

Meeting Date: 10:00 a.m. on 1-20-2016
Location: Hewitt Village hall
Purpose: Hewitt Quiet Zone Diagnostic Meeting Minutes

Attendance: Kris Hawley Village of Hewitt
Sue Brown Village of Hewitt
Jo Martin Village of Hewitt
Mike Draxler Service Station
Steve Kienitz WisDOT
Lisa Stern WisDOT
Tammy Wagner FRA
Jackie Macewicz CN
Dan Borchardt MSA Professional Services

Summary of Meeting:
Introductions were made with everyone in attendance

Dan Borchardt opened discussion about the proposed Hewitt Quiet Zone and reviewed the site specifics used for the risk calculations. Jackie stated that the number of trains was correct at 25 and the max speed should be 60MPH instead of 40 MPH. Tammy stated that the traffic counts MSA performed back in 2014 were sufficient for this exercise however they would need to be updated when the Village submits the official application. Dan Borchardt stated that the DOT has recently included the Village of Hewitt into the Marshfield urban area and CTH T is now considered an urban collector. Dan Borchardt handed out SSM calculations for the crossing and Tammy stated that the site will not fully qualify for Supplemental Safety Measures (SSM) improvements and a Public Authority Designation application because there are public roads and commercial driveways within a 60ft perpendicular distance to the track gate arms. Tammy recommended Alternative Safety Measures (ASM) or modified SSM calculations be performed on the site based on field measured taken today. Dan B will follow up with ASM calculations.

Tammy stated that if the Village is applying for an Alternative Public Authority Application (details on page 3) it takes 3 months to 1 year to process at the FRA. She stated that the Village should plan on it taking closer to a year. Because the ASM process takes longer to approve than the SSM process the Village should plan on a 2017 construction timeline vs a 2016 construction with an SSM approval.

Dan B handed out the site topo work and typical section that would likely work for this crossing. See attached cross section. Dan explained that existing parking lanes will go away and the south bound lanes will be signed no parking. The median will be 4ft wide with a full 6" curb head with reject curb. The lanes would be 17.75 feet from face of curb to face of curb. The median would be centered in the roadway and the width would remove an existing 1/4 to 1/2 inch wheel rut in the south bound lane. The median could feasibly be installed without replacing the full width of roadway asphalt which can save Village money. There were no objections to the typical roadway section proposed.

The meeting proceeded from Village hall to the crossing site for measurements. Jackie provided a site safety talk.

The Village commented on the roughness of the crossing and Jackie stated she would make note of the excessive bump, mention it to her crews and that the crossing would likely get bumped up on the list of work to coincide with improvements the Village makes at the crossing.

On the north side of the crossing, Steve and Dan B measured from the gate arm to Apple lane and the distance was 31 ft to the near side of the intersection and 59ft to the far side. Tammy and the DOT recommended that a 100ft median be installed, access to Apple Lane be closed and the resident on the west side of the road have right in, right out access only. Full height curb would need to be installed through Apple and any non residential driveway within the 100ft median length on the North east side of the road. Dan B mentioned that he had concern with the sanitary manhole being in the median curb. Chris stated that the manhole on the North side of the tracks is a high manhole and he will check the televising and verify where the first lateral comes into the main to see if the sanitary manhole can be moved to the south out of the median nose.

On the south side of the tracks, Steve and Dan measured the distance from the gate arm to the near side of the Birch lane intersection and the distance was 33ft. To keep this intersection open the Village would need to apply for ASM improvements by requesting a 30ft median length (a modified SSM). If the intersection was closed, 60ft median improvements could be installed and the Village would qualify for SSM. The Village would need to reduce the driveway size for the residence on the West side, install a full curb head and rezone the property to residential.

The Village will need to decide if they would like to try to implement the quiet zone with SSM improvements or ASM improvements. SSM Improvements would require a 60ft median on the south side of the tracks and vacating Birch Lane and relocating Birch lane with a 250ft gravel roadway off of Maple Lane. This improvement would require a real estate transaction. A map showing this potential connection is shown below.



Dan Borchardt stated he will coordinate with everyone on plan review of the proposed construction improvements when the time comes. The Village has not decided if the design will move forward.

The Village staff thanked everyone for attending the meeting and the meeting adjourned at 11:00 a.m.

