

May 1, 2014

235996

VIA FEDERAL EXPRESS

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W., Room 1034
Washington, DC 20024

ENTERED
Office of Proceedings
May 2, 2014
Part of
Public Record

FEE RECEIVED
May 2, 2014
SURFACE
TRANSPORTATION BOARD

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Ms. Brown:

Enclosed for filing in the above-captioned proceeding are an original and ten copies of the **Petition of Iowa Interstate Railroad, Ltd. for Exemption from 49 U.S.C. §§ 10903-10905**, dated May 1, 2014. A check in the amount of \$6,700, representing the appropriate fee for this filing, is attached.

In accordance with 49 C.F.R. § 1152.60(c), a compact disk containing the text of the draft *Federal Register* notice of this petition for exemption (Exhibit B to the Petition) in MS Word 2007 format also is enclosed. For convenience, this disk also contains the text of the Petition for Exemption. Finally, one extra copy of the Petition and this letter are enclosed. I would request that you date-stamp those items to show receipt of this filing and return them to me in the provided envelope.

The original copy of the Environmental/Historic Report (Exhibit C to the Petition) has been provided directly to the Board's Office of Environmental Analysis. If you have any questions regarding this filing, please feel free to contact me. Thank you for your assistance on this matter. Kind regards.

Respectfully submitted,

FILED
May 2, 2014
SURFACE

TRANSPORTATION BOARD

Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl
Enclosures
cc: Ms. Victoria J. Rutson, Room 1106

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-414 (SUB-NO. 8X)

IOWA INTERSTATE RAILROAD, LTD.
-- ABANDONMENT EXEMPTION --
IN POLK, JASPER AND MARION COUNTIES, IA

**PETITION OF IOWA INTERSTATE RAILROAD, LTD.
FOR EXEMPTION FROM 49 U.S.C. §§ 10903-10905**

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**ATTORNEYS FOR
IOWA INTERSTATE RAILROAD, LTD.**

Dated: May 1, 2014

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-414 (SUB-NO. 8X)

IOWA INTERSTATE RAILROAD, LTD.
-- ABANDONMENT EXEMPTION --
IN POLK, JASPER AND MARION COUNTIES, IA

**PETITION OF IOWA INTERSTATE RAILROAD, LTD.
FOR EXEMPTION FROM 49 U.S.C. §§ 10903-10905**

Pursuant to 49 U.S.C. § 10502 and the regulations of the Surface Transportation Board (the "Board") at 49 C.F.R. §§ 1121 and 1152.60, Iowa Interstate Railroad, Ltd. ("IAIS") hereby petitions the Board for an exemption from the prior approval requirements of 49 U.S.C. § 10903 for IAIS to abandon a line of railroad, referred to herein as the "Prairie City Segment," extending from Milepost 145.75 south of Mitchellville, Iowa to the current end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa.

IAIS also seeks through this petition re-authorization to abandon two connecting segments of rail line that were approved for abandonment and salvaged more than a decade ago, but for which the required notices of consummation were not filed at the STB: from Milepost 135.0 near Prairie City to Milepost 123.50 near Otley, Iowa, a distance of approximately 11.5 miles in Jasper and Marion Counties, Iowa (the "Otley Segment"), and from Milepost 123.50 near Otley to Milepost 114.80 in Pella, Iowa, a distance of approximately 8.7 miles in Marion County, Iowa (the "Pella Segment"). Abandonment of the Otley Segment was approved in Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000), and abandonment of the

Pella Segment was approved in Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998). This petition includes a request for an exemption from the offer of financial assistance provisions of 49 U.S.C. § 10904 and the public use procedures of 49 U.S.C. § 10905 with respect to the Otley and Pella Segments.

No rail shipments of any kind have been handled on the Prairie City Segment since January, 2008, and the last rail movements on the now-salvaged Otley and Pella Segments occurred nearly fifteen years ago. Ordinarily, such lines would qualify for the class exemption at 49 C.F.R. § 1152.50 governing the abandonment of out-of-service rail lines. Because IAIS seeks a partial exemption from the provisions of 49 U.S.C. §§ 10904-10905, however, Board guidance indicates that an individual petition for exemption should be filed for the abandonment. *Union Pacific Railroad Company -- Abandonment Exemption -- In Adams, Weld and Boulder Counties, Colo.*, Docket No. AB-33 (Sub-No. 307X) (STB served October 18, 2012) at 1, n.2 ("Even if the abandonment is eligible for a class exemption, if a petitioner also seeks exemptions that must be ruled upon by the entire Board, the better practice is to file one petition for exemption seeking both the abandonment and any other requested exemptions."). A petition for exemption, rather than a notice of exemption, also is appropriate given the unique circumstances present on the Otley and Pella Segments.

