Summary of Cargill Neighborhood Informational Session
Cedar Valley Park
October 16th, 5:00-6:00 p.m.

Invitation Process
Postcard Sent:

Please stop by to view and collect information about the current project. Postcards will be provided for written questions. Your questions can also be sent via email to Cedar_Rapids@Cargill.com.

Cedar Valley Park
October 16, 2019 | 5:00 – 6:00 p.m.

Refreshments will be served.
Please invite others who may be interested.

Cargill.com/page/cargill-rail-yard-project
Cedar_Rapids@Cargill.com

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Invitations were sent to 177 Cedar Rapids residents, including residents that have expressed an interest in receiving Cargill communications, as well as addresses within 1,000 feet of the Stewart Road property.

Format:

Instead of the town hall format, which in the past turned hostile, we opted for a format of information-sharing, accompanied by taking questions through either an intake form that was provided with a secure ballot box, or via email at Cedar_Rapids@cargill.com.

Four Cargill employees (Steve Nurre, Brett Barden, Jay Knoll, Mitch Hediger) staffed the event with poster boards of the potential berm design, executive summaries of the noise, property value and environmental studies, 1-pagers of information/FAQs and a box for submitting questions.

An ice cream truck was also provided with free cold treats for attendees.

Summary:

- Approximately 50 people attended the information session
- 2 question/suggestion cards were submitted:
  - Harold Bruce: “You should check that property on the river road it is a big valley back in there it has been a private drive for sixty years. You wouldn’t have anybody to fight you there isn’t any people who live back there anymore. I’ll tell you more. (contact me)”
  - Kate Hogg: “The sounds consultant said absolutely & repeatedly that the best sound protection would come from the barrier being as close as possible to the rails, or to the houses. Not in the middle/along the road. Can you improve that positioning?”

Cargill’s email response to Kate:

Subject: Why did Cargill select the location that they did for berm placement?

When we were designing this project, we looked at the berm as a method to reduce sound into the neighborhood as well as visual shielding of the rail yard from the neighborhood. Based on findings from the noise study, the location of the berm is not as much of a factor as the height of the berm. In the study, we looked at the scenario of the berm being located near the property line, as well as the scenario of the berm being located closer to the tracks. Overall, the noise reduction differences between the berm locations was negligible so there was no clear “winner” on that front. On the visual aesthetics, however, the closer the
berm is to the road, the better job it does at blocking the view of the rail yard from the Rompot neighborhood (primarily due to viewing angles). One design aspect that also helped determine location was storm water control and management. In the attached picture, the yellow areas show storm water control areas. Between the berm and the rail tracks is a depression to store some water on site and slow the runoff through the site.

Eric Ruttum
Engineer