

Existing protective devices at the crossing consist of one reflectorized crossing sign north of the crossing and one wood crossing sign south of the crossing and two advance-warning signs.

Average daily traffic over the crossing based upon counts taken at the crossing during July, 1976 by the Department of Transportation, Division of Planning, showed 584 vehicles.

During recent years there have been two train/vehicle accidents at the crossing, occurring in 1963 and 1974, both involving automobiles and switch movements. The 1974 accident resulted in injuries to one person. There have been "close calls" at the crossing between vehicles and trains.

Obstructions to a motorist's view at the crossing consist of trees and brush in both west quadrants, trees and a building in the northeast quadrant, and trees and a house in the southeast quadrant.

The sidetracks through the crossing serve industries located immediately east of the crossing. One sidetrack extends northerly of the crossing and serves a paper mill. Rail operations over the crossing consist of four through freight trains and two switch movements Monday through Saturday. The maximum speed for trains over the crossing is 30 miles per hour as provided by the Railroad Company's operating rules. Because of the multiple track configuration over the crossing, two trains can be at or in the vicinity of the crossing at the same time.

Thirty-second Street extends between Airport Avenue on the south and about 3/4 mile beyond State Trunk Highway 54 on the north, a distance of about 3 1/2 miles. It is a route to Washington School and a vocational and technical school located a short distance south of the crossing. It is also used as a

route to the Wazeecha County Park, a Girl Scout Camp, a landfill area and an expanding residential area, all located about 2 to 3 miles south of the crossing.

The roadway is constructed of blacktop 24 feet wide with 4-foot gravel shoulders. The maintrack and one sidetrack intersect the roadway at about 72 degrees measured in the northeast quadrant. The most northerly side track intersects the roadway at about 55 degrees measured in the northeast quadrant. The crossings are constructed of flange rail and blacktop. The roadway approaches to and through the crossing are level for all practical purposes.

48th Street

Forty-Eighth Street extends due north and south through the entire town of Grand Rapids. About 1/3 mile south of its intersection with State Trunk Highway 54, 48th Street crosses the single mainline track of the Green Bay and Western Railroad Company at grade.

Existing protective devices at the crossing consist of one wood crossing sign located north of the crossing and one reflectorized crossing sign located south of the crossing and one advance-warning sign located about 350 feet north of the crossing.

Average weekday traffic over the crossing based upon counts taken in the vicinity of the crossing by the Department of Transportation, Division of Planning during July, 1976 is 546 vehicles.

There is no record of train vehicle accidents at the crossing; however, there have been several near accidents involving vehicles and trains at the crossing in recent years.

Obstructions to a motorist's view at the crossing consist of trees and a house in the northeast quadrant, pine trees in

the southeast quadrant and brush in the northwest quadrant. The southwest quadrant is relatively clear within a reasonable distance from the crossing. Rail operations over the crossing consist of four through freight trains Monday through Saturday. The maximum speed for trains over the crossing is 30 miles per hour as provided by the Railroad Company's operating rules.

Forty-Eighth Street is constructed of blacktop 21 feet wide with narrow shoulders. It is proposed by the town that the existing ditch lines be relocated on either side of the roadway to accommodate 6-foot gravel shoulders. The railroad and the roadway intersect at about 72 degrees measured in the northeast quadrant and the approaches to the crossing are for all practical purposes level. The crossing is constructed of inside flange rail and blacktop 23 feet wide.

Forty-Eighth Street is a major thoroughfare through the town of Grand Rapids. The Police, Fire Station and Municipal Buildings are located near the south end of 48th Street. It is used as a route for traffic between State Trunk Highway 54 on the north and several residential subdivisions, a county park and State Trunk Highway 73 on the south.

The crossings of 32nd Street and 48th Street with tracks of the Green Bay and Western Railroad Company at grade in the town of Grand Rapids, Wood County, require the installation of automatic signals as hereinafter ordered to protect and promote the public safety.

Because of the time required for the Railroad Company to prepare plans, obtain materials, and schedule crews for the installation of such signals, and because of possible delays due to inclement weather, it is reasonable that the signals shall be required to be installed not later than 1 year from the date

of this Order. Pending completion of the signal installations, arterial stop signs and stop ahead signs installed and maintained at the crossings by the Town of Grand Rapids will promote the public safety.

Conclusion of Law

THE COMMISSION CONCLUDES:

That the Commission has authority under section 195.28, Wis. Stats., to enter an order consistent with the foregoing Findings of Fact; and that such an order should be entered.

Order

THE COMMISSION THEREFORE ORDERS:

1. That the Green Bay and Western Railroad Company shall install and maintain automatic flashing-light signals and gates with appropriate appurtenances in accordance with such plans as are approved by and placed on file with this Commission at the crossing of its tracks with 32nd Street at grade in the Town of Grand Rapids, Wood County (281 667H/G93.90).

2. That the Green Bay and Western Railroad Company shall install and maintain automatic flashing-light signals with appropriate appurtenances in accordance with such plans as are approved by and placed on file with this Commission at the crossing of its tracks with 48th Street at grade in the Town of Grand Rapids, Wood County (281 665H/G92.84).

3. That the signals herein ordered shall be installed not later than 1 year from the date of this Order.

4. That the Green Bay and Western Railroad Company shall submit to this Commission crossing-circuit plans with cost estimates of its proposed installations and, upon completion of the signal projects, detailed statements of the actual costs. Said estimates and final cost statements shall indicate any cost participation or anticipated participation by state agencies other than the Public Service Commission or by the communities involved.

5. That pending completion of the signal installations herein ordered, the Town of Grand Rapids shall at its own expense install and maintain arterial stop signs and stop ahead signs at the crossings, which stop signs may be placed on the existing statutory sign posts and shall be removed when the automatic signals are placed in operation.

6. That the matter of determination of the apportionment of costs will be determined subsequently in an appropriate manner.

7. That if the petitioner, railroad, or any interested party objects to this Order and requests a hearing within 20 days after the date of this Order, the Commission will hold a public hearing.

8. That jurisdiction be retained.

Dated at Madison, Wisconsin, November 23, 1976

By the Commission.

Lewis T. Mittness
Executive Secretary