Followup SEE ATTACHED ASM Calculations

Scenario 1: 130ft of Effective Median Length (Recommended by FRA) Meets the Risk Index calculations needed to establish a quiet zone. 8,880.89 vs 15,212.21 RIWH

Scenario 2: 85ft of Effective Median Length

This scenario provides a worst case risk index solution consisting of 25 ft on the south side of the tracks if the 30ft recommended restricts left turning movements modeled onto Birch Lane and 60ft on the north side of the tracks if the sanitary sewer manhole cannot be relocated to allow the raised curb median. 14,590.03 vs 15,212.21 RIWH

Project: Village of Hewitt - Quiet Zone ASM Improvements

Estimate Date: 02-09-16

Scope of Work: Install raised medians in the centerline of CTH T for approximately 100ft on the North side of the and 30ft of centerline median on the South side of the Canadian National railroad track crossing. Closure of Apple Lane (cul-de-sac end 60ft dia). The replacement of approximately 85ft of driveway curb with full head (6-inch) curbing.

Assumptions:

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
PROJECT C: Quiet Zone Roadway Improvements					
1	Mobilization, Bonds, and Insurance	1	LS	\$ 5,000.00	\$ 5,000.00
2	Traffic Control	1	LS	\$ 2,700.00	\$ 2,700.00
3	Erosion and Sedimentation Control	1	LS	\$ 800.00	\$ 800.00
4	Site Maintenance and Restoration	1	LS	\$ 1,500.00	\$ 1,500.00
5	Railroad Insurance, Permit, Utility Locate, Flagging	1	LS	\$ 10,000.00	\$ 10,000.00
Sanitary Sewer					
6	Sanitary Manhole - 4 Foot	1	EA	\$ 3,500.00	\$ 3,500.00
7	Connect to Existing Sanitary Sewer	1	EA	\$ 750.00	\$ 750.00
8	6-Inch PVC Sanitary Lateral	30	LF	\$ 50.00	\$ 1,500.00
Street Reconstruction					
9	Excavation Common	1	LS	\$ 5,000.00	\$ 5,000.00
10	Sawcutting	400	LF	\$ 5.00	\$ 2,000.00
11	6-Inch Base Aggregate Dense 1 1/4-Inch (Cul-de-sac)	85	SY	\$ 8.00	\$ 680.00
12	4-Inch Asphalt Pavement	165	SY	\$ 18.00	\$ 2,970.00
13	Curb And Gutter 18-Inch Type 'D' (Reject)	260	LF	\$ 20.00	\$ 5,200.00
14	Curb And Gutter 30-Inch Type 'D' (Standard)	90	LF	\$ 35.00	\$ 3,150.00
15	Concrete Median Sloped Nose	160	SF	\$ 10.00	\$ 1,600.00
16	4-Inch Thick Concrete Median	520	SF	\$ 5.00	\$ 2,600.00
17	Pavement Marking Epoxy 4-Inch	615	LF	\$ 2.00	\$ 1,230.00
18	Pavement Marking Diagonal Epoxy 12-Inch	65	LF	\$ 6.00	\$ 390.00
19	Pavement Marking Stop Line 24-Inch	35	LF	\$ 9.00	\$ 315.00
20	Removing Pavement Markings Symbols	6	EA	\$ 180.00	\$ 1,080.00
21	Pavement Marking Island Nose Epoxy	4	EA	\$ 110.00	\$ 440.00
22	Pavement Marking Railroad Crossing Epoxy	2	EA	\$ 925.00	\$ 1,850.00
23	Keep Right Sign Type 2 and Post	4	EA	\$ 250.00	\$ 1,000.00
24	End Road Marker Sign Type 2 and Post	3	EA	\$ 150.00	\$ 450.00
25	No Train Horn Sign	2	EA	\$ 150.00	\$ 300.00
Construction Subtotal					\$ 36,005.00
General Items					\$ 10,000.00
Estimated Total Construction					\$ 46,005.00
CONTINGENCIES (10%)					\$ 4,600.50
ENGINEERING					\$ 16,249.99
GEOTECHNICAL INVESTIGATIONS ALLOWANCE					\$ -
LEGAL AND ADMINISTRATIVE ALLOWANCE					\$ -
LAND AND EASEMENT ACQUISITION ALLOWANCE					\$ -
PROJECT TOTAL					\$ 66,855.49

