

**CITY OF CHIPPEWA FALLS
BOARD OF PUBLIC WORKS
MEETING MINUTES
MONDAY, OCTOBER 8, 2012 – 5:30 PM**

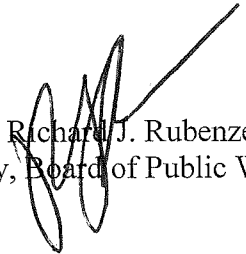
The Board of Public Works met in City Hall on Monday, October 8, 2012 at 5:30 PM. Present were Director of Public Works Rick Rubenzer, Finance Manager Lynne Bauer and Darrin Senn. Absent were Mayor Greg Hoffman and Alderperson George Adrian. Also, present at the meeting: Senior Engineering Technician Todd Berg. (See attached attendance sheet)

1. **Motion** by Bauer, seconded by Rubenzer to approve the minutes of the September 24, 2012 Board of Public Works Meeting. **All present voting aye. MOTION CARRIED.**

2. Director of Public Works Rubenzer presented the attached information about quiet zones that was obtained via a conversation with Anna Davey, Wisconsin DOT Railroad Coordinator, and a meeting between Senior Engineering Technician Todd Berg and USDOT Federal Railroad Administration Regional Crossing and Trespasser Manager Tammy Wagner. Rubenzer reviewed the attached August 13, 2012 quiet zone meeting minutes with the Board and those present. He especially noted that the City would be 100% responsible for costs associated with a quiet zone and the estimated cost listed was PER crossing! He also noted that “Union Pacific Railroad” believed that quiet zones compromise the safety of railroad employees, customers and the general public. A concern for safety of children sledding across the Pumphouse Road railroad crossing was expressed and a concern about the number of times a railroad engineer sounds horns was expressed. Mr. Griffin suggested that a partial quiet zone (10:00 pm – 7:00 am) might be sufficient for the Pumphouse Road railroad crossing. After additional discussion; **Motion** by Senn, seconded by Bauer that a risk analysis be done for a possible Pumphouse Road railroad crossing partial quiet zone (10:00 pm – 7:00 am). In addition, that a specific cost estimate be done for the said crossing and then a report back to the Board of Public Works. **All present voting aye. MOTION CARRIED.**

3. Rubenzer presented the attached recommendation for the West River Street (Main Street to USH #53) Geometrics and Speed Study. After a short discussion; **Motion** by Rubenzer, seconded by Senn to recommend the Common Council accept the proposal of S.E.H. and award the West River Street (Main Street to USH #53) Geometrics and Speed Study project to S.E.H. in an amount of \$9650. **All present voting aye. MOTION CARRIED.**

4. **Motion** by Bauer, seconded by Rubenzer to adjourn. **All present voting aye. MOTION CARRIED.** The Board of Public Works meeting adjourned at 5:55 P.M.


Richard J. Rubenzer, PE
Secretary, Board of Public Works

BPW October 8, 2012

Attendance Record

<u>Name</u>	<u>Address</u>	<u>Phone</u>	<u>Email</u>	<u>CHARTE</u>
ROBERT GRIFFIN	153 AMSTAR DR.	715-861-3852	RGRIFIN55@NO	
ARLEN L. BOHLMAN	153 AMSTAR A.	715-861-3184		
Nancy Mastin	173 Amstar	723-0306		
Loren Mastin	173 Amstar	723-0506		
Doris BEHNKE	185 "	723-9656		
BRUCE BEHNKE	185 "	"		
Cathy Woodcock	235 Pumphouse Rd	723-6318		
Bill Woodcock	235 Pumphouse Rd.	723-6318		
Rogn Kressin	182 Amstar Dr.	723-4781	rk@jick@	
Janel Eiken	155 Amstar Dr	723-2098	cleanwine	
Morrie Eiken	155 Amstar Dr	"		
Elinor Lancou	229 Pumphouse Rd		Chantia@net	Charter
Pat Popple	561 Summit Ave	715-723-6398	sunnyday5@	Charter
William Nolan	139 Amstar Dr.	715-723-3552		

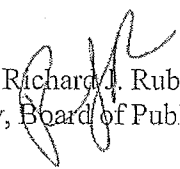
**CITY OF CHIPPEWA FALLS
BOARD OF PUBLIC WORKS
MEETING MINUTES
MONDAY, SEPTEMBER 24, 2012 – 5:30 PM**

The Board of Public Works met in City Hall on Monday, September 24, 2012 at 5:30 PM. Present were Mayor Greg Hoffman, Director of Public Works Rick Rubenzer and Alderperson George Adrian. Absent were Finance Manager Lynne Bauer and Darrin Senn.

