



Existing aerial 16a: Plan view of 2nd Street railroad crossing

Train Quiet Zone



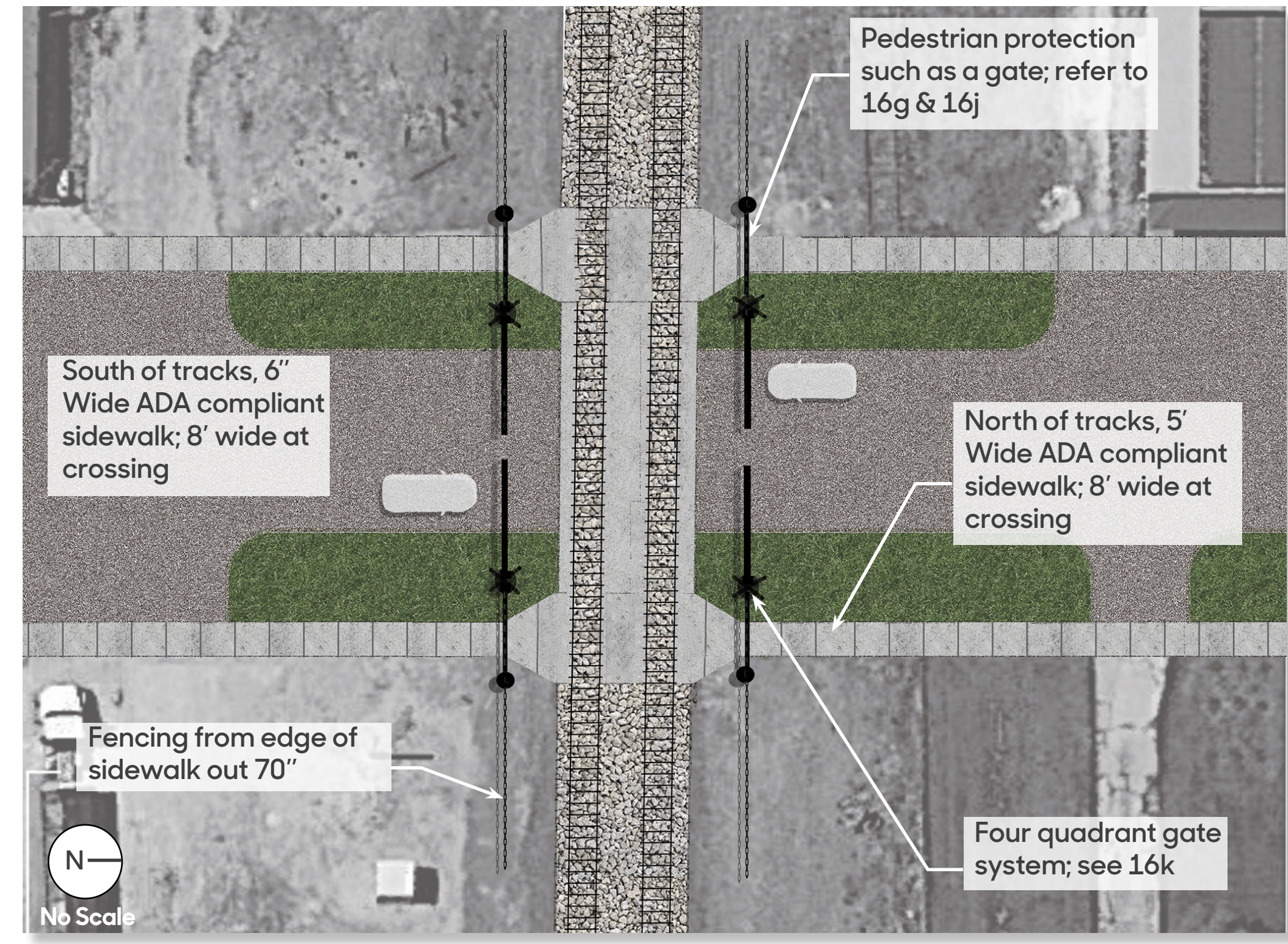
All user groups identified one or more issues with the railroad, most of which had to do with the trains stopping and blocking traffic and also with the loudness of their horn(s). The enhancements identified by the various user groups indicated that they would like to have a Train Quiet Zone through town and to upgrade the pedestrian crossing on Second Street.