Project: Village of Hewitt - Quiet Zone SSM Improvements

Estimate Date: 02-09-16

Scope of Work: Install raised medians in the centerline of CTH T for approximately 100ft on the North side of the and 60ft of centerline median on the South side of the Canadian National railroad track crossing. Closure of Apple Lane (cul-de-sac end 60ft dia) and Birch Lane (no cul-de-sac). The replacement of approximately 150ft of driveway curb with full head (6-Inch) curbing. Install 255ft of new "Birch Lane Driveway" and removal of approximately 775ft of Birch Lane to be replaced with turf.

assumptions:

Removal of existing Birch and new Birch access off of Maple. Assume 0.20Ac of Right-of-way acquisition or easements are needed at about \$15,000/Ac. Assume no wetlands will be filled. Assume an Nol for constuction disturbing activity will not be needed because disturbance is less than an acre.

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
PROJECT C: Quiet Zone Roadway Improvements					
1	Mobilization, Bonds, and Insurance	1	LS	\$ 7,100.00	\$ 7,100.00
2	Traffic Control	1	LS	\$ 3,000.00	\$ 3,000.00
3	Erosion and Sedimentation Control	1	LS	\$ 2,000.00	\$ 2,000.00
4	Site Maintenance and Restoration	1	LS	\$ 4,000.00	\$ 4,000.00
5	Railroad Insurance, Permit, Utility Locate, Flagging	1	LS	\$ 10,000.00	\$ 10,000.00
Sanitary Sewer					
6	Sanitary Manhole - 4 Foot	1	EA	\$ 3,500.00	\$ 3,500.00
7	Connect to Existing Sanitary Sewer	1	EA	\$ 750.00	\$ 750.00
8	6-Inch PVC Sanitary Lateral	30	LF	\$ 50.00	\$ 1,500.00
Street Reconstruction					
9	Excavation Common	1	LS	\$ 8,000.00	\$ 8,000.00
10	Sawcutting	525	LF	\$ 5.00	\$ 2,625.00
11	12-Inch Base Aggregate Dense 1 1/4-Inch (Driveway)	450	SY	\$ 8.00	\$ 3,600.00
12	6-Inch Base Aggregate Dense 1 1/4-Inch (Cul-de-sac)	85	SY	\$ 8.00	\$ 680.00
13	4-Inch Asphalt Pavement	205	SY	\$ 18.00	\$ 3,690.00
14	Curb And Gutter 18-Inch Type 'D' (Reject)	320	LF	\$ 20.00	\$ 6,400.00
15	Curb And Gutter 30-Inch Type 'D' (Standard)	155	LF	\$ 35.00	\$ 5,425.00
16	Concrete Median Sloped Nose	160	SF	\$ 10.00	\$ 1,600.00
17	4-Inch Thick Concrete Median	640	SF	\$ 5.00	\$ 3,200.00
18	Pavement Marking Epoxy 4-Inch	615	LF	\$ 2.00	\$ 1,230.00
19	Pavement Marking Diagonal Epoxy 12-Inch	65	LF	\$ 6.00	\$ 390.00
20	Pavement Marking Stop Line 24-Inch	35	LF	\$ 9.00	\$ 315.00
21	Removing Pavement Markings Symbols	6	EA	\$ 180.00	\$ 1,080.00
22	Pavement Marking Island Nose Epoxy	4	EA	\$ 110.00	\$ 440.00
23	Pavement Marking Railroad Crossing Epoxy	2	EA	\$ 925.00	\$ 1,850.00
24	Keep Right Sign Type 2 and Post	4	EA	\$ 250.00	\$ 1,000.00
25	End Road Marker Sign Type 2 and Post	6	EA	\$ 150.00	\$ 900.00
26	No Train Horn Sign	2	EA	\$ 150.00	\$ 300.00
Construction Subtotal					\$ 48,475.00
General Items					\$ 26,100.00
Estimated Total Construction					\$ 74,575.00
CONTINGENCIES (10%)					\$ 7,457.50
ENGINEERING					\$ 20,508.13
GEOTECHNICAL INVESTIGATIONS ALLOWANCE					\$ -
LEGAL AND ADMINISTRATIVE ALLOWANCE					\$ -
LAND AND EASEMENT ACQUISITION ALLOWANCE					\$ 3,000.00
PROJECT TOTAL					\$ 105,540.63