1. **Motion** by Rubenzer, seconded by Adrian to approve the minutes of the September 10, 2012 Board of Public Works Meeting. **All present voting aye. MOTION CARRIED.**

2. The Board of Public Works discussed the request of Tom Hubbard for a fifty-three foot wide driveway for his residence at #832 Veronica Street. Director of Public Works Rubenzer noted that safety and traffic flow are the main concerns when considering wider driveway requests. He continued that there are not any additional safety concerns if this request were granted. He also stated that the Board of Public Works grants or denies wider driveway requests citing City Municipal Code Chapter 8.04(3) width. He also stated each individual request was considered on its own merits and criteria. **Motion** by Adrian, seconded by Rubenzer to grant permission to Tom Hubbard to construct a fifty-three foot wide driveway at his residence at #832 Veronica Street. **All present voting aye. MOTION CARRIED.**

3. **Motion** by Adrian, seconded by Rubenzer to adjourn. **All present voting aye. MOTION CARRIED.** The Board of Public Works meeting adjourned at 5:35 P.M.


Richard J. Rubenzer, PE
Secretary, Board of Public Works

Quiet Zone Information

Anna Davey – WisDOT Railroad Coordinator for Wisconsin

Tammy Wagner – Region 4 (Indiana, Illinois, Minnesota, Michigan, Wisconsin)
Manager

- 1) Check website for requirements.
- 2) Each crossing quiet zone must have bells and flashing lights and emergency backup power outage resource.
- 3) Trains blow horns ¼ mile from a crossing.
- 4) A risk assessment is done for all crossings.
- 5) Any potential crossing closures (Cashman Drive) could be considered for a reduction in risk (risk credit).

Quiet Zone Information Meeting-8/28/12

Tammy Wagner – Region 4 (Indiana, Illinois, Minnesota, Michigan, Wisconsin)
Manager

- Each railroad corridor would require a separate Quiet Zone (CN and Progressive-UP)
- Each Quiet Zone must be a minimum of 0.5 miles
- Any railroad crossing within 0.25 miles of a Quiet Zone must be included in zone
- All crossings within a Quiet Zone must be equipped with a basic active warning system (Flashing lights and gates, constant warning time, power out indicator and cabin)
- 100% of the cost of the active warning system is the responsibility of the City (\$185,000-\$400,000 plus yearly maintenance of \$4,000-\$10,000)
- Risk Assessment must be done to establish a Risk Index to determine if a Quiet Zone is feasible
- The Risk Assessment could be done by the Federal Railroad Administration (FRA) or by a private consultant
- If the Risk Index is low, the City could be granted a Quiet Zone
- Quiet Zones are recertified annually, every three years or every five years
- If incidents occur in Quiet Zones at crossings, the City may have to upgrade safety measures at the crossing or the Quiet Zone could be rescinded.
- Based on preliminary data, Tammy Wagner stated that the Risk Index would be low enough to grant a Quiet Zone but she would have to get the latest data to confirm the Risk Index (traffic counts, accident reports and daily train traffic)
- The crossing at Pumphouse Road could be consider a Quiet Zone without including any other crossings (Kennedy Road, Chippewa Mall Drive)
- A partial Quiet Zone between the hours of 10:00pm and 7:00am could be established but all the requirements for a full Quiet Zone must be met
- Closing existing crossings could aid in reducing the current Risk Index
- If the City establishes a Quiet Zone, the railroads would need a minimum of one year to comply
- There are currently 10 active crossings in the city (8 UP-Progressive, 2 CN)

Federal Railroad Administration's Train Horn & Quiet Zone Rule

Operating a safe and efficient railroad is Union Pacific's top priority. Maintaining the safety of our employees, our customers and the general public is at the core of everything we do. For everyone's safety, federal regulation requires locomotive horns be sounded for 15-20 seconds before entering all public grade crossings, but not more than one-quarter mile in advance. This federal requirement preempts any state or local laws regarding the use of train horns at public crossings.

The Federal Railroad Administration (FRA) required pattern for blowing the horn is two long, one short, and one long sounding horn, repeated as necessary until the locomotive clears the crossing. Locomotive engineers retain the authority to vary this pattern as necessary for crossings in close proximity and are allowed to sound the horn in emergency situations.

The federal regulation concerning train horns is officially known as the FRA's Final Rule on the Use of Locomotive Horns at Highway/Rail Grade Crossings and became effective June 24, 2005.

Quiet Zones



Union Pacific believes quiet zones compromise the safety of railroad employees, customers, and the general public. While the railroad does not endorse quiet zones, it does comply with provisions outlined in the federal law.

Federal regulations provide public authorities the option to maintain and/or establish quiet zones provided certain supplemental or alternative safety measures are in place and the crossing accident rate meets FRA standards. There are six types of quiet zones:

- A **Pre-Rule Quiet Zone (Full or Partial)** is a quiet zone that was established before October 9, 1996, and in place as of December 18, 2003.
- An **Intermediate Quiet Zone** is a quiet zone that was established after October 9, 1996, but before December 18, 2003.
- **New Quiet Zones** are those that do not meet the criteria for Pre-Rule or Intermediate Quiet Zones.
- **Partial Quiet Zones** are quiet zones where the horn is silenced for only a portion of the day, typically between the hours of 10 p.m. and 7 a.m.
- **Full Quiet Zones** are zones where the horn is silenced 24 hours per day.

In line with federal regulations, public authorities wanting to maintain Pre-Rule or Intermediate Quiet Zones were required to submit a Notice of Continuation in accordance with the rule by June 3, 2005. Failure to comply with this requirement will result in the sounding of the train horn beginning Friday, June 24, 2005, and continuing for 21 days from the date the Notice of Continuation is properly filed.

