

**WATERLOO/MARSHALL/MEDINA RAIL TASK FORCE
PRIORITY LIST TRACKING
8/18/2010 12:25 PM**

CATEGORY	PRIORITY DESCRIPTION	RAIL TEAM INFORMATION
SAFETY	(W1/M1) No public street closures.	<p>(ROBERTS 8/12/10) Below I have put together a list of factors analyzed when going through a diagnostic review, these are all considered as they make recommendations for safety upgrades or consolidations.</p> <ul style="list-style-type: none"> -Nearby crossings (how close are they, what kind of warning devices do they have?) -Alternate Routes (availability and additional length of rerouted trips) -Nearby Grade Separations -Emergency Response -Bus Routes (School, Transit) -Safety History (Crashes/Incidents/Near hits) -Traffic Volumes -Pedestrian Volumes -Train Volumes -Type of Railroad traffic -Number of Lanes/Tracks -Sight Distance (Visual Obstructions) -Alignment of roadway/tracks -Roadway classification (functionality) -Speeds of vehicles/train -Warning Devices at nearby crossings <p>And directly from the FDM: "Improvement in quality of life in the area where as crossing is closed:</p> <ol style="list-style-type: none"> a. No train horns b. No through highway traffic <p>(OIMOEN 8/04/10) We want local input on crossings. I have toured the city with the Police Chief and Mayor and we are committed to face-to-face meetings on the priorities.</p> <p>(WALL 8/4/10) The plan is to not close Lewellen Street in Marshall.</p>
SAFETY	(W2/M2) A minimum of three pedestrian overpasses in Waterloo and one in Marshall capable of supporting emergency vehicles shall be constructed.	
SAFETY	(W3/M3) Training and equipment necessary to handle train accidents shall be provided along with assistance in writing emergency plans.	(OIMOEN 8/04/10) A big public safety campaign will take place prior to service.
SAFETY	(M4) Assist in drafting EMS district boundaries for Marshall.	

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SAFETY	(W5/M6) Railroad crossings shall be designed to allow for a “quiet zone” to be implemented within the City of Waterloo and Village of Marshall	(HENKE 8/4/10) WHISTLE FREE ZONES – A two gate minimum plus supplemental safety items required. The whole corridor is being designed a whistle free standard. A community applies for the status and must take action to annually (?) keep the status. See quiet zone calculator at FRA website. Each crossing is unique but uniform standards apply. City can pick and choose where. Minimum section is one-half mile. State will maintain the crossings that they install. Whistle free does not apply to towns. Not mandatory to have quiet zone.
SAFETY	(M16/W14) Train speeds shall be reduced to 20-40 mph within Waterloo & Marshall City limits.	(HENKE 8/4/10) Waterloo is being designed for a maximum of 79 mph due to curves. Marshall is being designed for 110 mph. (GALLAMORE 8/4/10) You must go high up in the DOT structure to appeal rail speeds.
AESTHETIC	(W4/M5) Decorative fencing and aesthetic sound barriers shall be constructed on the section of rail from Van Buren to Fischer Road in Waterloo and on all Marshall sections.	(HENKE 8/4/10) Fencing needs to go where ingress/egress and control are a concern. The Diagnostic Team will make recommendations on crossings and The Safety Team will look at the rest. Thinking has changed from fencing the whole thing to partial fencing. This will be covered in the Corridor Management Plan. Fences can be a two-edge sword. They keep people in and out. (OIMOEN 8/4/10) We need to go back and look at this whether or not a plant barrier can serve as a safety barrier. The Corridor Management Plan is something that we’ll work together on. (HENKE 8/4/10) On-going maintenance must be thought through. There are strict FRA rules on working within the rail corridor. The City doesn’t want to get their people railroad certified to trim a bush. PERRY: They’ll just spray chemicals? HENKE: Yes. The goal is to keep the ballast section weed free. A 25 foot swath; otherwise it is likely typical maintenance.
AESTHETIC	(W9/M8) An investigation shall be made into the impact of train vibration and sound on adjacent residents and measures to address these issues will be incorporated into the design.	(GALLAMORE 8/4/10): Sound will be reduced due to welded steel track. Caron Kloster and John Jaekle are the lead contacts on sound. (HENKE 8/4/10) More detail is in the works. A few more soil borings to be done in Waterloo. DOT is going back to look at the whole thing because new design standards are in place since the earlier Environmental Assessment [note: this final comment applies broadly to the project...]
AESTHETIC	(W10/M9) Aesthetic, sound, visual, and light barriers shall be constructed at those locations determined to be disruptive to adjacent residents.	
AESTHETIC	(W11/M10) Track areas adjacent to the Mauneha River shall be improved in an “aesthetic manner” that does not increase flood plain elevations either upstream or downstream. This shall include flood proofing the STH 19 crossing. Alterations to the riverbanks, riverbed and floodplain shall be done with the guidance of a riparian zone specialist or hydrologist.	