According to representatives from the Federal Railroad Administration (FRA) and the Iowa DOT railway division, it is up to the railroad to decide which measures are to be put in place. They may be as shown in one of the concept plans illustrated on this board or it may be a combination of different things - it is entirely up to the railroad inspectors from United Pacific (UP), the owners of the railroad running through Calamus.

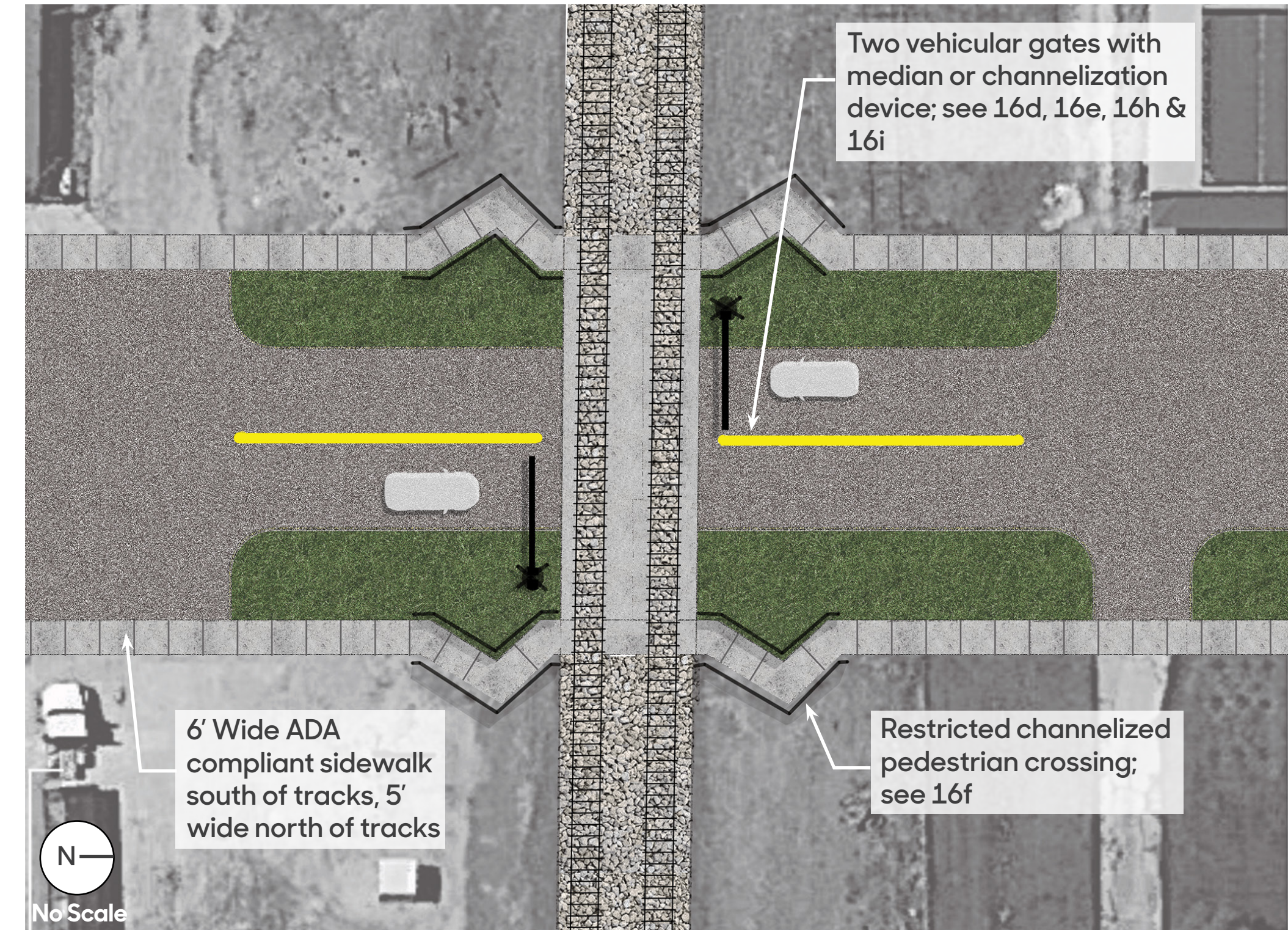
If and once a quiet zone is granted, then the UP will do all of the construction work and will bill the city for that work. If the train engineer finds something damaged or missing, such as if a channelization device breaks off, then the railroad can automatically revoke the quiet zone.