Quiet Zones in the six-county Chicago, Illinois Region (Cook, DuPage, Lake, Kane, McHenry and Will Counties) which were in existence as of December 18, 2003, are currently exempted by the Final Rule.

Public authorities wishing to establish New Quiet Zones must submit Notices of Intent and Establishment in accordance with the rule. Public authorities should refer to the Final Rule for specific guidelines on the quiet zone establishment process. The Final Rule and FRA explanatory materials can be found on the FRA's Web site.

Union Pacific's Involvement in the Quiet Zone Establishment Process

In order to maintain high public safety standards, it is critical and beneficial to have the perspective gained from the railroad's experience and expertise concerning quiet zones. Union Pacific representatives will participate in diagnostic meetings and provide the necessary railroad information for quiet zone projects on Union Pacific lines, as required in the Final Rule.

The Final Rule outlines two types of safety improvement options for upgrading a quiet zone to meet FRA safety standards:

- Supplemental Safety Measures (SSMs) or
- Alternative Safety Measures (ASMs).

Supplemental Safety Measures include the following:

- Four-Quadrant Gate Systems
- Medians or Channelization Devices
- One-Way Streets with Gates
- Permanent Closure

Alternative Safety Measures include:

- Modified SSMs (i.e. Non-Complying Medians, Three-Quadrant Gates, etc.)
- Engineered ASMs (i.e. Geometric Improvements)
- Non-Engineered ASMs (i.e. Programmed Enforcement, Photo Enforcement, Education, etc.)

Union Pacific encourages the use of Engineered SSMs, but suggests that communities postpone taking any costly or irreversible action until it has been determined which additional safety measures are warranted.

General Costs of Safety Measures

Establishing quiet zones not only creates a public safety risk but also is a potential cost burden to taxpayers. Public authorities are responsible for the cost of preliminary engineering, construction, maintenance and replacement of active warning devices or their components, including wayside horn systems installed at crossings to meet quiet zone standards.

Public authorities are required to execute a preliminary engineering agreement (PDF File) with Union Pacific to reimburse the railroad for all project development and engineering design costs. This agreement requires the following deposits:

- \$ 5,000 per wayside horn location
- \$10,000 per crossing signal location

Public authorities are required to guarantee reimbursement to the railroad for all actual costs associated with the installation and maintenance of the railroad improvements required for the quiet zone by means of a project agreement executed by the parties. This may include quiet zone warning devices, wayside horns or both.

Examples of costs as estimated by Union Pacific:

- Four-Quadrant Gate Systems - \$300,000 to \$500,000
- Basic Active Warning System* - \$185,000 to \$400,000
(*Includes Flashing Lights and Gates, Constant Warning Time, Power Out Indicator and Cabin.)
- Basic Inter-Connect - \$5,000 to \$15,000
- Annual Maintenance - \$4,000 to \$10,000

Contact Information

Notices of Intent, Notices of Establishment or other general communication related to quiet zones should be sent to:

Union Pacific Railroad
Engineering Department
Re: Quiet Zone Establishment
1400 Douglas Street, STOP 0910
Omaha, NE 68179-0910

Requests for diagnostic assistance should be directed to Union Pacific's Industry and Public Projects group.

Union Pacific Project Agreements

- Preliminary Engineering Agreement (PDF File)
- Wayside Horn System Agreement (PDF File)
- Wayside Horn System Exhibits (PDF File)
- for attachment to Wayside Horn Agreement
- Quiet Zone Warning Devices Agreement (PDF)
- (for grade crossing signal improvements)



U.S. Department of Transportation
Federal Railroad Administration



Tammy Wagner
Regional Crossing and Trespasser Manager

200 West Adams
Suite 310
Chicago, Illinois 60606

Phone: (312) 353-6203
FAX: (312) 886-9634
EMAIL: tammy.wagner@dot.gov



Memo

To: Board of Public Works
From: Richard Rubenzer, PE DPW/CE/UM
CC:
Date: 10/8/2012
Re: Proposals for River Street Geometrics and Speed Study

In response to the Request for Proposals Geometrics and Speed Study for West River Street between Main Street and US #53 dated September 10, 2012, the City of Chippewa Falls Engineering Department received two responses. S.E.H. Inc. and CBS Squared both submitted proposals outlining scopes meeting the requested requirements. The proposals were submitted in the following amounts:

S.E.H. Inc. - \$9,650
CBS Squared - \$9,925

Both consulting firms submitted proposals outlining adequate scopes utilizing excellent personnel. Both also submitted proposals that work would be completed by the November 30, 2012 requested deadline.

After a review of the submitted proposals the Chippewa Falls Engineering Office is recommending that S.E.H. Inc. be awarded the contract for the Geometrics and Speed Study for West River Street between Main Street and US #53. The recommendation is based on S.E.H. Inc. past experience with the traffic impact analyses at River Street and Bridge Street, the traffic signal design at Main Street and River Street, and other combined experience along River Street in the City of Chippewa Falls.

