

I. INTRODUCTION

As part of the FRA Grant Application for the proposed Chicago to Iowa City Intercity Passenger Rail Service, the Iowa Division of Transportation (IADOT) requested that HDR conduct a review of proposed passenger station sites at Geneseo, Illinois; Moline, Illinois; and Iowa City, Iowa. The effort is intended to make a preliminary determination of 1) the costs associated with constructing the minimal station elements required to re-establish passenger train service at these locations; and 2) the costs associated with constructing the full depot options. As part of this effort, HDR performed the following tasks:

- visited all three locations on September 15-16, 2009
- documented existing conditions, to the extent possible
- held brief discussions of the station sites with municipal representatives
- determined space needs based on ridership projections and Amtrak and railroad requirements
- developed conceptual site plans for the Geneseo and Iowa City stations
- reviewed the recent *Quad Cities TOD+Intermodal Plan* for the proposed Moline station
- prepared conceptual cost estimates
- prepared documentation of findings

This report and attached cost estimates are intended for inclusion in the grant application to the Federal railroad Administration. Further planning, environmental, and engineering studies will be required in the Tier 2 analysis, as well as additional coordination with each municipality.

The infrastructure associated with each station is dependent, in part, upon the anticipated passenger ridership at each location. The following table identifies the ridership volumes assumed at each station for the basis of the station infrastructure concepts. These ridership volumes were provided as part of the study performed by Amtrak in 2007. Methodology for determining ridership and station sizing is attached in Exhibit F.

Year	Iowa City	Moline	Geneseo
2012	85,807	94,059	10,032
2030	102,647	108,141	12,241

It is assumed that ridership growth will be roughly proportional to the anticipated population growth. Note that this assumption does not account for the possibility of additional train frequencies; the increased level of service would result in higher overall ridership. Note that ridership growth has been considered through 2030; it is recognized that additional facilities may be required in future years to account for ridership growth.

Anticipated ridership for the sizing of parking lots, etc, has been based on the methodology outlined in Amtrak’s *Station Program and Planning – Standard and Guidelines, V2.2*. Note that, for the purposes of determining parking requirements, only one half the “Adjusted Daily Ridership” needs to be considered, since it is assumed that nearly all riders will make round-trips (and thus show-up as two riders, for the purposes of ridership counts). With respect to parking, additional allowances have been made to account for the availability of transit services at the stations.

A conceptual configuration to illustrate the arrangement of passenger platforms and a platform canopy, an arrangement common to all stations to meet Amtrak's requirements, is included as Exhibit E. The configuration and appearance of the canopy could be varied to suit the architectural preference of each City.

II. PROPOSED GENESEO STATION

The Town of Geneseo was established in 1837. The Chicago, Rock Island and Pacific company surveyed in 1850 and the line was completed through Geneseo in December 1853. The line originally had two main lines on the north side of the station plus a siding south of the station.

The City of Geneseo had a 2000 population of 6,480.

Site

Located at the northeast corner of East 1st Street and North Oakwood Avenue, the station sits on privately owned property. The site adjacent to the station building, where parking will be located, is owned by the City of Geneseo. The main track of the Iowa Interstate Railroad (IAIS) is located on the north side of the building and there is a paved asphalt parking lot on the south side of the building. An abandoned spur track is embedded in the ground on the south side of the building.

Geneseo's intention is to acquire the station from the current owners and rehabilitate the depot to serve Amtrak patrons. For the purposes of the cost estimate, it has been assumed that the station property could be acquired for approximately \$500,000. The city already owns the adjacent empty lot to the east. A circular concrete foundation base appears to the south east corner of this lot. It is approximately four feet high and twenty-five feet in diameter with an engraved stone from 1897. The City did not indicate any knowledge of this foundation or its history.

Electrical poles and a transformer are located along the south side of the tracks, approximately 15-20 feet from the edge of track. A signal box for the adjacent Oakwood Avenue grade crossing is located north of the tracks, east of Oakwood Avenue.

Surrounding Land Use

The surrounding area consists of somewhat underutilized properties including a seasonal agricultural business, storage for phone company equipment, and a construction company.

The business district of Geneseo is located across from Oakwood Avenue, to the west of the station. Most of the buildings in the business district are older and some may be potentially historic. City Hall is located just south of the station on Oakwood Avenue. The observed businesses within the CBD include banks, financial advisors, realtors, and antique shops. There is on-street parking available throughout much of the business district, as well as in few municipal lots located near Oakwood Avenue.

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The City has identified the area including the station and business district as part of a Tax Increment Financing District (TIF), which has been in effect for only three years. The area east of Oakwood Avenue, along both sides of the track and including the station area, is designated as a “blighted area” within the TIF. During recent years, the City has invested in rejuvenating its business district emphasizing its Victorian heritage. The sidewalks of the business district have been enhanced with streetscaping and decorative lighting.

Access

Vehicular access to the station site is from First Street and Oakwood Avenue. There are sidewalks located on Oakwood Avenue, but none on First Street. No public transportation exists in Geneseo. Parking for the station is proposed on the City-owned property to the east of the existing depot.

Building

The station and depot building is a one story wood framed construction with a hip roof, and stone foundation, circa 1860. The original station is composed of two rectangular parts in plan, with a main waiting room and ticket office in the highest section and station office and freight storage in the lower portion to the east. There is a small office section that projects out on the north side central to the main building. The main building measures approximately 25 feet wide by 50 feet long. The station office and freight storage plan measures approximately 20 feet wide by 25 feet long. In the early 1980’s, an additional rectangular section was added to the easternmost end with a smaller footprint and lower roof of the same style as the station. The addition is also wood framed but rests on a CMU (Cement Masonry Unit) foundation.



South elevation of Geneseo Station

Today, the station is occupied by three businesses who lease space: a realtor in the west end, a pet grooming shop in the middle and a monument shop at the east end. The businesses front on the south side where access to the shops is by continuous poured concrete steps and a ramp on the western most

end. The rear or northern side of the building is little used but has what appear to be original brick pavers for the station walkway adjacent to the tracks and building and a white wood picket fence. There are several air conditioner compressors on concrete pads along this side as well as two plastic storage sheds.



View of north east corner of station

The original wood siding of the building is currently covered with red vinyl siding. A vintage photograph of the station indicates that the depot originally had a decorative crenellated wood along the top of the roof ridge and a brick chimney. These both no longer exist. The roof has what looks like relatively new gray asphalt shingles.

The roof projects out away from the building several feet in each direction and is carried by wood flying braces.

The interior of the building retains many of the original features and appears, on visual inspection, to be in fair to good condition.

Site Considerations

Passenger trains require a continuous 600' long platform with a surface eight inches above the top of rail to meet operational and ADA requirements. The only space available for such a platform would require nearly the entire distance between Spring Street and Oakwood Avenue, including the narrow section adjacent to the station building. However the north side of the station building is located approximately nine or ten feet from the centerline of the track, which does not provide sufficient space for passengers on the platform. As a result, the station building will have to be relocated approximately 5 to 10 feet southward. The process of relocating the building would also allow for resolution of ADA issues at the building entrances..

Should the building be acquired by the city for use as a station, the following improvements would be required (note that these have *not* been included in the cost estimate for service start-up):

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- Install new concrete front steps, landing, and ramp (ADA compliant). Install hand and guardrails.
- Accessibility adjustments to access the building from the platform side on the north.
- Given its age, this is a historic building. Presuming this, the state historic preservation office may require that any work performed be in keeping with their standards and requirements. i.e. replace vinyl siding with wood, return missing architectural detailing along roof eaves, etc.
- Interior work as required (to be determined) to provide for a waiting room and vendor space (or provision of an alternate waiting facility).
- Minor repairs to roof and exterior walls.
- Improvements to adjacent streets



Vintage picture of station, circa 1910

Conceptual Plan

The following key elements are proposed for start-up of the Chicago to Iowa City service:

- Acquisition of the depot property.
- Relocation of the depot building away from the tracks to allow room for the 600' platform, this may require relocation of overhead power lines.

