISCONSIN	☐ None FOX RIVER	☐ None THILMANY SPUR	| 0221.45 | *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
5220	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	*(WGS84 std: nn.nnnnnnn)* 44.2892000	*(WGS84 std: -nnn.nnnnnnn)* -88.2623000	☐ Actual ☒ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-616-3432		608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed *(mph)* 10 3.B. Typical Speed Range Over Crossing *(mph)* From 7 to 10

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/09/2013		180048W

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

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

2.J. Other MUTCD Signs ☐ Yes ☒ No
Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

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

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

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

Part IV: Physical Characteristics

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

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

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

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1992 AADT 001750	04 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180049D

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	LAWE ST *(Street/Road Name)* | * *(Block Number)*	55-STH

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None THILMANY SPUR	| 0221.450 | *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
SC00052613	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	*(WGS84 std: nn.nnnnnnn)* 44.288942	*(WGS84 std: -nnn.nnnnnnn)* -88.260863	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed *(mph)* 10 3.B. Typical Speed Range Over Crossing *(mph)* From 1 to 10

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		180049D

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	8

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 04	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

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

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

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☒ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☒ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2004 AADT 012800	08 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180050X

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	AUGUSTINE ST (Street/Road Name) | * (Block Number)	ST

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None THILMANY SPUR	(prefix) | 0221.450 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SC00052674	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 44.284147	(WGS84 std: -nnn.nnnnnnn) -88.257559	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 1 to 10

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		180050X

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 02	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

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

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1981 AADT 000750	04 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
05 / 09 / 2013	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180051E

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	STRIBLEY RD *(Street/Road Name)* | * *(Block Number)*	

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None WISCONSIN	☐ None FOX RIVER	☐ None THILMANY SPUR	*(prefix)* | 0221.45 | *(suffix)* *(nnnn.nnn)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	*(WGS84 std: nn.nnnnnnn)* 44.2813000	*(WGS84 std: -nnn.nnnnnnn)* -88.2611000	☐ Actual ☒ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-616-3432		608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed *(mph)* 10 3.B. Typical Speed Range Over Crossing *(mph)* From 8 to 10

4. Type and Count of Tracks
Main 0 Siding Yard 3 Transit Industry

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/09/2013		180051E

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

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

2.J. Other MUTCD Signs ☐ Yes ☒ No
Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

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

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

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

Part IV: Physical Characteristics

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

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2004 AADT 001700	25 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
05 / 09 / 2013	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	180052L

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near KAUKAUNA	THILMANY RD *(Street/Road Name)* | * *(Block Number)*	

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None WISCONSIN	☐ None FOX RIVER	☐ None THILMANY SPUR	*(prefix)* | 0221.45 | *(suffix)* *(nnnn.nnn)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☐ N/A	*(WGS84 std: nn.nnnnnnn)* 44.2810000	*(WGS84 std: -nnn.nnnnnnn)* -88.2622000	☐ Actual ☒ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-616-3432		608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
	3.A. Maximum Timetable Speed *(mph)* 10 3.B. Typical Speed Range Over Crossing *(mph)* From 8 to 10

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/09/2013		180052L

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

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

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

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

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

Part IV: Physical Characteristics

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

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

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

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

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2004 AADT 000660	25 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 27 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	181200G

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
WISCONSIN CENTRAL LTD. [WC]	WISCONSIN	OUTAGAMIE

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near KAUKAUNA	HYLAND AVE (Street/Road Name) | * (Block Number)	OO-CTH

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None VALLEY	☐ None FOX RIVER	☐ None INDUSTRY LEAD	(prefix) | 0222.520 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
SC00528482	KAUKAUNA	☐ N/A CN	☐ N/A WC

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 44.297054	(WGS84 std: -nnn.nnnnnnn) -88.257278	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-465-9239	888-888-5909	608-266-1168

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 1 to 10

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/27/2020		181200G

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

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

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

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 02	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

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

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

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

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	45 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2004 AADT 002400	06 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