Maps showing the location of the Prairie City Segment individually and the Prairie City, Otley and Pella Segments collectively are attached to this Petition as Exhibits A-1 and A-2, respectively. A draft *Federal Register* notice of this Petition in the form prescribed by 49 C.F.R. § 1152.60(c) is attached hereto as Exhibit B. As discussed further below,

abandonment of the Prairie City, Otley and Pella Segments plainly satisfies the exemption criteria of 49 U.S.C. § 10502, and this petition should be granted.

I. IDENTIFICATION OF PETITIONER

Petitioner IAIS is a Class II common carrier by rail which owns or operates approximately 560 route miles of rail line in the states of Illinois and Iowa. IAIS's principal route extends from Blue Island, Illinois, outside of Chicago, to Council Bluffs. A primary branch line extends from Bureau, Illinois, on the Blue Island-Council Bluffs line, to Peoria, Illinois. In addition to the Prairie City Segment, secondary branch lines reach Milan, Illinois and Grimes, Hancock and Hills, Iowa. IAIS began operations in 1984, over rail lines previously owned by the bankrupt Chicago, Rock Island & Pacific Railroad Company (the "Rock Island"). *See generally Iowa Interstate Railroad, Ltd. -- Lease and Operate -- Exemption*, Finance Docket No. 30554 (ICC served October 1, 1984).

IAIS controls the Lincoln & Southern Railroad Company, a non-operating Class III rail carrier which owns a portion of IAIS's Peoria Branch. *See Iowa Interstate Railroad, Ltd. -- Acquisition of Control Exemption -- Lincoln & Southern Railroad Company*, Finance Docket No. 34942 (STB served December 22, 2006). IAIS is itself owned by RDC Domestic Holdings Corporation, a non-carrier holding company.

The complete name and address of IAIS is:

Iowa Interstate Railroad, Ltd.
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(319) 298-5400

II. DESCRIPTION OF LINE TO BE ABANDONED

The former Rock Island lines on which IAIS commenced operations in 1984 included the "Pella Branch" in Iowa, extending from Altoona, just outside of Des Moines on the

Blue Island-Council Bluffs main line, southeasterly through Prairie City and Otley to Pella. In August, 1998, the Board granted IAIS an individual exemption to abandon the outer portion of the Pella Branch, from Milepost 123.5 near Otley to the end of the line at Milepost 114.80 in Pella (referred to herein as the "Pella Segment"). Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998) ("*Pella Abandonment*"). That decision imposed an environmental consultation salvage condition and two "if discovered" salvage conditions, and reflected the Board's recently-adopted "notice of consummation" requirement: "If consummation has not been effected by IAIS's filing of a notice of consummation by August 11, 1999, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire." *Pella Abandonment* at 4, Ordering Paragraph 6.

In a subsequent order served September 16, 1998 ("*Pella Abandonment II*"), the Board imposed a 180-day public use condition under 49 U.S.C. § 10905 on the entire Pella Segment, and issued a notice of interim trail use ("NITU") for the portion of the Pella Segment between Milepost 123.5 near Otley and Milepost 117.68 outside of Pella. IAIS indicated that the portion of the Pella Segment between Milepost 117.68 and Milepost 114.80 in Pella was subject to a sale agreement, and did not agree to an NITU on that segment. *Pella Abandonment II* at 1-2. The public use condition expired on March 9, 1999, and no agreement was reached under the Trails Act. IAIS salvaged the Pella Segment in 1999-2000 (in accordance, it believes, with the salvage conditions imposed in *Pella Abandonment*), and has since disposed of much of the right-of-way of the segment. Few traces of the line are discernible today. IAIS did not, however, file a notice of consummation for the Pella Segment as provided in 49 C.F.R. § 1152.29(e)(2).

