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Governor

# Wyoming Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

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John F. Cox  
Director

## MEMORANDUM

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TO: Rail-Grade Crossing Stakeholders

DATE: November 16, 2009

RE: Statewide Railroad Quiet Zone Assessment

The Wyoming Department of Transportation has received the final reports for the Statewide Railroad Quiet Zone Assessment from RL Banks & Associates. The study's scope of services was designed to show relative need for railroad quiet zones by community; to outline general community and statewide costs for railroad quiet zones and to develop a priority ranking formula by community and/or corridor for the implementation of quiet zones. This agreement included a field assessment of quiet zone options for at-grade public crossings with train counts greater than two per day in or near Wyoming communities with populations greater than 100.

Per the scope of services, the study showed community and statewide costs for supplemental safety measures (SSMs) at each crossing. *Costs assigned were generic and not site-specific.* The study showed approximate statewide implementation costs of \$16.8 million.

In Phase 2 of the report, the Federal Railroad Administration's quiet zone calculator was utilized to show sufficient SSMs at enough crossings to reduce the risk threshold across the entire corridor. WYDOT recommends SSMs at each crossing in any proposed quiet zone, but felt that the quiet zone calculator should be evaluated while the consultant was still under contract.

The second phase showed that the least expensive, feasible alternatives of the 84 public crossings were:

- 50 crossings utilizing wayside horns,
- 28 crossings utilizing two-quadrant gates with median barriers,
- Four crossings utilizing four-quadrant gates.

The remaining two evaluated crossings already had four-quadrant gates in place.

The Phase 2 study showed approximate statewide implementation costs of \$14.6 million. Although both phases outline the lowest cost scenario permissible for each community, that recommendation is not intended to supersede any community's plans, vision or associated intentions for grade crossing safety and related improvements.

Dan Kline  
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