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- A new 600’ long, eight inch above top of rail platform and lighting extending between Spring Street and Oakwood Street.
- Approximately 20 new parking located on the City-owned property east of the depot, behind the back of the platform.
- A platform canopy to shield waiting passengers from the elements.
- An enclosed or semi-enclosed warming shelter to accommodate passengers and a “QuickTrack” ticket kiosk, should the depot renovation not be undertaken at this time.
- A canopy to provide shelter for passengers who choose not to wait in the enclosed area. This canopy will also provide access to different parts of the train to help reduce the tendency of passengers to “group” together, which slows boarding when large groups attempt to board the train at the same doorway.
- Improved pedestrian access to the station area.
- A Quick Track ticket vending machine.

A draft conceptual site plan is included as Exhibit A.

Cost Estimates

Table 1 shows the preliminary cost estimate for the start-up of service, which includes acquisition and relocation of the station building, but not complete renovation.

Table 1: Geneseo Conceptual Cost Estimate

Conceptual Cost Estimate - Geneseo Station - Minimum Build Out					
ITEMS	Unit	Quantity	Qty Total	Unit Cost	Total Cost
Platform Construction Incl. Tactile	LF	600	600	\$ 650	\$ 390,000
Relocate Station Away From Track	L Sum	1	1	\$ 150,000	\$ 150,000
Utility/Fiber Optic Relocation	L Sum	1	1	\$ 100,000	\$ 100,000
Renovate Station Building	L Sum	-	-	\$ 500,000	\$ -
Canopy (25' Long)	L Sum	1	1	\$ 50,000	\$ 50,000
Platform & Parking Lighting	L Sum	1	1	\$ 80,000	\$ 80,000
PA System/Passenger Information Display	L Sum	1	1	\$ 20,000	\$ 20,000
Electrical Service	L Sum	1	1	\$ 25,000	\$ 25,000
Wheel Chair Lift & Storage Enclosure	Each	1	1	\$ 12,000	\$ 12,000
Flagging	Day	60	60	\$ 1,000	\$ 60,000
QuickTrak ticketing kiosks	Each	1	1	\$ 26,000	\$ 26,000

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Acquisition of Depot Property	Allow	1	1	\$ 500,000	\$ 500,000
Warming Shelter	L Sum	1	1	\$ 40,000	\$ 40,000
New signage	L Sum	1	1	\$ 25,000	\$ 25,000
New sidewalk + landscape	SQ FT	10 x 560	5,600	\$ 10	\$ 56,000
Surface parking construction	Stall	20	20	\$ 7,000	\$ 140,000
Roadway Improvements (E 1st St)	LS	1	1	\$ 20,000.0	\$ 20,000

Subtotal	\$ 1,694,000
Contingency 30%	\$ 508,200
Subtotal	\$ 2,202,200
NEPA	\$ 150,000
Preliminary Design (4%)	\$ 88,088
Final Design (6%)	\$ 132,132
Proj. Mgmt- Design/Const (5%)	\$ 110,110
Const. Admin/Mgmt(4%)	\$ 88,088
5% Mgmt. Contingency	\$ 28,421
5% Unallocated Contingency	\$ 139,952
Total Cost	\$ 2,938,991

NOTES:

1. Cost of railroad signalization, crossing signals, and track reconstruction is not included
These costs are assumed to be part of track and signal design/construction
2. Cost of QuickTrak ticketing kiosks are initial costs (from Amtrak) only and do not include monthly fees of \$800
3. City plans to buy station and property. This cost is a placeholder only, no appraisals have been done to date.
4. Relocation is required to obtain Amtrak-required 600' platform.
5. Renovation of the station building is not included. A partial renovation may be less expensive than a separate, new waiting shelter
6. Assumes existing storm drainage system can accommodate additional flow
7. Given ridership and ready access between parking and platform, one 25' canopy, separate from the station/warming shelter, is included
8. Evaluate cost of warming shelter vs renovating one portion of the station building
9. If tenants are allowed to stay in the building, income from tenants has not been included as a credit

III. PROPOSED QUAD CITIES (MOLINE) STATION

The City of Moline was established in 1848. Moline had a 2000 population of 43,768. The Quad Cities area has an approximate population of 400,000. In December 2008, the Quad Cities jointly agreed on the Moline Centre Station as the preferred site for the Quad Cities Amtrak station.

In 2009, the City of Moline, in cooperation with the Rock Island Mass Transit District (MetroLINK) and Renew Moline, Inc., developed the *Quad Cities Transit-Oriented Development (TOD)+ Intermodal Plan*. This document was part of the evolution of Moline’s plan to rejuvenate the downtown Moline area. The Plan outlines a vision and discusses strategies to bring Amtrak and commuter rail service to the existing intermodal station (currently served by transit buses), thereby stimulating transit-oriented development in the station area. Since publication, the City has made further investments in the planning process to refine the overall station site configuration, to identify property acquisitions that would compliment the site plan, and to advance the conceptual station designs.

The Quad Cities Intermodal Station development is envisioned to proceed in phases. The Chicago to Iowa City Intercity Passenger Rail program would fund Phase One construction, consisting of a platform, rehabilitation of the O’Rourke Building for use as a station, canopy, initial parking, and other passenger amenities, illustrated in Exhibit B. Subsequent phases of the intermodal facility development would enlarge the station and improve connectivity, and would be funded from other sources.

Site

The proposed Quad Cities Intermodal Station is located adjacent to the existing Centre Station in Moline, Illinois. Specifically, it is located east of 12th Street, between the tracks and 4th Avenue. The existing Centre Station is owned jointly by the City of Moline and the Rock Island County Metropolitan Transit District (MetroLINK). The Intermodal facility currently includes a bus terminal for MetroLINK public transit, as well as the Channel Cat Water Taxi and intercity bus service. An existing 315 space parking garage is located above the bus terminal, which is used by MetroLINK passengers as well as nearby businesses.

The BNSF’s Rock Island spur is located adjacent to the building on the south side and there are protected, at grade crossings at 12th Street and 15th Street. The Iowa Interstate (IAIS) also owns right-of-way south of the BNSF, although there is no track located here.

Surrounding Land Use

Land use in the station area is predominantly commercial/office with pockets of industrial and residential land uses in the vicinity of Center Station. The i-Wireless Center, a major entertainment venue, is located to the north of Centre Station, across River Drive. It is connected to the Centre Station

parking garage via an overhead pedestrian walkway. The general profile is of a mixed-use urban environment.

Centre Station is located in the central business district (CBD) of Moline and near entertainment venues, office complexes, and tourist attractions. There is on-street parking available throughout much of the CBD, as well as in various municipal lots.

The Moline Centre Master Plan and Update completed in 1991 and 2001, respectively, serve as a guide for economic redevelopment through public and private reinvestment. Many projects and improvements have been implemented as a result of the Master Plan and update, including Centre Station; Bass Street Landing; John Deere Commons; and iWireless Center, to name a few. Other major developments are planned or underway, including an expansion of the Western Illinois University Campus; the Mississippi River Technology Corridor; and Kone Center.

The Quad Cities TOD + Intermodal Plan continues the implementation process by facilitating development of additional rail transit and linkages to other transportation modes; planning for new housing options and development; and connecting neighborhoods to transit, housing, commercial and recreational activities. As mentioned above, the City continues to make investments in the master planning and implementation process for the intermodal facility and adjacent transit-oriented development. The City has an active plan in-place to identify additional funding sources which will help realize the vision for the Centre Station area.

Access

Vehicular access to the station site will be from both 4th Avenue and 12th Street. Moline has designated parking areas south of the tracks for Amtrak use (see Exhibits B-1 and B-2). There are sidewalks located on 12th Street, 4th Avenue, and River Drive. There is also a pedestrian way/plaza area that connects the John Deere Plaza to the station. There is ample existing parking near the station. As noted above, there is a large parking garage across the tracks from the station. Additionally, the *Quad Cities Transit TOD + Intermodal Plan* has identified an additional 132 parking spaces within one block south of the station which would be available upon initiation of service. As the intermodal facility grows, the City has identified additional locations for parking structures across the street from the station.