By notice of exemption issued in October, 2000, IAIS was authorized to abandon the next segment of the Pella Branch, from Milepost 136.86¹ near Prairie City to Milepost 123.5 near Otley (referred to herein as the "Otley Segment"). Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000) ("*Otley Abandonment*"). No environmental or historic conditions were imposed on that abandonment, and a Finding of No Significant Impact (or "FONSI") was issued on December 4, 2000. The notice of exemption indicated that "[i]f consummation has not been effected by IAIS's filing of a notice of consummation by October 20, 2001, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire." *Otley Abandonment* at 3.

In a subsequent order served November 20, 2000 ("*Otley Abandonment II*"), the Board imposed a 180-day public use condition under 49 U.S.C. § 10905 on the Otley Segment and also issued an NITU for the line. The public use condition expired on May 21, 2001, but the negotiating period under the NITU was extended twice, ultimately to November 19, 2001, pursuant to decisions served May 23, 2001 ("*Otley Abandonment III*") and August 27, 2001 ("*Otley Abandonment IV*"). IAIS ultimately transferred approximately 5.6 miles of the right-of-way, from Milepost 135.0 near Prairie City to Milepost 129.4 in Monroe, to Jasper County in a transaction plainly intended to be subject to the Trails Act.² The remainder of the right-of-way,

¹ IAIS did not ultimately remove track from the short section of line between Milepost 136.86 and Milepost 135.0 southeast of Prairie City, and today considers that existing 1.86 miles of line to be part of the Prairie City Segment, rather than part of the former Otley Segment. The full contemporaneous environmental/historic review that has been conducted for the Prairie City Segment, discussed further below, includes this 1.86 miles of track.

² The *Otley Abandonment* decisions are somewhat ambiguous as to the identity of the trail sponsor or sponsors under the relevant NITU. *Otley Abandonment II* indicates that the Jasper and Marion County Conservation Boards, in partnership with the Iowa Natural Heritage Foundation (collectively referred to by the Board as "Commenter"), had filed a request for issuance of an NITU, as had the

from Monroe to Otley, has been disposed of piecemeal outside of the Trails Act. IAIS's salvage of track and track materials from the Otley Segment was completed no later than early 2002.³

Given the expiration of the NITU for the Otley Segment on November 19, 2001, a notice of consummation for any portion of the line not subject to successful trail use negotiations would have been due 60 days later, or by January 18, 2002. *See* 49 C.F.R. § 1152.29(e)(2). As indicated above, IAIS had salvaged rail and track materials from the line by that time, and plainly intended to proceed with abandonment. IAIS did not, however, file a notice of consummation for any portion of the Otley Segment.

The Prairie City Segment is the outer part of what currently remains of the old Pella Branch. It is a single-track line in fair to poor condition that begins at Milepost 145.75 south of Mitchellville, Iowa -- approximately five miles from Altoona, Iowa, where the remnant of the Pella Branch connects with IAIS's main line across Iowa -- and extends in a generally southeasterly direction through the City of Prairie City to the current end of track at Milepost 135.0, a distance of approximately 10.75 miles. The Prairie City Segment was previously utilized to handle agricultural commodities such as corn, but there has been no revenue rail service on the line since January, 2008. From January, 2009 to April, 2012, the Prairie City Segment was embargoed due to poor track conditions arising from inclement weather. *See* AAR

Iowa Trails Council ("ITC"). ITC stated that was "representing the interest of Commenter," and had submitted a supporting letter from the Jasper County Conservation Board. *Otley Abandonment III* and *Otley Abandonment IV* both referenced an initial "180-day period for the Iowa Natural Heritage Foundation and [ITC] to negotiate an interim trail use/rail banking agreement with IAIS," and granted NITU extension requests filed by ITC alone. County entities were not mentioned in either of those decisions. As stated above, IAIS ultimately transferred the Prairie City-Monroe section of the Otley Segment to Jasper County under an agreement that requires the County to comply with requirements of the Trails Act.

³ A monument "station recovery" report by the Iowa Highway Department to the National Geodetic Survey on April 29, 2002 from along the north end of the Otley Segment indicated that "railroad rails and ballast have been removed." *See* Environmental/Historic Report, Exhibit C hereto, Appendix R-2.

