



OFFICE OF THE  
**COMMISSIONER OF RAILROADS**  
STATE OF WISCONSIN

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September 12, 2025

Traci Gengler  
Principal Engineer  
City of West Allis  
7525 W. Greenfield Ave  
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Engineer Gengler,

On September 2, 2025, an investigator from the Office of the Commissioner of Railroads (Office) completed an inspection at the Union Pacific Railroad Company crossing of South 57<sup>th</sup> Street (Crossing No. 177235B) in the City of West Allis, Milwaukee County. The Office is the state agency responsible for making determinations of the adequacy of warning devices at railroad crossings. It was the investigator's finding that the pavement markings and stop lines are missing from both the northbound and southbound traffic lanes. The stretch of railroad tracks between S. 60<sup>th</sup> Street and W. Electric Avenue are flanked by two roads that are both named W. Mobile Street. Both the northern W. Mobile Street and the southern W. Mobile Street are missing the parallel Advance Warning Signs (AWS) for both the eastbound and westbound traffic lanes. Photos attached.

Manual on Uniform Traffic Control Devices (MUTCD) Section 8B.06 Grade Crossing Advance Warning Signs (W10 Series), paragraph 5 states, "If the distance between the tracks and a parallel highway, from the nearest rail of the tracks to the edge of the parallel roadway, is less than 100 feet, a W10-2, W10-3, or W10-4 sign (see Figure 8B-4) shall be installed on each approach of the parallel highway to warn road users making a turn that they will encounter a grade crossing soon after making a turn."

Sign placement for W10-2, W10-3, or W10-4, shall be placed in accordance with Table 2C-4 - Guidelines for Advance Placement of Warning Signs located in the Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD), using the speed of through traffic and measured from the highway intersection.

The Manual on Uniform Traffic Control Devices (MUTCD) Section 8C.02 Grade Crossing Pavement Markings states grade crossing pavement markings shall be placed in each approach lane on all paved approaches to grade crossings where signals are located. Pavement markings shall consist of an X, the letters RR, a no passing zone marking (on two-lane highways with center line markings), and transverse lines retroreflectorized white. See Figure 8C-2. Grade Crossing Pavement Markings.

MUTCD Section 8C.03, Stop and Yield Lines paragraphs 1 & 4 states stop lines shall be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal. Office practice requires the installation of stop lines on paved roadways at railroad crossings.

The City should conduct an inventory of railroad crossings under its jurisdiction and verify that each one complies with the specified railroad safety standards.

Please install the parallel AWS per WMUTCD guidelines within 30 days and send a confirmation email to [ocr@wisconsin.gov](mailto:ocr@wisconsin.gov) when the work has been completed.

Please have the pavement markings and stop lines installed per WMUTCD guidelines within 60 days and send a confirmation email to [ocr@wisconsin.gov](mailto:ocr@wisconsin.gov) when the work has been completed

Sincerely,

*Tyrel Viner*

Tyrel Viner  
Rail Safety Inspector

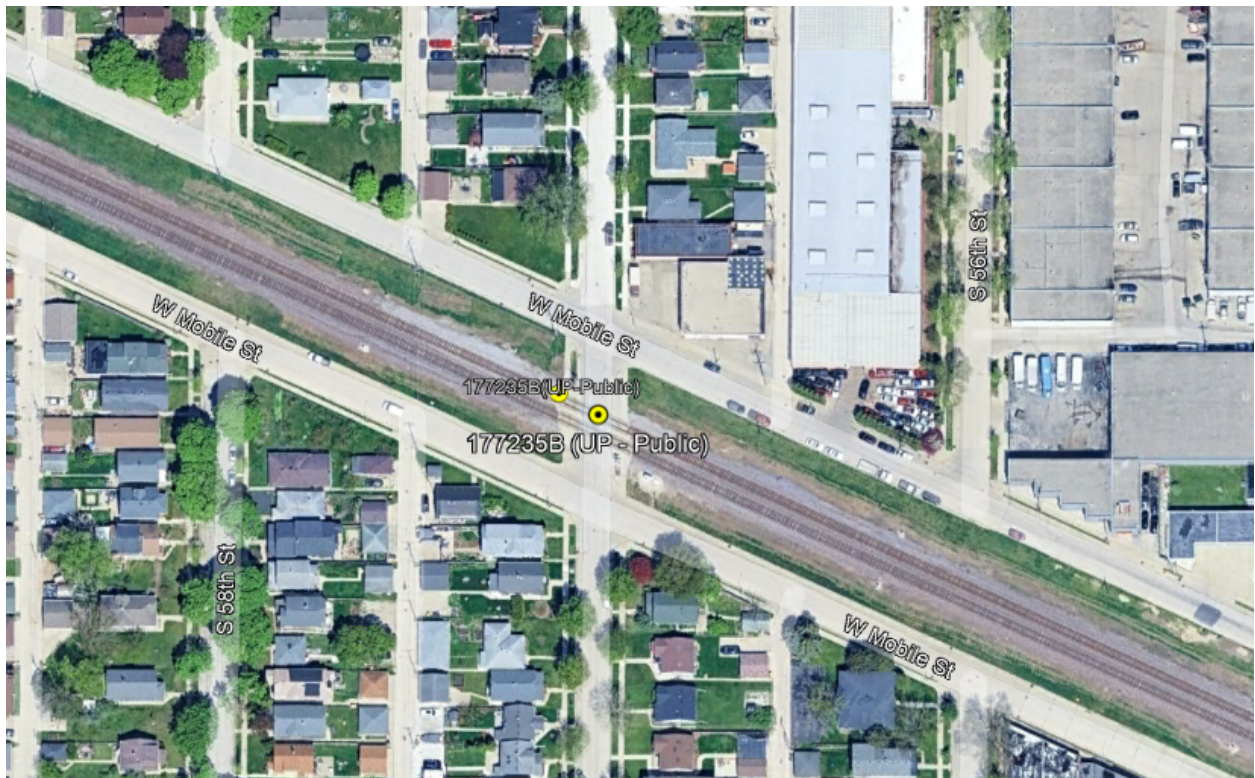
Attachments

Missing pavement markings and stop lines





The layout of W. Mobile Street in relation to the railroad crossing of S. 57<sup>th</sup> Street



The parallel AWS is missing from the westbound lane of the southern W. Mobile Street





Parallel AWS missing from the eastbound lane of the southern W. Mobile Street



Parallel AWS missing from the eastbound lane of the northern W. Mobile Street



Parallel AWS missing from the westbound lane of the northern W. Mobile Street