Moline has excellent local public transportation. Centre Station, across the tracks from the proposed Amtrak station, is the hub for eight local bus routes; paratransit routes; routes to Davenport and Bettendorf; the Channel Cat Water Taxi; and intercity bus. The local bus systems serving the Quad Cities area share transfer privileges, providing seamless transportation for passengers. Two regional express bus services are planned for the metropolitan area, which would also stop at Centre Station. Finally, commuter rail between Rock Island, Illinois and Silvis, Illinois is proposed, with a stop at Centre Station.



Centre Station

Long Range Conceptual Plan

The Quad Cities TOD + Intermodal Plan describes a full station that will accommodate all of the projected intermodal space needs through 2030 in order to create a catalytic TOD anchor for the study area. It would accommodate Amtrak and MetroLink bus ridership needs for 2030, and would incorporate capacity for future commuter rail service. A new stationhouse for Amtrak and future commuter rail passengers would be located south of the track in IAIS right-of-way. The Intermodal Facility Plan would provide space for ticket kiosks, waiting, maintenance areas, as well as amenities such as a Quad Cities Welcome Center, food service and retail, and a business center. The extent of this future development is illustrated in Exhibit C.

It is important to note that only those key elements of the long range *TOD + Intermodal* plan necessary to initiate the Chicago to Iowa City Intercity Passenger service (such as the passenger platform, an unstaffed station area, and parking) are included in this grant application. The Long Range conceptual plan is quite extensive, and is illustrated in the Exhibits to demonstrate the City’s ultimate vision for the area.

Phase One (Near Term) Conceptual Plan

As mentioned above, only the station elements necessary to initiate the Chicago to Iowa City Intercity Passenger service are the subject of this grant application, and are described as the “Phase One” construction. In this first phase, the south side platform would be constructed to accommodate Amtrak service on the proposed IAIS track. Note that eventual implementation of commuter rail service may require a construction of additional platform capacity on the north track. The cost of the second track, signaling, and second platform would be borne by the future commuter rail project.

The parcel immediately south of the railroad tracks, between 12th and 14th Streets, would accommodate a dropoff lane/kiss and ride with access from 4th Avenue. An additional dropoff location is on 12th Street. Passengers dropped off at either location could easily reach the station or the platform directly via a sidewalk.

The parking need for the intermodal facility in 2030 is projected to be approximately 200 spaces, based on ridership growth of the initial two round trips. A substantial portion of this parking (estimated at 132 spaces), suitable for the start-up of train service, is already available at nearby surface lots. In subsequent phases of development, additional parking would be accommodated primarily in structures

located south of the tracks and near to the station, including a structure planned for the west side of 12th Street, immediately across from the O'Rourke Building (described below). An elevated walkway would connect the south side structure to the station. Additional parking would be available on 4th Avenue and in nearby City-owned public lots. Existing parking is identified in Exhibits B-1 and B-2.

Building

The Phase One station project will renovate portions of the first floor of the O'Rourke Building for use as an Amtrak ticketing and waiting area and link the building with the passenger platforms. Future phases of the City's development will expand the station to provide additional enclosed areas, with convenient access to buses and a passenger drop-off zone along 4th Avenue

As noted previously, the concept plan for the Full Build-Out is shown in Exhibit C. the initial construction for start-up of operations, herein referred to as "Phase 1" is described as "Module 1" in Exhibit C.

Phase One Design Elements

The following list describes the key station elements that would be needed to re-establish rail service to the Quad Cities; these represent the "Phase One" station elements (note that track and signal improvements are described elsewhere, and are not included in the station cost estimate).

- A new 600' platform and lighting, located south of the existing track within railroad right-of way. The platform would be 8" above top of rail, include tactile warning, and would be ADA accessible. Conceptual designs indicate that the new track can be aligned to be tangent (straight) in the platform area to accommodate a request from Amtrak.
- Pickup and dropoff of passengers would be staged along 12th Street, south of the track, and off 4th Avenue in a designated driveway area.
- Parking would be accommodated in existing city lots and on-street parking on 4th Avenue, as well as some parking associated with the proposed passenger pickup/drop off area. Approximately 132 spaces have been identified for start-up of service. Deere and Company (headquartered in Moline, and manufacturer of John Deere tractors) has tentatively agreed to donate additional land to the overall station development west of 12th Street. Until the parking structure is build west of 12th Street, this land could serve as additional parking.
- Acquisition and renovation of the O'Rourke Building. Although options have been explored that would employ a newly constructed passenger shelter in lieu of the building renovation, the City favors renovation to make the first floor of the facility into a passenger waiting area and to address exterior issues to give the facility an inviting appearance. The City plans to seek tenants for other portions of the building, which will help generate activity in the area.
- Pedestrian access pathways and way-finding signage.

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- Quick Track ticket vending machines inside the O’Rourke building.

Cost Estimates

The cost estimate for the initial Amtrak service at Moline station is shown in Table 2.

Table 2: Quad Cities Station Conceptual Cost Estimate – Phase 1

Conceptual Cost Estimate - Moline Station - Minimum Build Out					
ITEMS	Unit	Quantity	Qty Total	Unit Cost	Total Cost
Platform Construction Incl. Tactile	LF	600	600	\$ 650	\$ 390,000
Platform Lighting	L Sum	1	1	\$ 100,000	\$ 100,000
Canopy	L Sum	1	1	\$ 100,000	\$ 100,000
Utility/Fiber Optic Relocation	Allow	1	1	\$ 75,000	\$ 75,000
PA System/Passenger Information Display	L Sum	1	1	\$ 20,000	\$ 20,000
Wheel Chair Lift & Storage Enclosure	Each	1	1	\$ 12,000	\$ 12,000
Electrical/Water/Data Service	L Sum	1	1	\$ 40,000	\$ 40,000
Flagging	Day	60	60	\$ 1,000	\$ 60,000
O'Rourke Bldg Renovation	L Sum	1	1	\$ 185,000	\$ 185,000
QuickTrak ticketing kiosks	Each	3	3	\$ 26,000	\$ 78,000
Concrete Sidewalk	SQ FT	2,000	2,000	\$ 5	\$ 10,000
Landscaping	L Sum	1	1	\$ 25,000	\$ 25,000
Exterior Signage	L Sum	1	1	\$ 25,000	\$ 25,000
New pickup/dropoff w/parking	SQ FT	75 x 400	30,000	\$ 11	\$ 330,000
New walkway/entryway to station	SQ FT	40 x 115	4,600	\$ 50	\$ 230,000
Property Acquisition (O'Rourke Bldg)	Allow	1	1	\$ 900,000	\$ 900,000

Subtotal	\$ 2,580,000
30% Contingency	\$ 774,000
Subtotal	\$ 3,354,000
NEPA	\$ 100,000
Preliminary Design (4%)	\$ 134,160
Final Design (6%)	\$ 201,240
Proj. Mgmt- Design/Const (5%)	\$ 167,700
Const. Admin/Mgmt(4%)	\$ 134,160
5% Design Contingency	\$ 36,863
5% Unallocated Contingency	\$ 206,406
Total Cost	\$ 4,334,529

NOTES:

1. Cost of railroad signalization, crossing signals, and track reconstruction is not included
These costs are assumed to be part of track and signal design/construction
2. Cost of QuickTrak ticketing kiosks are initial costs only and do not include monthly fees of \$800
3. City plans to buy O'Rourke Building at a cost of approximately \$900,000. Property includes two adjacent
4. The City has access to additional parking within a block of the station

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5. If tenants are allowed to stay in the building, income from tenants has not been included as a credit
6. The City plans to renovate the first floor of the O'Rourke Building for use as a waiting area and ticketing facility
7. A \$75k allowance has been made for buried utility relocation (fiber optic, gas, etc)

IV. PROPOSED IOWA CITY STATION

Iowa City was established in 1839. The rail line through Iowa City was completed in the late 1800s by the Chicago, Rock Island and Pacific Railroad Company. The existing depot is thought to have been constructed in 1898. Two main lines traversed the south side of the station. Virtually identical stations exist in both Council Bluffs, Iowa and Ottawa, Illinois.

