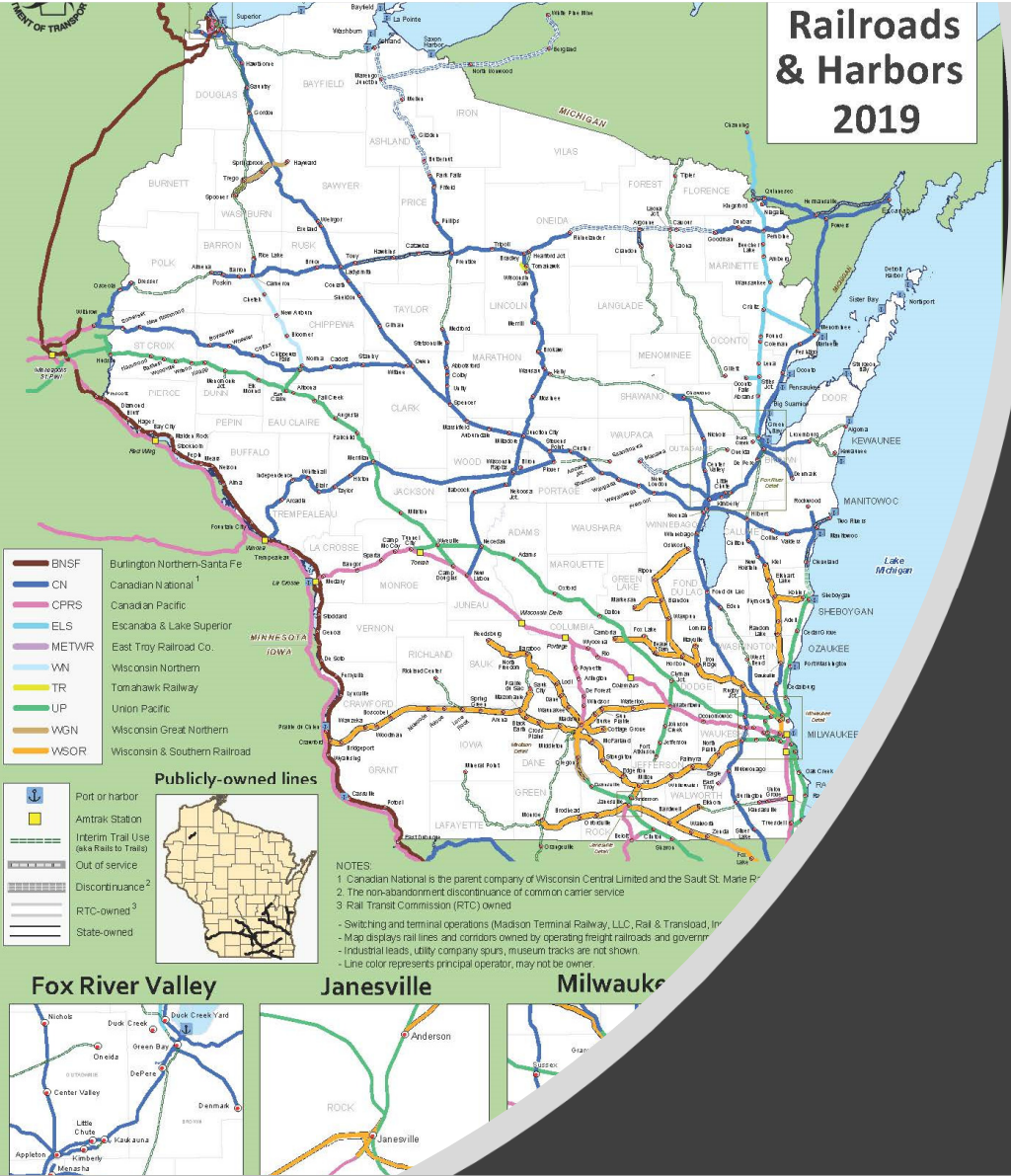


Railroads & Harbors 2019



Interconnected Crossings in Wisconsin

Challenges in Managing Preempted Signals

Various Owners

Updated and Useful Inventory for preemption

Recording design decisions consistently

Regular inspections

Controlling changes at crossing or at signal

Office of Commissioner of Railroads (OCR) role

Various Owners

- 98 (about) Interconnected inventoried crossings Statewide
- 31 on State Highway system
- Decentralized control and responsibility
- Multiple Municipalities, some with only one interconnected signal
- 5 WisDOT Regions



