

RESOLUTION NO. 93A RESOLUTION REQUESTING IMPROVEMENTS
AT THE
GIFFORD ROAD RAILROAD CROSSING

WHEREAS, the Gifford Road railroad crossing is the main entrance to the Village from the north and serves a large volume of traffic entering from State Trunk Highway 16, 100 yards north of the crossing, including fire and emergency service vehicles and school buses; and

WHEREAS, a large volume of through traffic crosses this Gifford Road railroad crossing, as it is part of a convenient and direct link between State Trunk Highway 16 and State Trunk Highway 67, and between State Trunk Highway 16 and Interstate 94; and

WHEREAS, the crossing is in a densely populated residential area with many homes within 100 yards of the crossing; and

WHEREAS, train traffic has increased significantly in the last 5 years (now 25-30 trains daily) and is projected to continue to increase and will serve the high-speed passenger connection between Milwaukee and Madison; and

WHEREAS, fire, rescue and medical service providers are based in Okauchee and must use this crossing to access the Village, and when the crossing is blocked by barrier or train, alternative access to the Village requires approximately 10 additional minutes of response time, significantly increasing risks to persons and property in the Village; and

WHEREAS, the Gifford Road railroad crossing provides access not only to residential areas, but also to the commercial entities in the Village, and to the Oconomowoc Lake Club; and

WHEREAS, each train blows its horn four times entering the crossing, causing continual disturbance and decreasing the quality of life in a residential area; and

WHEREAS, today's vehicles with air conditioning, stereo, and interior sound insulation renders train horns of limited warning value; and

WHEREAS, vision is severely limited at the southerly approach to the crossing due to large trees and vegetation on privately owned land; and

WHEREAS, space constraints at the site caused by service roads and highway entry and exit ramps limit the long term effectiveness of crossing gates; and

WHEREAS, in addition to the high volume of motorist traffic, the Gifford Road railroad crossing is traversed by approximately 13 to 20 school buses each school day; and

WHEREAS, the Village wishes to afford the greatest safety to motorists and pedestrians, including school buses; and

WHEREAS, the Wisconsin Commissioner of Railroads has visited the site and agrees with the feasibility and desirability of a grade separation whereby the railroad tracks would be lowered to the level of State Trunk Highway 16,

THEREFORE, BE IT RESOLVED, that the Village of Oconomowoc Lake requests that HNTB in its plan for improvements to accommodate high-speed passenger rail service between Milwaukee and Madison consider a grade separation (including possible relocation of the crossing) at the Gifford Road crossing and sound reduction measures for the entire distance of the railroad in the Village of Oconomowoc Lake to maximize the safety of motorists and pedestrians with minimal disturbance to the environment and adjoining property owners, and

THEREFORE, BE IT FURTHER RESOLVED, that the Village of Oconomowoc Lake requests that the cost of planning for such improvements be made part of the State and/or federal funding for the Midwest Regional Rail Initiative, and

THEREFORE, BE IT FURTHER RESOLVED, that the Village of Oconomowoc Lake requests that the Village Board be granted an opportunity to review, comment on, and approve this portion of the plan, and

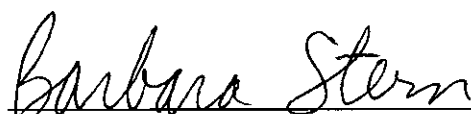
THEREFORE, BE IT FURTHER RESOLVED, that the Village of Oconomowoc Lake requests that the cost of constructing the improvements included in this portion of the plan be paid for as part of the State and/or federal funding for the Midwest Regional Rail Initiative.

Passed and Approved this 21st day of August, 2000.

VILLAGE OF OCONOMOWOC LAKE


Raymond O. Foster, Village President

ATTEST:


Barbara Stern, Clerk-Treasurer