Iowa City had a 2008 population estimate of 67,831.

Site

The station depot is located along Wright Street, and bracketed by South Dubuque Street and South Clinton Street, both of which cross the tracks at-grade. The building was sold to private owners when the Chicago, Rock Island and Pacific Railroad Company declared bankruptcy about 1978. A single track freight line used by Iowa Interstate Railroad and Cedar Rapids and Iowa City Railway (CRANDIC) runs along the south side of the building. A second track is proposed to the south of the existing track as part of the Chicago to Iowa City service.

Per discussions with the City of Iowa City, Iowa City's intention is to acquire the Station from the current owners for approximately \$700,000. Along with the station property will be two parking lots on the property, one on the east side with eight spaces, and one on the west side with ten spaces for a total of eighteen parking spaces.

Surrounding Land Use

The surrounding area consists of a mix of residential buildings across the street in both directions, across from Wright Street on the north and across South Clinton to the West and Commercial one story shops to the east and stand one stand alone business, Bob's Plumbing, to the south.

The Business district of Iowa City is located about four blocks to the north along both South Dubuque Street and South Clinton Street. The buildings are a mix of new and old with the Historic City Hall centered in the Iowa University campus on the North West side of South Clinton. Within the downtown area, there are several public parking structures available to take any additional parking required and will be in walking distance to the station. Additionally, short extensions of existing bus routes (including a "ride free" route) to the station would provide a connection between these existing parking facilities and the station. Portions of the University of Iowa campus are within 3 to 4 blocks of the station, with the rest of the campus, including the University of Iowa Hospital, an additional 3 blocks away. The county court house is two blocks from the station.

The railroad tracks are on the crest of a hill which drops off to the lower plain along the Iowa River. In this area, there is a developing business district of one story commercial and light manufacturing.

To the east of the station is the Iowa Interstate Railroad yard.

Access

Vehicular access to the station is from either South Clinton Street or South Dubuque Street turning into Wright Street which fronts the station. Pedestrian access is by sidewalks located on all three streets. The station is within walking distance of the main campus of the University of Iowa. Public transportation is provided by both Iowa City Transit and University of Iowa CamBus for students along South Clinton Street. Currently, CamBus provides service to within one block of the station. Several Iowa City Transit routes also provide service within one block of the station, and the hub for Iowa City Transit bus routes is approximately 4 blocks from the station. It is anticipated that a direct connection to the station for both bus services is possible with no restrictions due to bus turning radii, route limitations, etc. Students in university dormitories would have direct access to the station via the CamBus network. Given the nature of the community and the high likelihood of many riders making multiple-day trips to Chicago, a high proportion of the ridership is expected to arrive via alternate modes, such as walking, bicycle, or local transit.

Parking will be accommodated either at the existing nearby parking lots (at the intersection of Clinton and Prentiss Streets) or the parking structures north of the station. In addition, an allowance has been provided in the cost estimate for acquisition of additional surface parking immediately adjacent to the station. There is also an existing city parking structure one block south of the station site. A passenger drop-off area, also suitable for use by local or highway buses (such as might be used for Amtrak Thruway service), will be located on the north side of the depot, on Wright Street. See Exhibit D for the station location.

Exhibit D-1 illustrates *existing* parking in the vicinity of the station, but not the additional parking to be provided as part of the project. The City is in the process of identifying the location for such additional parking in the immediate vicinity of the station; the intention is to provide additional surface parking within one block of the station. In recognition of the importance of adequate parking, the City is exploring options to make the existing parking more accessible, including a circulator bus (as found at airports with remote parking) or valet service.

Building

The station and depot building is a one story plus partial basement cut stone and brick construction with a hip roof, and stone foundation, believed to be circa 1890. It has a tile roof and masonry chimney. The roof and soffit extends outwards and is supported by wood brackets on the exterior. Windows are wood double hung units, with side lites and top lites on the ground floor. A dark terra cotta band matching the base wainscot and sitting on top of it circles the building below the ground floor windows. The original station is rectangular in plan and was composed of two rectangular parts. One was the freight offices and storage to the west, punctuated by a through breezeway and a main waiting room and

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ticket office to the east. On the north side, fronting to Wright Street, there is a covered carriage way for passenger drop off and on the south side, a two story octagonal station office engaged to the main waiting room space.

The main building measures approximately 25 feet wide by 50 feet long. The station office and freight storage plan measures approximately 20 feet wide by 25 feet long. In the early 1980's, the breeze way was filled in for use as offices. The addition uses a matching face brick and the existing brick pavers to match the cut stone wainscot.



South west elevation of Iowa City Station

Today, the station is occupied by three businesses: an attorney's office in the east end, a realtor's office in the middle and a photographer and his studio at the west end. The businesses front on the north side where access to the facility is by concrete sidewalk. The southern side of the building is little used but has what appear to be original brick pavers for the station walkway adjacent to the tracks and building. There are several air conditioner compressors on concrete pads along this side. There is existing parking on both ends of the station, a small parking area for nine vehicles on the east side and a small parking area on the west side for ten vehicles.

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Vintage photo of Iowa City Station, circa 1958

Hanging in the foyer of the attorneys office is both a picture of the station circa 1950's and the State of Iowa, Historical Department, Office of Historical Preservation certificate indicating that this building, the Chicago, Rock Island and Pacific Railroad Passenger Station has been entered in The National Register of Historic Places – dated October 15, 1966.



View of south east corner of station

The interior of the building retains many of the original features and is in good to very good condition. Original tile was observed on the floor of the offices as well as a number of original partitions. The station will be acquired by the City as part of the initial Chicago to Iowa City service, though the existing tenants may remain. The City plans to eventually renovate all or part of the station for use by passengers; the cost for such future renovation is anticipated to be approximately \$1.1 million, including the following elements (note that these renovation activities are provided for reference, but are not included in this grant request):

Chicago to Iowa City Intercity Passenger Rail – Passenger Stations Review

- Accessibility adjustments to access the building from both the platform side on the south and station entrance and shops on the north.
- All work, both exterior and interior will require filing and compliance with any and all State Historic Preservation Office and possibly National Historic standards and regulations.
- Interior work as required (to be determined) to provide for a waiting room and vendor space.
- Minor repairs to roof and exterior walls. i.e, brick re-pointing, roof bracket repairs, roof tile repairs, etc.



View of Wright Street Elevation of station

Conceptual Plan

Following is a list describing key elements for a station to accommodate initial Amtrak service. A draft conceptual plan is shown in Exhibit D:

- A new 600' long, eight inch above-top-of-rail (ATR) platform and lighting. The east end of the platform would be supported by a retaining wall and be equipped with a handrailing system to protect passengers from the drop-off.
- Permanent closure of Dubuque Street to facilitate construction of the platform.
- Since the entrances to the depot are already elevated above the existing platform surface, it may be possible to provide eight inch above top of rail platforms without raising the station or providing a ramp connection between the depot and the platform. The estimate assumes that the existing doorway elevations can accommodate direct access to the platform without modifications to the building.
- Acquisition of the depot property and one or more adjacent properties for the extended platform and additional surface parking.

Chicago to Iowa City Intercity Passenger Rail – Passenger Stations Review

- Warming shelter to accommodate passengers and a ticket kiosk, should the depot renovation not be undertaken at this time.
- Passenger drop-off area north of depot, along Wright Street
- Appropriate pedestrian access and way-finding signage.
- Quick Track ticket vending machines.

Chicago to Iowa City Intercity Passenger Rail – Passenger Stations Review

Cost Estimates

Table 5 shows the preliminary cost estimates for the Iowa City station for initiation of service.

