



PUBLIC WORKS COMMISSION
Regular Meeting

Date: August 5, 2013

Meeting Called to Order: 5:30 p.m.

Meeting Adjourned: 7:16 p.m.

Present: Mike Riedmuller, Brian Logan, Martin Karol; Robert Wells, Steven Peterson; Joe Procopio (Council Rep)

Staff Present: Bob Goebel, P.E., Public Works Director; Dan Sailer, P.E., Assistant Public Works Director; Bob Watts, P.E., Transportation Planning and Traffic Engineering Manager; Linda Angus, Administrative Supervisor

Absent: Langford Jordan, Kenneth Brink

Guest: Bob Washburn

ITEM/SUBJECT	ACTION/BY	DISCUSSION/REPORT
Call to Order		Mike Riedmuller, Chair, called the meeting to order. A quorum was present.
Public Comment on Items Not on the Agenda		Bob Washburn, resident of Castle Rock, was present to talk to the Commission about the lack of bike lanes in Town especially Plum Creek Parkway. Also, he wanted to mention that if bikers are forced to ride in the gutter area that sweeping needs to take place more often. Bob Goebel commented that the Town adds bike lanes as road construction moves throughout Town and as soon as Plum Creek Parkway is expanded to four lanes, a bike lane will be installed at that location. Mr. Washburn wanted to thank staff for fixing the pavement on Canyon Drive due to water main breaks.
Tour of Plum Creek Water Purification Facility		Staff was given a tour of the Plum Creek Water Purification Facility by Matt Kramer, Utilities Operations Manager and Cassidy Grotheer, Regulatory & Water Quality Compliance Analyst.
Minutes	Motion made by Commissioner Steven Peterson; seconded by Commissioner Martin Karol	It was motioned, seconded and approved by the Public Works Commission to accept the action minutes of June 3, 2013. Motion carries unanimously.
Discussion/Direction: Implementation of a Quiet Zone for the Union Pacific RR Crossings in Downtown Castle Rock – Bob Watts		At the July 1, 2013 Public Works Commission meeting, it was motioned to defer making a recommendation to Council at this time regarding the implementation of the Quiet Zone until the revised cost estimates are received from the UPRR. Bob Watts informed the Commission that the railroad has not completed their cost estimates and they don't have a timeframe as to when they will be completed. However, they do keep telling us that 5% is a good estimate of what the increase will be,