Inventory

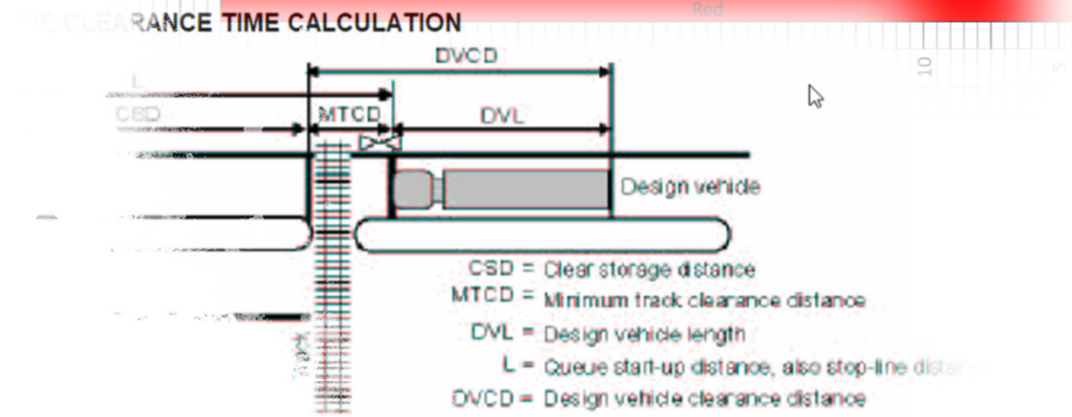
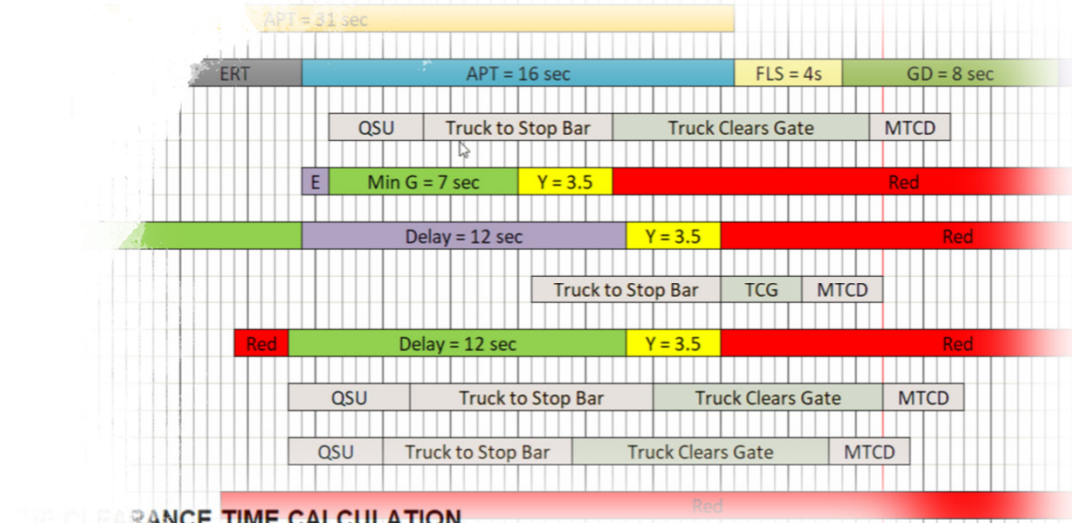
Warning Device Information	
Active/Passive Device: Active	Channelization Type:
Exempt Crossing?: N	Flashing Light Pair Count: 8
Highest Protection Level: Flashing Lights	Interconnect/Preemption Status: Advance Preemption
Other Train Activated Description:	
Private Signal Description:	
Private Sign Description:	
Private Warning Device Type:	Track Signal?: Y
Train Detection Type: DC/AFO	Whistle Ban Type: No

Device Type: **Cantilevered Flashing Light Over Traffic** (Last updated: 2003-03-18 by: ETL LOAD)
Count: **2** Condition: Install Year: **0** Approach Direction:
Lamp Type: Lamp Size:

- State has detailed inventory of all crossings
- Fields for preemption unclear
- Updates necessary, outside of NW Region not regularly updated
- Improve contact information signals and railroad
- Calculation documents could be stored here
- Review/Inspection documents

Design Calculations

- WisDOT owned signals and Federally funded project
- Local traffic signals – varies
- Funding traffic signal upgrades is a challenge under Safety program



et)
 (MTCD, feet)