Table 5: Iowa City Cost Estimate – Station Rehabilitation Option

Conceptual Cost Estimate - Iowa City Station - Minimum Build Out					
ITEMS	Unit	Quantity	Qty Total	Unit Cost	Total Cost
Platform Construction Incl. Tactile	LF	600	600	\$ 650	\$ 390,000
Platform Lighting	L Sum	1	1	\$ 100,000	\$ 100,000
PA System/Passenger Information Display	L Sum	1	1	\$ 20,000	\$ 20,000
Electrical/Water/Data Service	L Sum	1	1	\$ 25,000	\$ 25,000
Wheel Chair Lift & Storage Enclosure	Each	1	1	\$ 12,000	\$ 12,000
Retaining Wall for East End of Platform	SF	20 x 200	4,000	\$ 100	\$ 400,000
Platform Pedestrian Handrail/Guardrail	LF	300	300	\$ 150	\$ 45,000
Canopies (50' long)	Each	1	1	\$ 100,000	\$ 100,000
Utility/Fiber Optic Relocation	LS	1	1	\$ 75,000	\$ 75,000
Flagging	Day	75	75	\$ 1,000	\$ 75,000
QuickTrak ticketing kiosks	Each	3	3	\$ 26,000	\$ 78,000
Acquisition of Depot Property	Allow	1	1	\$ 700,000	\$ 700,000
Tennant Relocation costs	Allow	-	-	\$ 50,000	\$ -
Renovation of Depot	Allow	-	-	\$ 1,000,000	\$ -
Warming Shelter	L Sum	1	1	\$ 100,000	\$ 100,000
Exterior signage	L Sum	1	1	\$ 30,000	\$ 30,000
New pickup + dropoff area (Wright St)	SQ FT	65 x 300	19,500	\$ 10	\$ 195,000
Concrete Sidewalk	SQ FT	1,200	1,200	\$ 5.5	\$ 6,600
Roadway Closure (Dubuque St)	L Sum	1	1	\$ 50,000	\$ 50,000
Landscaping	L Sum	1	1	\$ 35,000	\$ 35,000
Parking (Surface), Prop. Acquis., Const. & Reloc.	Allow	1	1	\$ 700,000	\$ 700,000
Parking Structure (per space provided)	Space	-	-	\$ 25,000	\$ -
Ped Grade Separation to Parking South of Trks.	L Sum	-	-	\$ 1,000,000	\$ -
Pedestrian Protection - chainlink fence	L Sum	1	1	\$ 10,000	\$ 10,000

		Subtotal	\$ 3,146,600
Contingency	30%		\$ 943,980
		Subtotal	\$ 4,090,580
		NEPA	\$ 200,000

Chicago to Iowa City Intercity Passenger Rail – Passenger Stations Review

Preliminary Design (4%)	\$ 163,623
Final Design (6%)	\$ 245,435
Proj. Mgmt- Design/Const (5%)	\$ 204,529
Const. Admin/Mgmt(4%)	\$ 163,623
5% Mgmt. Contingency	\$ 48,861
5% Unallocated Contingency	\$ 255,833
Total Cost	\$ 5,372,483

NOTES:

1. Cost of railroad signalization, crossing signals, and track reconstruction is not included
 These costs are assumed to be part of track and signal design/construction
2. Cost of QuickTrak ticketing kiosks are initial costs only and do not include monthly fees of \$800
3. City plans to buy station and property at a cost of approximately \$700,000. Property includes two adjacent parking lots with space for 18 vehicles (to be used for ADA parking)
4. An allowance of \$700k has been provided to acquire additional property and construct surface parking on the north side of the tracks
5. The City has access to additional parking at the County lot 1 block away
6. Platform is lengthened across Dubuque Street, retaining wall is constructed adjacent to IAIS tracks to suport platform
 Dubuque Street is closed at tracks
7. Evaluate cost of warming shelter vs rennovating one portion of the station building
8. If tenants are allowed to stay in the building, incomce from tenants has not been included as a credit
9. Warming shelter serves in lieu of one canopy
10. A \$75k allowance has been made for buried utility relocation (fiber optic, gas, etc)
11. Retaining wall to support east end of platform is assumed to be a combination concrete cantilever and soldier pile wall

List of Exhibits (under separate cover)

- A: Geneseo Draft Conceptual Plan
- B: Quad Cities Phase 1 Conceptual Plan
- B-1: Quad Cities Phase 1 Parking Plan
- B-2: Quad Cities Downtown Parking Plan
- C: Quad Cities Module 1&2 Implementation
- D: Iowa City Draft Conceptual Plan
- D-1: Iowa City parking locations
- E: Typical Platform and Canopy Elevation and Section
- F: Ridership and Parking Projections

