

**Minutes of Diagnostic Team Crossing for Frost Road NW Railroad Crossing
February 18, 2015**

A diagnostic team meeting for review of the plans to create a Quiet Zone at the Frost Road NW, BNSF railroad crossing in Watab Township was held at the crossing site on Wednesday, February 18, 2015 at 11:00 a.m.. Those present included Tammy Wagner, FRA Region 4 Crossing Manager; Rick Van Wagner, MNDOT Project Manager; David Johnson, BNSF Railway Manager Public Projects; Jon Bogart, Bogart, Pederson and Associates/Township Engineer; Jeff Swanson, Bogart, Pederson and Associates/Engineer; Kirk Jensen, BNSF Signal; Andrew Wordekemper, BNSF; township residents Bob Behrendt and Bob Raveling; Benton County Commissioner Ed Popp; Supervisor Ed Kacures, Watab Township; Supervisor Lloyd Erdmann, Watab Township; Supervisor Craig Gondeck, Watab Township; and Clerk Pat Spence, Watab Township. Following review at the site, the team moved to the Watab Town Hall for the remainder of the meeting. (Please find the attendance sheet attached to the minutes).

The meeting was called to order at the town hall at 11:25 a.m. with all the above-named present except resident Bob Behrendt. Jeff Swanson of Bogart, Pederson, and Associates, described the proposed installation at the crossing with an eight-inch raised median to extend one hundred feet from the mast arm on both the east and west sides of the railroad tracks. There will be eight-inch outside curbing extending twenty-five feet from the tracks on both sides of the road. Discussion on the access to the bungalow resulted in the decision to have a twenty-five foot concrete slab for the driveway; the suggestion was made by Lloyd Erdmann that as the outside curb is poured by the bungalow, the curbing top will be removed to grade level to provide access.

David Johnson discussed the need to coordinate the old asphalt removal and new asphalt installation with the BNSF roadmaster so that the crossing is milled appropriately for good drivability.

Lloyd Erdmann recommended widening the planks as a safety issue on one side of the crossing due to the angle of the road meeting the tracks and because the edge of the curbing would be even with the edge of the planks causing a safety hazard. David said that BNSF will immediately work on estimates for adding the planking and get the information to the township. Jon Bogart will establish the centerline. David added that there may also be the need for additional ten-foot ties by the tracks.

Tammy Wagner asked if the Notice of Intent needed to be resubmitted. Pat Spence provided a copy of the Notice of Intent, which was mailed to all necessary parties on December 12, 2014. After review by Tammy and David, the decision was made that the December submission was sufficient for the Notice of Intent. In the future, the Notice of Intent should be sent following the diagnostic meeting. Also, the official minutes of this meeting will need to be mailed with the Notice of Establishment when the Quiet Zone construction is completed. The township will also need to provide updated vehicular traffic counts for the Frost Road crossing. There were no other issue raised regarding construction of this crossing, and several people noted that this was one of the simplest crossing improvements.

The township officials discussed concerns and questions about future Quiet Zones and road improvements at crossings on 95th Street NW and 105th Street NW. The crossing at 105th Street will need to be accessible for large farm equipment. David Johnson said that he recommends one of three alternatives: (1) widening the road to four lanes; (2) four arms at the crossing; or (3) wayside horns. When the board discussed the use of KwikCurb and paddles as a cost-saving approach for the 105th

crossing, David said that there are issues with the paddles breaking off. Tammy said that the City of Andover has wayside horns at its Quiet Zone, and she receives complaints from communities that have installed the wayside horns.

A question was asked about the cost to move signal posts. David responded that the cost is \$70 to 75,000 because new borings need to be made under the track for signal cabling. If signal posts need to be moved, township officials expressed hopes that the cost could be reduced if the cabling was installed when the road is excavated. David said that he is more than willing to work with the township on cost estimates for the future railroad crossings; there is no charge for this service.

Township officials inquired about the crossover that is scheduled for construction in the township this summer. It will facilitate keeping the trains moving by allowing them to switch from one track to the other. There may also be upgrades to circuitry at some of the crossings within the township. Pat offered the information about the MS4 permits that are required if more than one acre is disturbed for the project. She would be the contact person for the township Land Disturbance Permit.

The meeting was adjourned.

Respectfully submitted by Watab Township Clerk, Pat Spence