In addition, even though an area is marked as a quiet zone, the train engineer can still sound the horn if she/he thinks that someone is not seeing the train or is not paying attention.

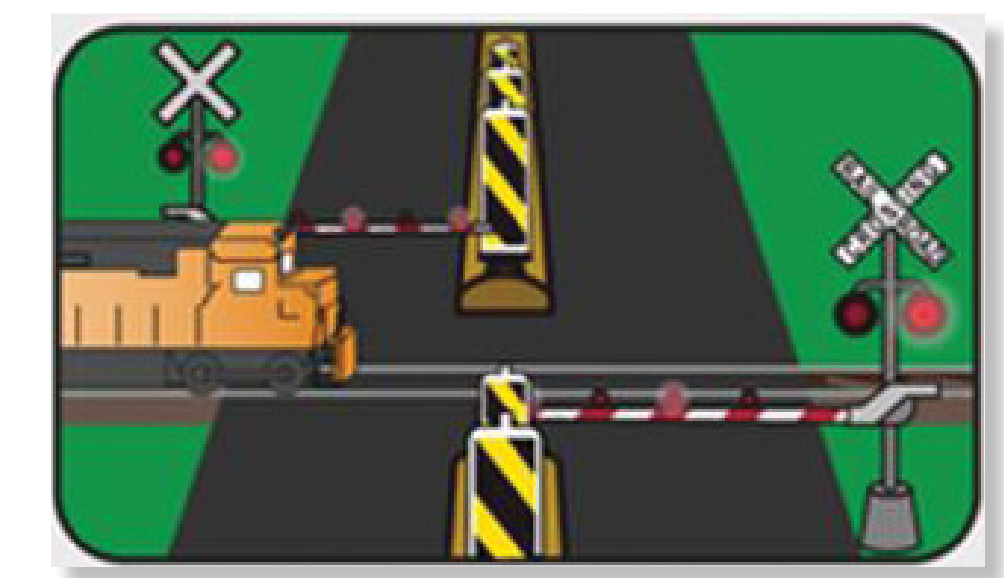
While the First Street railroad crossing is not specifically illustrated here, it would have the same applications, except there would be no pedestrian protection (17f, 17g, and 17j) since there is no existing or proposed sidewalk. There may, however, need to be a guardrail or other barriers required along the sides of the street to prevent motorists from running around the edge of the street and gate when the gates are down.