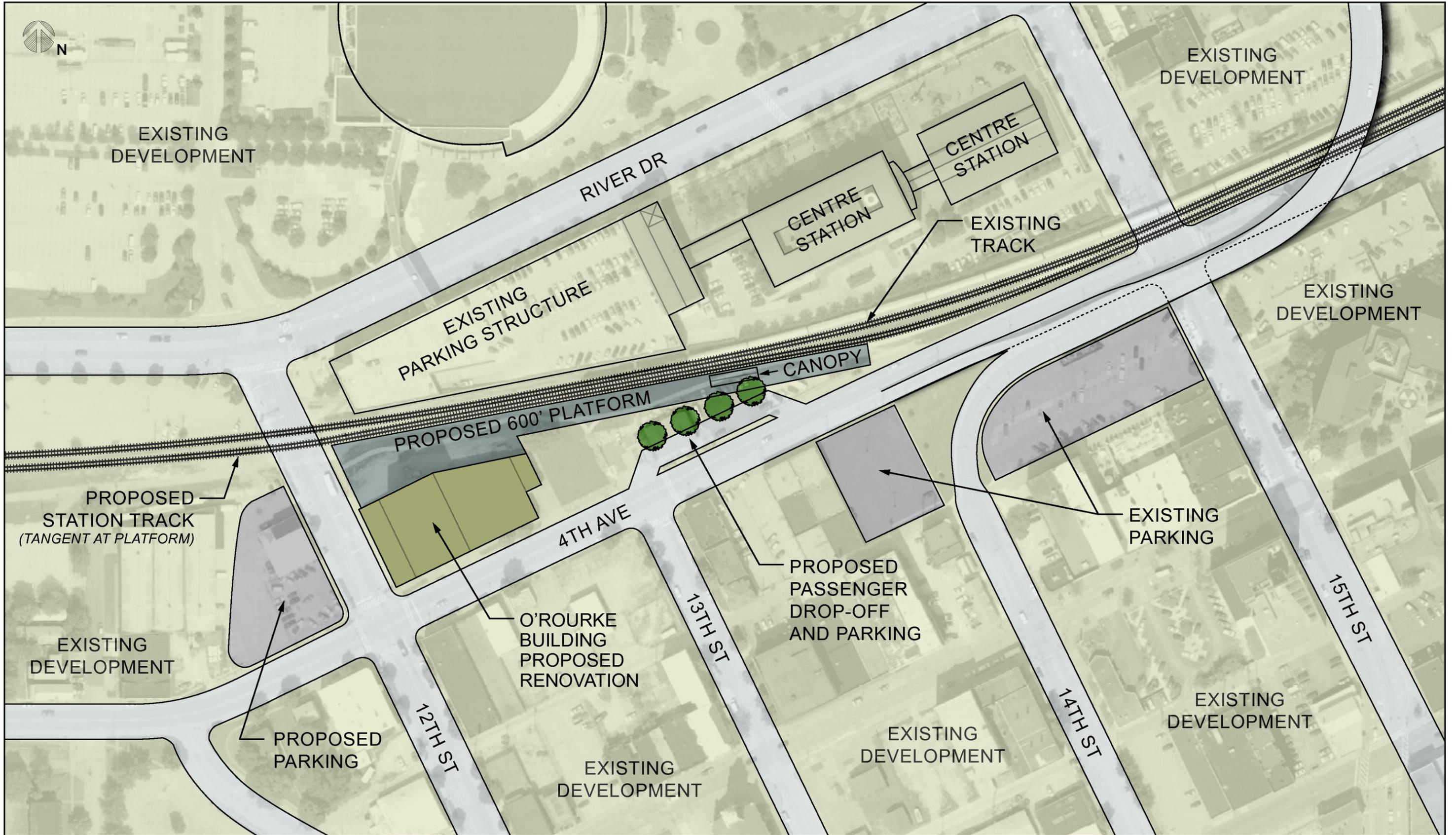


EXHIBIT B

AUGUST 2010

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CONCEPTUAL SITE PLAN

MOLINE, IL - INTERCITY PASSENGER RAIL

EXHIBIT B-1

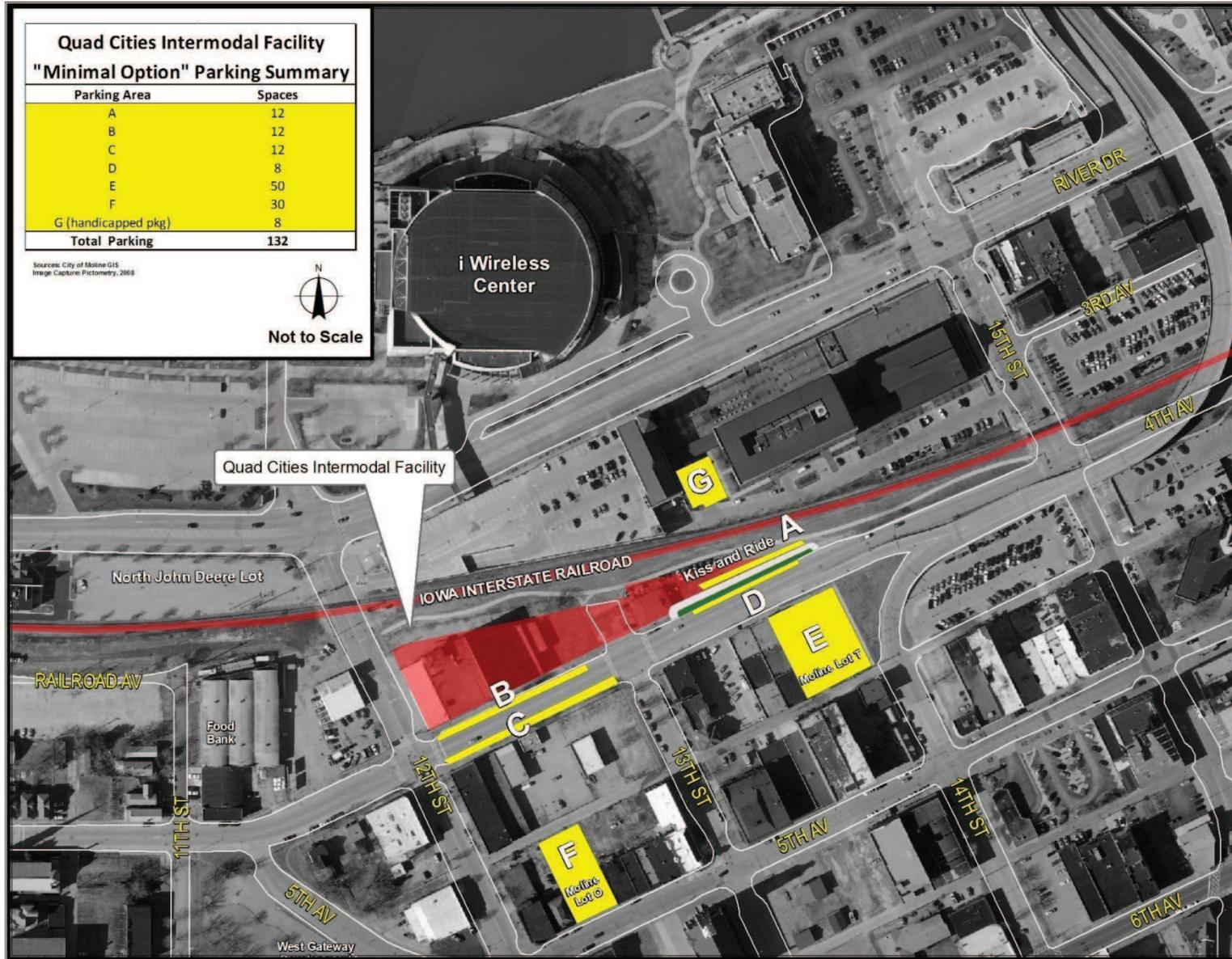


EXHIBIT B-2



Structured Parking

12th St

Potential Wind Turbines

Potential Wind Turbines

Potential Solar Array

**Module 1
New Construction**

- Waiting
- Quad Cities Visitor Kiosk
- Related Station Uses

**Module 1
Adaptive Reuse
(Ground Floor)**

- Amtrak Ticketing
- Car & Bike Rental
- Food Service
- Waiting

**Module 2
New Construction**

- Grand Passenger Hall
- Staging & Waiting Area
- Events Area
- Amtrak Information Kiosk
- Quad Cities Feature
- Related Station Uses

Drop-off & Short-Term Parking

4th Ave

Potential Solar Array

River Dr

Centre Station

13th St

Quad Cities Amtrak Station
Moline, Illinois
Module 1 & 2 Implementation:
Conceptual Bird's Eye View