		<p>therefore, we should plan on close to \$800,000 for the two crossings at 2nd Street and 3rd Street.</p> <p>More interest in the wayside horn option has begun to surface. The requirement from the railroad is that a 92-93 decibel sound be provided at a point 100' away from the tracks. The horn is mounted at a height of 12-15' high along with a visible light that is illuminated whenever the horns are being sounded. This allows the engineer to see that the system is operating. The horns are sounded using the existing traffic equipment that operates the gates and are sounded in the general pattern that they are currently. Staff provided a wayside horn demonstration on July 18th. Horns were placed at 2nd Street and 3rd Street for two different demonstrations. For the first demonstration, we had a horn set up pointing eastbound on 2nd and one pointing westbound on 2nd. When we tested the horns, they ranged from 92-95 decibels. We measured the decibels at about 75-100' away from the horn and it measured 85 decibels which means getting away from the main focus of the sound, it drops off dramatically. We then moved the horn that was facing westbound on 2nd up to 3rd and also faced it east to duplicate what the residents would hear also we wanted to see what the overlapping sound would be because, in all likelihood, when the horn is being sounded at 2nd it will continue to sound at the same time the horn at 3rd is activated because of how close those crossings are. Again, at a point about midway between 2nd and 3rd where a private home is located, it was measuring around 80-85 decibels. A 10 decibel decrease is about half the sound. By coincidence a train went through during the demonstration. We measured the sound level of the train horn as it passed the crossing and at 100' away where we were projecting 93 decibels of sound, it was projecting 106 decibels of sound which is over twice of what is required. It was evident that with the wayside horns we did see a fairly remarkable decrease in the sound. We asked some of the residents and they commented that they could still hold a conversation when the wayside horns were sounded which is impossible when the train horn is sounded. Following the second demonstration, I asked the resident that lived in the house between 2nd and 3rd how the sound was and she was unaware that there had been a second demonstration because she was watching television! We had asked her to stay in</p>
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		<p>her house because we wanted to know how it sounded inside the house. She heard the horn the first time because she knew it was going to be sounded but then she started to watch television and never heard the second demo. Also, coincidentally, a fire truck went through and it was at a level of about 106 decibels so the fire truck and train noise is about the same. One comment that came out during the demonstration was that "it's still a horn" and that's a fact; it's not a Quiet Zone. The Quiet Zone would actually silence the horns with a caveat that an engineer could always blow the horn if there is some danger at the tracks or at the crossing. Other comments were that the wayside horns aren't as safe as the four-quadrant gate system because people can still go around the gates. Staff's comment to that is that the two-quadrant gate system has been the standard for safety for a long time throughout the nation and that is one of the reasons that you don't get money to put in a four-quadrant gate because the two-quadrant gate is what they feel is needed for safety, everything else is just needed for improving quality of life. Bob Goebel made the point that after the locomotive went through and stopped blowing his horn, just the sound of the railcars going by in that location was about the same as the sound level of the wayside horns when they were going off at the crossing.</p> <p>Bob Watts has sent an email to the railroad to ask if there is any way that they can check the level of their horns because obviously they are projecting 106 decibels which is over twice as much as the 93 decibels would be. He hasn't received a reply yet and realizes that this would require a lot of effort on their part and can only imagine how many train engines there are that come through here on a daily or weekly basis and he's not quite sure they would do be willing to do that.</p> <p>Joe mentioned that there are many rural municipalities in northern Colorado complaining about the horns and they were able to get Federal legislators to look into the matter. Senators' Bennett and Udall introduced legislation to investigate the current rules on how many decibels are required. This could be a factor on slowing things down to see what the Feds are going to do, if anything. We are talking about almost \$1M for installation of these gates</p>
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	<p>Motion made by Commissioner Bryan Logan; seconded by Commissioner Martin Karol</p> <p>Motion made by Commissioner Martin Karol; seconded by Commissioner Robert Wells</p> <p>Motion made by Commissioner Robert Wells; seconded by Steve Peterson</p>	<p>have the Quiet Zone than the wayside horns. He also stated that the noise of the train discourages business in the downtown area. If this is true, we should consider the increased tax revenue that having more businesses in the downtown area would provide. When the Quiet Zone was discussed by the Commission a few years ago, the economy had begun its downturn and the Commission felt that it wasn't a viable project at the time. Now that the economy is turning around, Mr. Washburn would rather see us invest in the Quiet Zone and not the wayside horns.</p> <p><i>Commission Comments:</i></p> <ul style="list-style-type: none"> • If you're quieting the area similar to the noise of the train itself; that seems adequate. • The liability policy required for the wayside horns is a concern. • It seems to be the frequency of the trains coming through the area and not really the noise. <p>It was motioned, seconded and approved by the Public Works Commission to recommend to Town Council to not approve the Quiet Zone. Motion carries unanimously.</p> <p>It was motioned and seconded by the Public Works Commission to recommend to Town Council to pursue the wayside horn option. Motion fails 2-3</p> <p>It was motioned, seconded and approved by the Public Works Commission to defer making a recommendation to Town Council regarding the wayside horns until they receive the final cost estimates and the required liability policy is defined. Motion carries 4-1</p>
<p>Volunteer for the Vision 2030 Community Team – Bob Watts</p>		<p>Marty Hudson, the Town's Long Range Planning Manager, is leading the effort to update the Town's Vision 2020 Plan and is seeking volunteers from the Commission to participate on this team. Both Langford Jordan and Steven Peterson volunteered to be the Public Works Commission representative. Bob Watts will talk to both to see who will be the representative and who will be an alternate.</p>
<p>Projects Update – Bob Goebel</p>		<p>An overview of the current Public Works projects/programs was provided to the Commission in their packets. Bob Goebel gave an update to the Commission regarding the N. Meadows Drive Extension project in that Douglas County has approved the IGA for their</p>

		contribution of \$10.5M and the Federal Highway Authority has approved the Interstate Access Request.
Council Comments – Joe Procopio		Mr. Procopio noted that the Veteran's Monument was dedicated and the Douglas County Fair & Rodeo begins next week. He also wanted to give kudos to the Public Works Department staff for the great job on the Pavement Maintenance Program this year; streets look great!
Commission/Staff Comments/ Concerns		The Commission thanked Bob Goebel for setting up the tour of the Plum Creek Water Purification Facility.
Adjournment		There being no further business, the meeting was adjourned. Next meeting September 9 th .