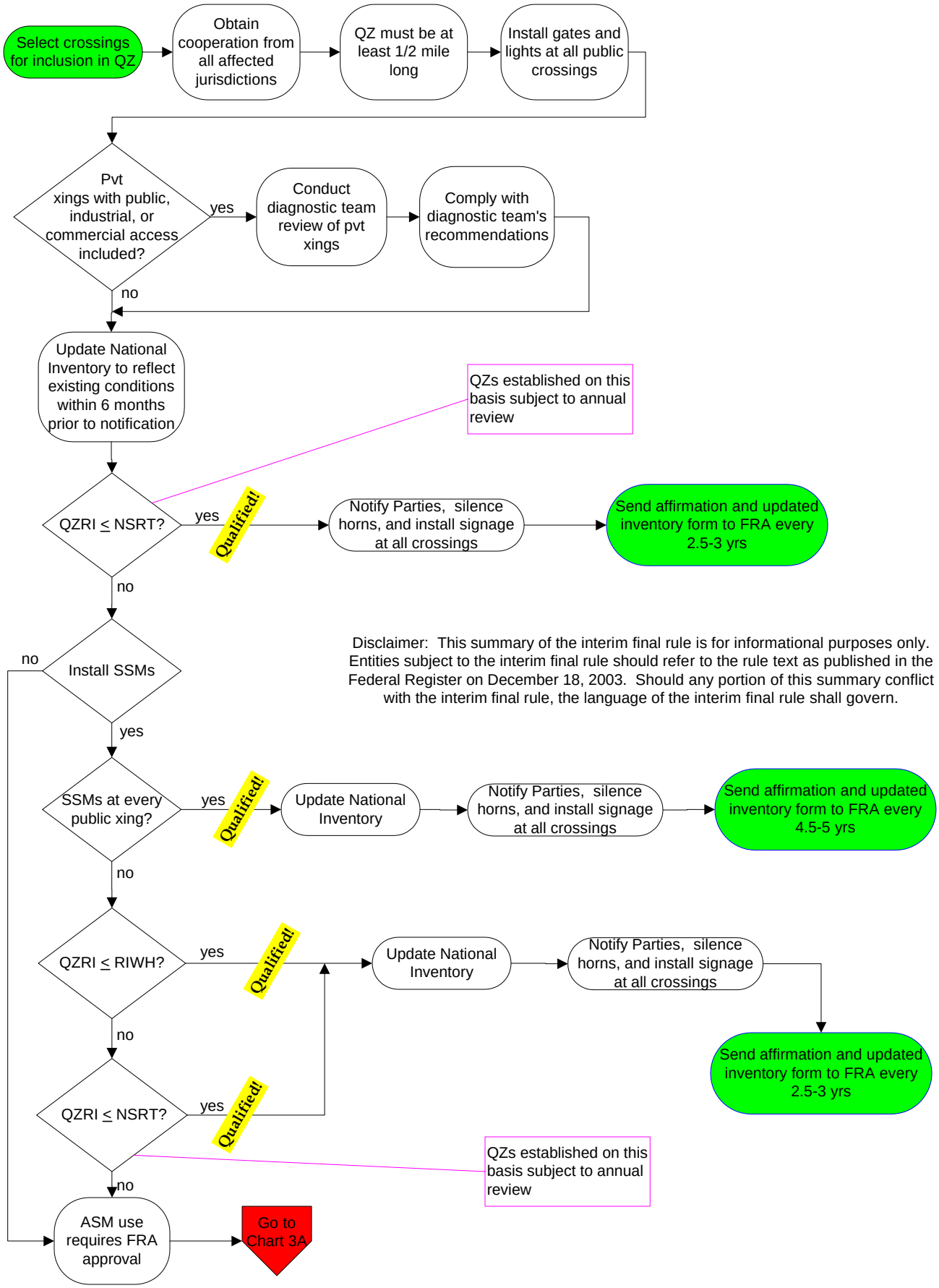
Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Appendix C

FRA Quiet Zone Flowchart

Chart 2 - Creating a New Quiet Zone using SSMs



Disclaimer: This summary of the interim final rule is for informational purposes only. Entities subject to the interim final rule should refer to the rule text as published in the Federal Register on December 18, 2003. Should any portion of this summary conflict with the interim final rule, the language of the interim final rule shall govern.