EXHIBIT C

June 9, 2010

VANDEWALLE & ASSOCIATES INC.
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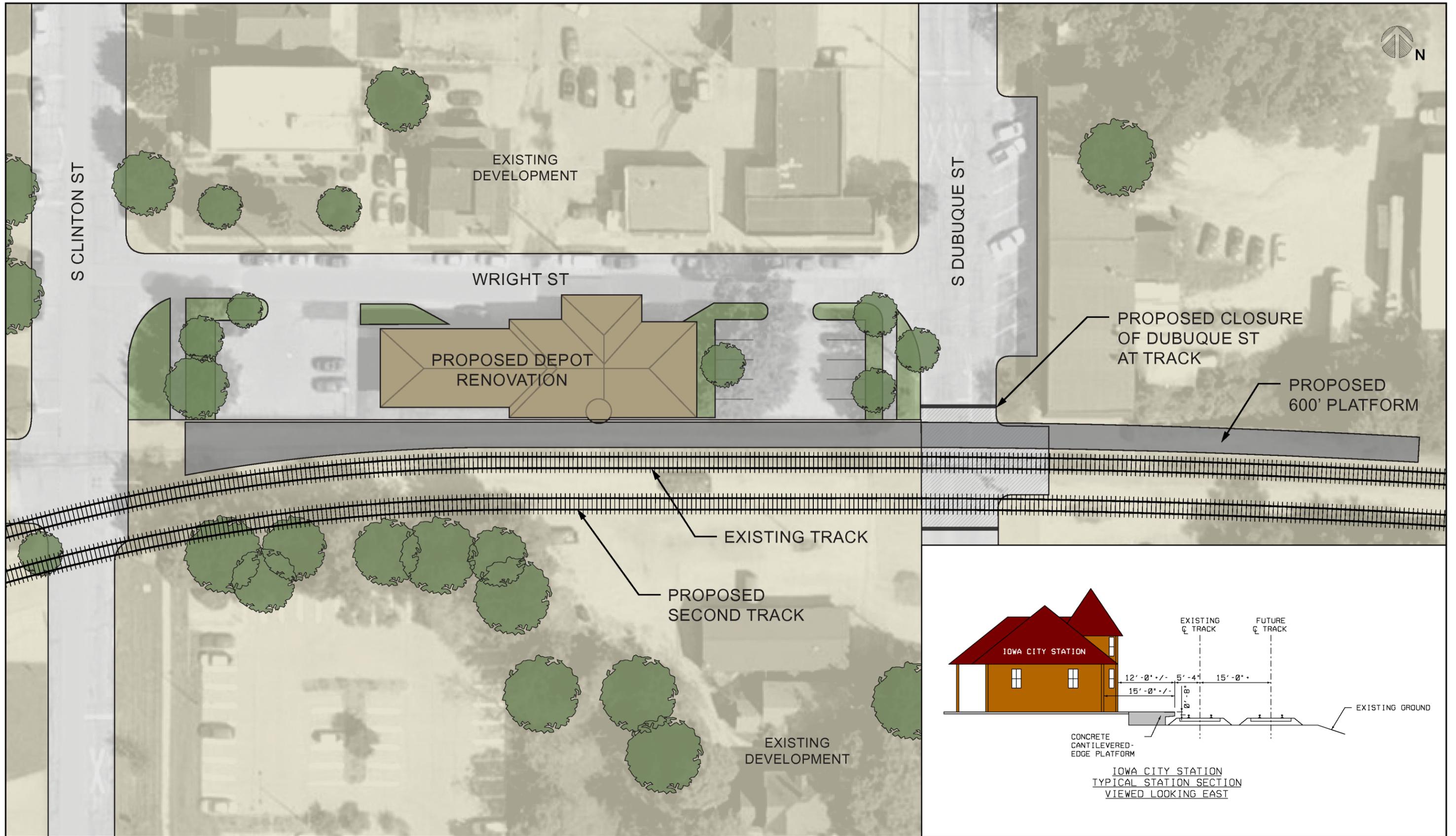
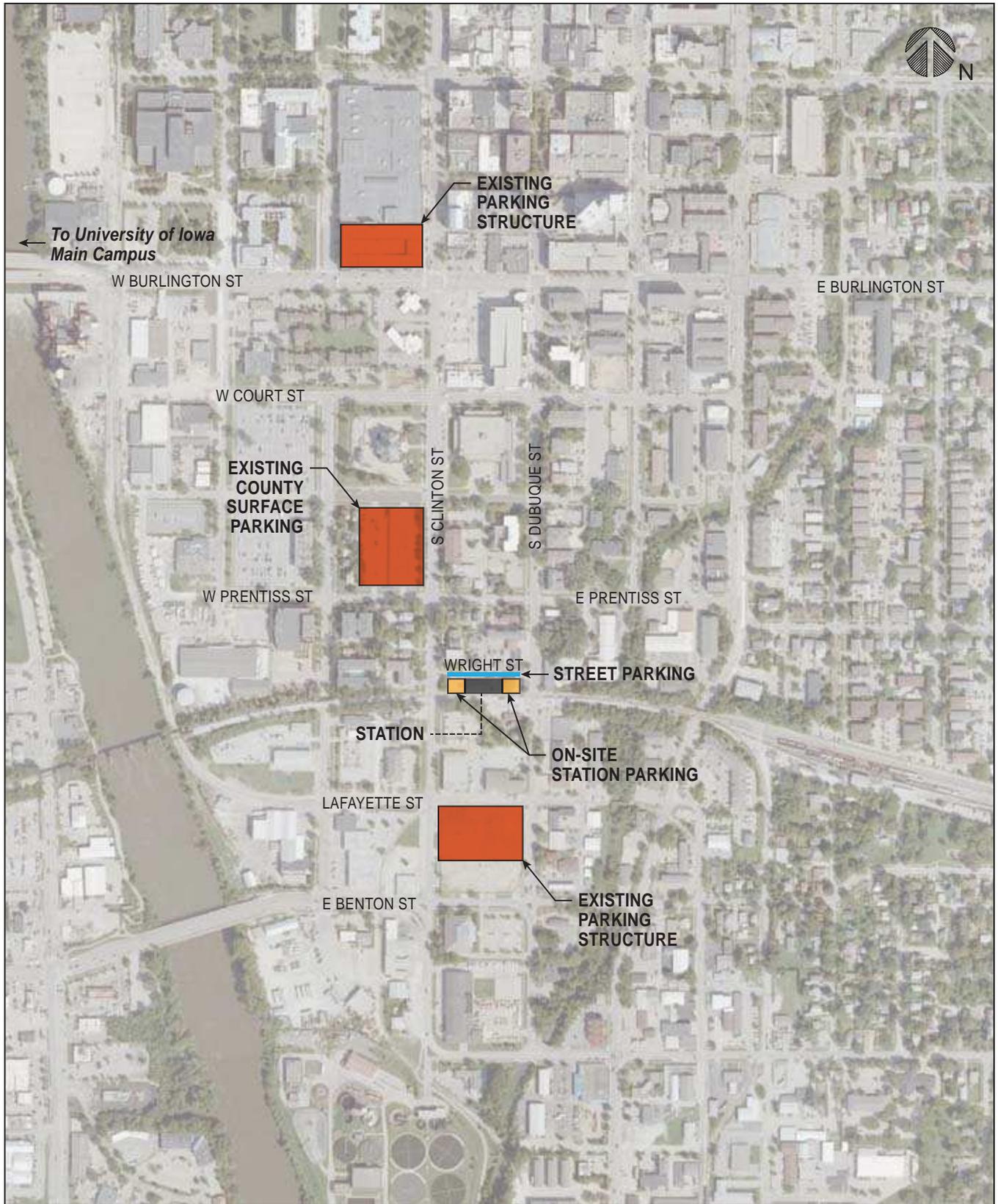