Remarks	
0	N/A
38	worst case is
75	

Recording Design Decisions

- Historically Inconsistent Stored/Filed
 - Estimate requests
 - Correspondence
 - OCR documentation
- WisDOT owned signals and federally funded local signals
 - Stored calculations in file
 - Moving forward linking those documents to inventory
- Local signals
 - WisDOT has no authority
 - OCR has regulatory authority over crossing safety



Annual Joint Inspections

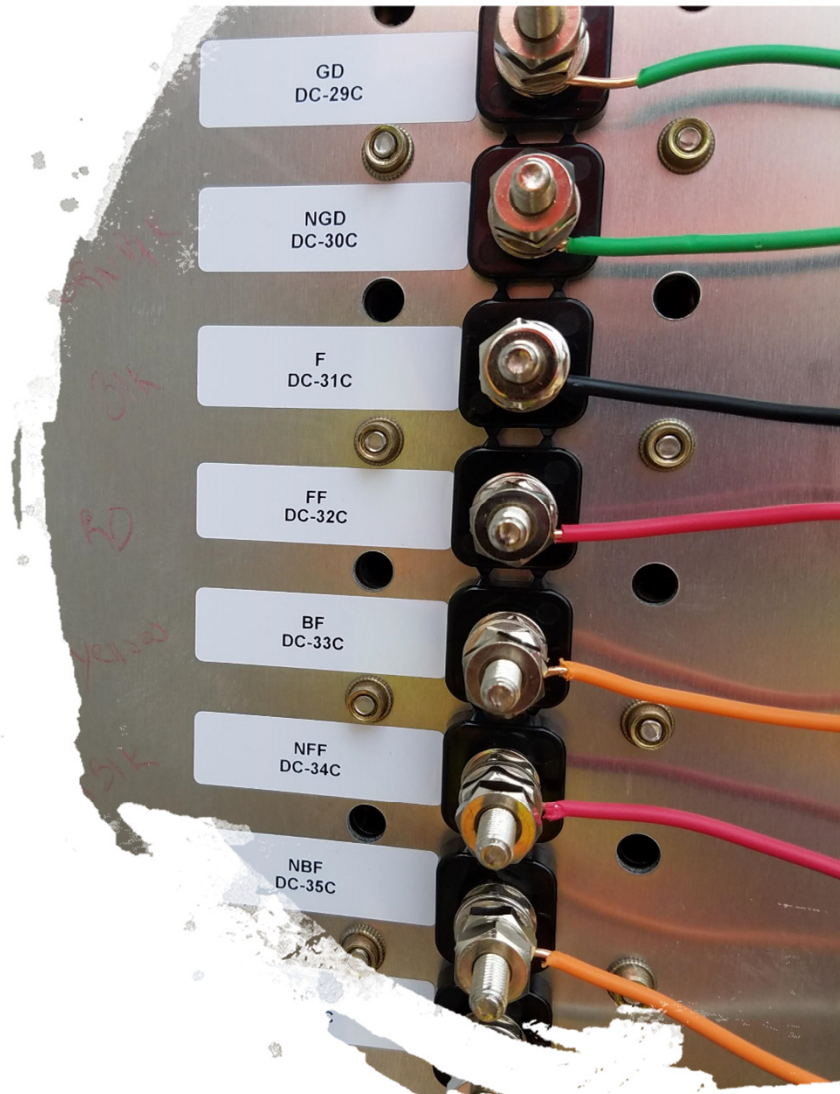
- Inconsistent between Regions, Municipalities, and Railroads
- WisDOT's challenge in staffing time/priority at Regions
- Finding the right contact
- Inspection is initiated by Railroad

- Require annual inspections? OCR can require this
 - Monitoring process?
 - Enforcement?



Changes Impacting Crossings

- Changes at the crossings covered by OCR process
- Contact Stickers in both railroad bungalow and traffic cabinet
- Clear identification of wiring
- Traffic Changes (larger queues)
- Railroad Operation Changes





- State Regulatory Authority for Crossings
- Issues Orders by Administrative Law Judge and signed by the Commissioner
- Record of Decisions and petition process
- Annual Inspections
 - Adding to Order
 - Management of submittals and compliance

Next Steps

- Update Inventory Database Structure
- Statewide Training for WisDOT and Municipal Traffic Engineers
- Update WisDOT Design Manual
- Coordinate with OCR on process to manage inspections statewide



Questions? Advice?

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