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AESTHETIC	(W12/M11) The railroad right of way shall be flagged for each property owner and any additional acquisition determined immediately. Input from the Assessor shall be included in property assessment determinations.	
CONNECTIVITY	(W6) A 10 foot wide pedestrian/bike trail shall be constructed within the southerly ten feet of the rail right of way from Palmer to Fischer Road with sidewalk on the south side of West Madison Street under the rail bridge at Hwy 19 (700-800 blocks of West Madison Street).	(GALLAMORE 8/4/10) Commenting on Perry drawings: – a bike corridor may pose problems for drainage.
CONNECTIVITY	(M7) A 10 foot wide pedestrian/bike trail shall be constructed along the rail (exact trail location to be determined).	
CONNECTIVITY	(W7) A future rail station will be planned and alternative locations will be considered including locations at Monroe Street, Fischer Road, the Jackson Street warehouses and the Van Holten's former canning plant.	(COTTING 8/4/10) The Rail Task Force selected the Jackson Street warehouse area as the location. (WALL 8/4/10) The area should be on a straight piece of track not on a tangent. Send details as soon as possible. (HENKE 8/4/10) In Waterloo minor realignment readjustments are warranted. From Washington to Jackson is one area Henke is looking at for slight realignment. He is confident DOT can stay in the right-of-way. Two areas to fix: take two west switches out in middle of curve and moving east end (Washington – Jackson). This affects keeping the sidings for this area. Decisions may occur within the next month.
CONNECTIVITY	(W8) One additional extended railroad siding shall be constructed at the future Industrial Park location east of Fischer Road.	(WALL & OIMOEN 8/4/10) We need to know details about sidings now. (HENKE 8/4/10) On sidings for economic development: At FRA's direction – we won't preclude known conditions. We need to be shown what the concerns are... Are they or aren't they current concerns. DOT won't put in switches in for a "what if" situation. But future consideration can be written in. Accommodations most greatly affect the signal system. That is costly. The signal system coordination is most important when looking at sidings.
MAINTENANCE	(W13/M12) Any specialized roadway snow removal required at public crossings shall be at state expense.	(GALLAMORE 8/4/10) Snow removal will be handled as it always has been.
MAINTENANCE	(W17/M15) Water, sewer and other utility conduits shall be repaired at no expense to the City or Village.	(ROBERTS 8/4/10): Standard utility coordination should apply for this project. She requested any and all infrastructure maps including information from the public utility. She requested all information about municipal road standards such as standards inlets and the like.

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FUNDING	(W13) DOT shall reimburse the city a minimum of \$15,000 for any independent review of the design/safety recommendations.	
FUNDING	(W15/M13) DOT shall support the City & Village in applying for supplemental funding (e.g. TE and SRTS) that will complement additional improvements necessary to reduce the affect of the High Speed Rail system on the community that may be outside the HSR budget.	
FUNDING	(M16) Compensate the Village of Marshall the fair market value for the land and loss of use for the future Street Extension/right-of-way area, known as outlet 6 in the North Lakewood Subdivision on Lakewood Terrace, Village of Marshall.	