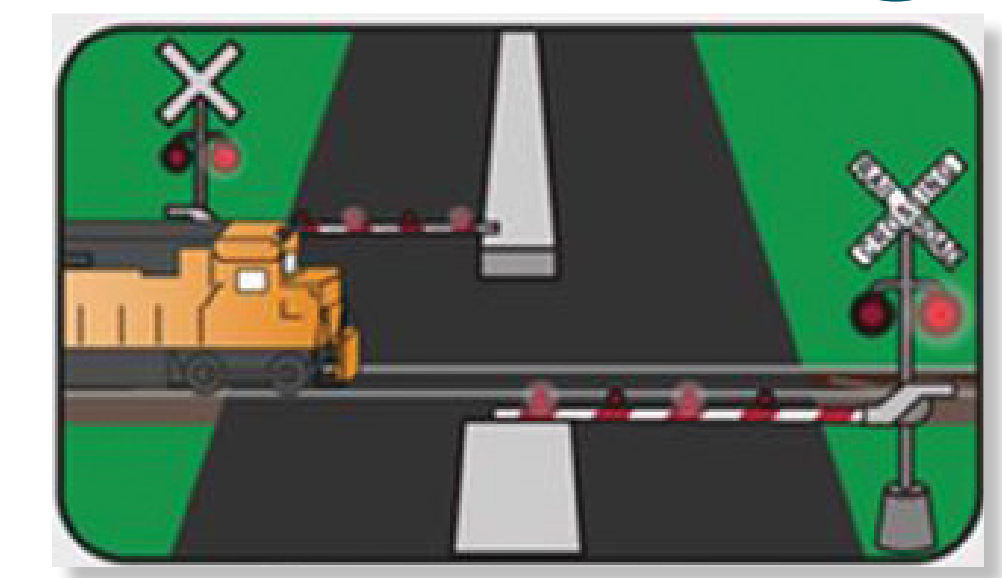
Concept Plan 16b: Four-quadrant gate system



Concept Plan 16c: Two gates with medians or channelization devices



Example 16d: Gates with channelization devices



Example 16h: Gates with medians



Example 16e: Gates with channelization devices



Example 16i: Gates with medians



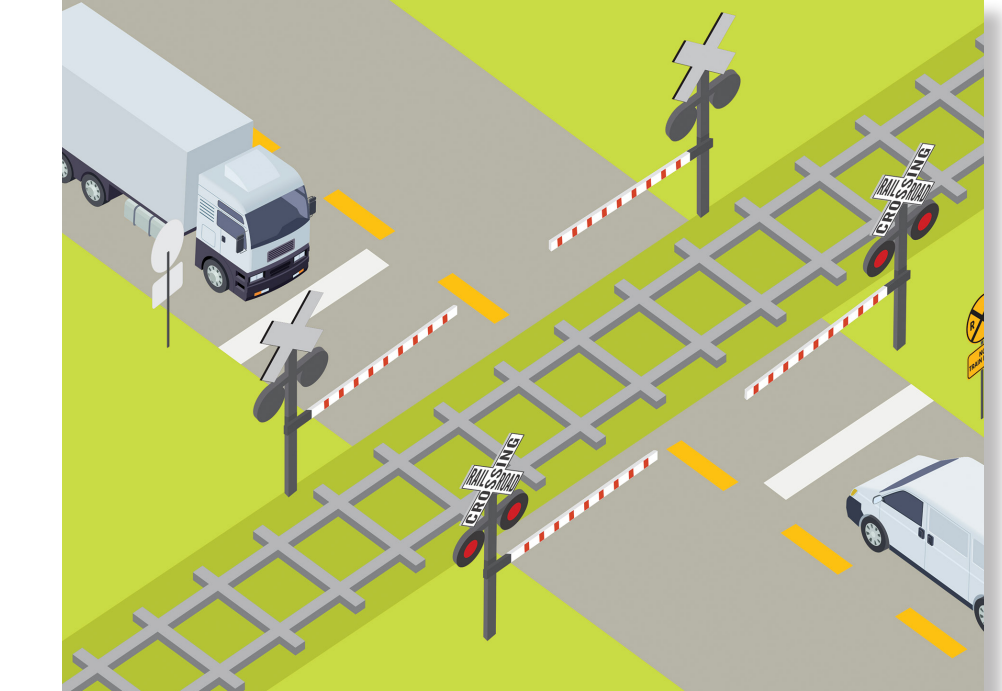
Example 16f: Restricted channelized pedestrian crossing



Example 16j: Automatic gate control for pedestrian crossing



Example 16g: Pedestrian gate crossing



Example 16k: Four-quadrant gate system