EXHIBIT D

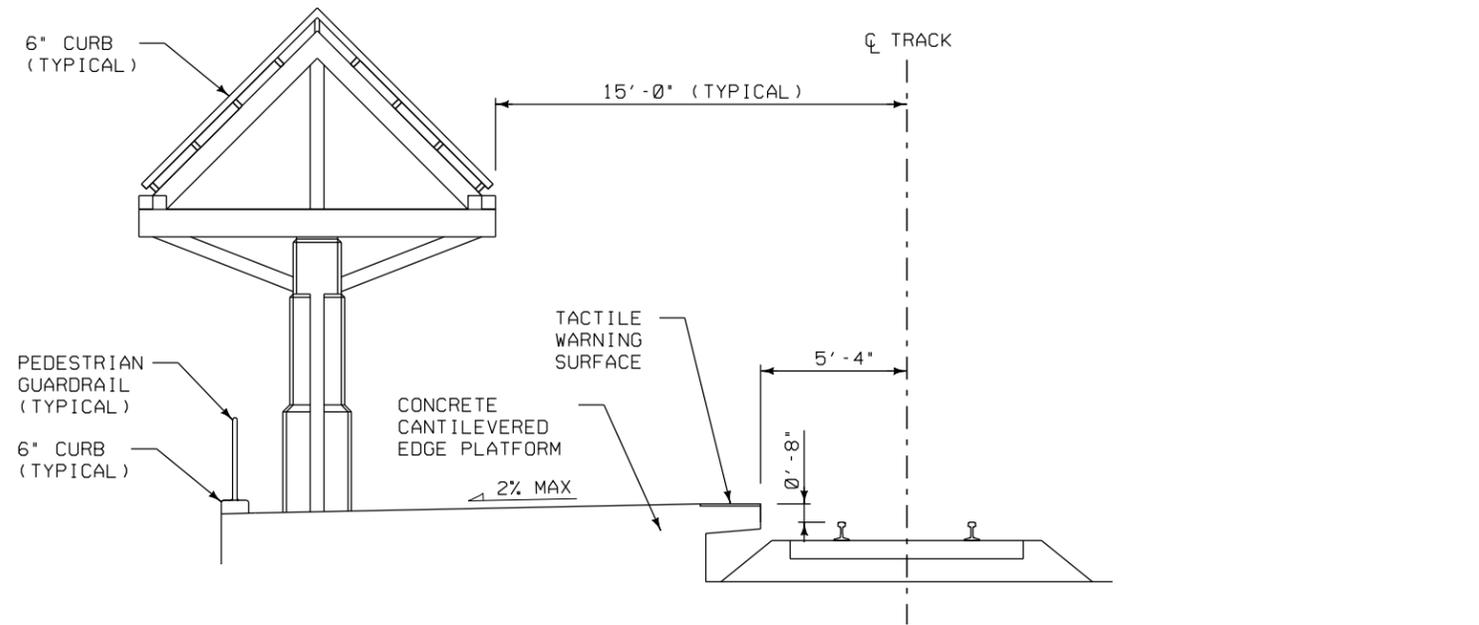
CONCEPTUAL SITE PLAN



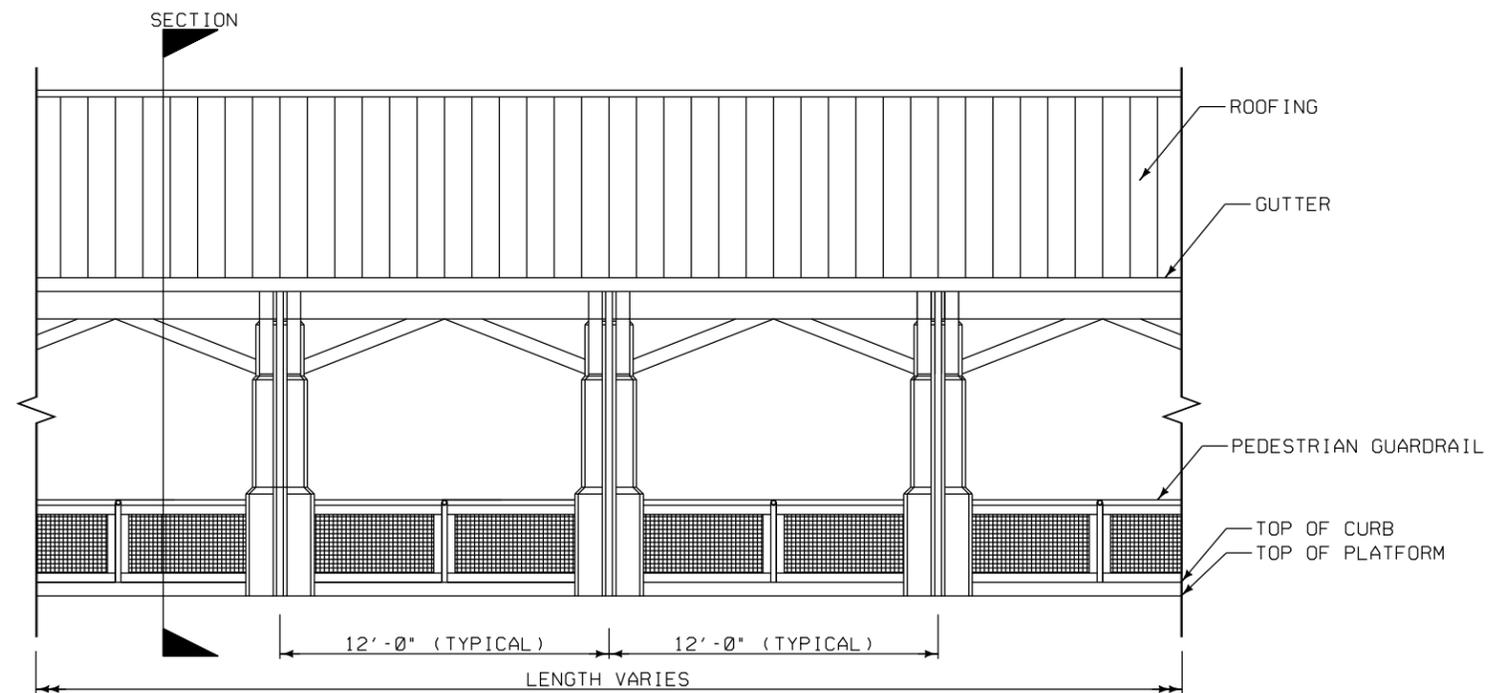
IOWA CITY STATION - AREA PARKING

AUGUST 2010

IOWA CITY, IA - INTERCITY PASSENGER RAIL



TYPICAL PLATFORM AND SHELTER SECTION



TYPICAL PLATFORM AND SHELTER PROFILE
VIEWED LOOKING FROM TRACK

EXHIBIT E
CONCEPTUAL DRAWING

CHICAGO TO IOWA CITY INTERCITY PASSENGER RAIL PROGRAM

Exhibit F

Ridership Analysis for Station Sizing

AMTRAK PROJECTED RIDERSHIP

Annual Ridership By Station - Year of Opening

Chicago	Quad Cities	Iowa City	Geneseo	Total (Excluding Chicago Ridership)
137,782	94,059	85,807	10,032	327,680

Source:

Station Ridership Forecast Detail for Proposed New Service

To/From Quad Cities and Iowa via BNSF/IAIS Route (forecasts prepared 11/03/07)

(Excel file)

LOCAL POPULATIONS

	Year	Chicago	Quad Cities	Iowa City	Geneseo
Population	2000		379,066	67,831	6,480
Annual Growth Rate			0.7%	0.9%	1%
Population	2030		467,303	88,749	8,734

FUTURE RIDERSHIP (ASSUME RIDERSHIP GROWTH RATE MATCHES POPULATION GROWTH RATE)

Year	Chicago	Quad Cities	Iowa City	Geneseo	Total (Excluding Chicago Ridership)
2010	137,782	94,059	85,807	10,032	327,680
2030		108,141	102,647	12,241	

Iowa City Growth Rate:

	year	population
1	2007	66177
2	2012	69274

$$p_1 * X^{(y_2 - y_1)} = p_2, \text{ where } y_1, y_2, p_1, p_2 = \text{a given year and population at a given year}$$

$$\text{thus, } X^5 = 1.046799$$

$$X = 1.009 = 0.9\% \text{ growth rate}$$

NOTES:

1. Quad Cities population growth rate from *Quad Cities TOD+Intermodal Plan* pg.38
2. Iowa City population growth rate from *Iowa City Parks, Recreation, and Trails Master Plan Final Report*, November 2008, pg. 5
(Anticipated annual growth rate of 0.9% over 5 years, from 2007 to 2012, projected as a constant growth rate to 2030)
3. Since both Quad Cities and Iowa City population growth rates are similar, assume Geneseo growth rate is 1%

GENESEO STATION SIZING

Year 2040 Facility Demands

All equations from *Amtrak Station Program and Planning - Standard and Guidelines*, V2.2, Appendix C

Sizing is based on year 2030 ridership and 6 or more trains per day in year 2030

Annual Ridership

12,241 passengers

Adjusted Daily Ridership

45 passengers (ons + offs)

Parking Spaces Req'd

23 spaces Assume the number of parking spaces = daily ridership.

Even though many riders will use transit, the parking spaces are needed to allow for multiple-day trips

The number of individuals possibly needing parking is only half the ridership, since each rider represents an individual making a round trip

Peak Hour 2-Way Traffic

7 passengers (ons and offs)

Peak Hour 1-Way Traffic

4 passengers (ons)

Waiting Area

150 SF (Assume 150 SF minimum)

MOLINE STATION SIZING

Year 2030 Facility Demands

All equations from *Amtrak Station Program and Planning - Standard and Guidelines* , V2.2, Appendix C

Sizing is based on year 2030 ridership and 6 or more trains per day in year 2030

Annual Ridership

108,141 passengers

Adjusted Daily Ridership

401 passengers (ons + offs)

Parking Spaces Req'd

200 spaces Assume the number of parking spaces = daily ridership.

Even though many riders will use transit, the parking spaces are needed to allow for multiple-day trips

The number of individuals possibly needing parking is only half the ridership, since each rider represents an individual making a round trip

Peak Hour 2-Way Traffic

60 passengers (ons and offs)

Peak Hour 1-Way Traffic

39 passengers (ons)

Waiting Area

586 SF (Assume 150 SF minimum)

IOWA CITY STATION SIZING

Year 2030 Facility Demands

All equations from *Amtrak Station Program and Planning - Standard and Guidelines*, V2.2, Appendix C

Sizing is based on year 2030 ridership and 6 or more trains per day in year 2030

Annual Ridership

102,647 passengers

Adjusted Daily Ridership

380 passengers (ons + offs)

Parking Spaces Req'd

190 spaces Assume the number of parking spaces = daily ridership.

Even though many riders will use transit, the parking spaces are needed to allow for multiple-day trips

The number of individuals possibly needing parking is only half the ridership, since each rider represents an individual making a round trip

Peak Hour 2-Way Traffic

57 passengers (ons and offs)

Peak Hour 1-Way Traffic

37 passengers (ons)

Waiting Area

556 SF (Assume 150 SF minimum)