Embargo Nos. IAIS000109, IAIS000110 and IAIS000112. Recently, portions of the Prairie City Segment have been used for the storage of empty rail cars.⁴

The Prairie City Segment has had no rail traffic for more than six years, and IAIS is aware of no prospects for other, new sources of traffic on the line. IAIS intends to salvage rail and track materials from the Prairie City Segment and redeploy those significant asset values elsewhere on the IAIS rail network. The remaining portion of the old Pella Branch from Altoona to just south of Mitchellville, a distance of approximately 5 miles, would be retained for continued rail service as needed and car storage purposes.

The Prairie City, Otley and Pella Segments include the station of Prairie City (MP 137) and the former stations of Monroe (MP 129), Otley (MP 123) and Pella (MP 115), and traverse (from northwest to southeast) United States Postal Service ZIP Codes 50169, 50228, 50170, 50214 and 50219. The right-of-way of the Prairie City Segment is generally 100 feet wide. Pursuant to 49 C.F.R. § 1152.60(d), IAIS states that, based on information in its possession, the Prairie City Segment does not contain federally granted rights-of-way. Any relevant documentation on this subject in IAIS's possession will be made available promptly to those requesting it. The rights-of-way of the Otley and Pella Segments have been largely disposed of after salvage of those lines in the late 1990s and early 2000s.

III. NOTICE OF CONSUMMATION REQUIREMENT

The notice of consummation requirement contained in 49 C.F.R. § 1152.29(e)(2) (and incorporated for individual abandonment exemptions by 49 C.F.R. § 1152.60(e) and for

⁴ Use of a track segment for the storage of empty rail cars for the railroad's convenience would not disqualify the track from the class exemption for the abandonment of out-of-service rail lines that would ordinarily govern the Prairie City Segment here. *See Union Pacific Railroad Company -- Abandonment Exemption -- In Ada County, ID*, Docket No. AB-33 (Sub-No. 137X) (STB served August 6, 1999). It similarly has no impact in considering an individual petition for exemption to abandon such trackage.

abandonment class exemptions by 49 C.F.R. § 1152.50(e)) was adopted by the Board in 1996 in *Aban. And Discon. of R. Lines and Transp. Under 49 U.S.C. 10903*, 1 S.T.B. 894, 904-906 (1996). While the motivation for the requirement related largely to interim trail use considerations and implementation difficulties under the National Trail Systems Act, 16 U.S.C. § 1247(d), the Board spoke in broad and categorical language regarding the application of the new regulation:

[O]ur final rules provide that, if after 1 year from the date of service of a decision permitting abandonment, consummation has not been effected by the railroad's filing of a notice of consummation -- and there are no legal or regulatory barriers to consummation (*i.e.*, outstanding conditions, including Trails Act conditions) -- the authority to abandon will automatically expire. That means that a new proceeding would have to be instituted if the railroad wanted to abandon the line.

1 S.T.B. at 905 (footnote omitted); *see also* 1 S.T.B. at 905, n.12. The regulation itself is similarly conclusive: if a required notice of consummation is not filed, "the authority to abandon will automatically expire. In that event, a new proceeding would have to be instituted if the railroad wants to abandon the line." 49 C.F.R. § 1152.29(e)(2).

On occasion, the Board has granted short extensions the time period for filing a notice of consummation or accepted late-filed notices. *E.g.*, *Puget Sound & Pacific Railroad Company -- Abandonment Exemption -- In Grays Harbor County, Wash.*, Docket No. AB-1023 (Sub-No. 1X) (STB served September 13, 2011); *Western Kentucky Railway, LLC -- Abandonment Exemption -- In Webster, Union, Caldwell and Crittenden Counties, KY*, Docket No. AB-449 (Sub-No. 3X) (STB served August 6, 2012).⁵ These decisions are usually accompanied by a disclaimer that rail carriers should not "count on the Board's granting similar

⁵ The Board also routinely grants a waiver of the notice of consummation requirement in the adverse abandonment context, a situation not present here. *See, e.g.*, *CSX Transportation, Inc. -- Adverse Abandonment -- In Shelby County, TN*, Docket No. AB-1010 (STB served October 10, 2007).

extension requests in the future or on the Board's accepting late-filed notices of consummation." *Union Pacific Railroad Company -- Abandonment Exemption -- In Bowie County, TX*, Docket No. AB-33 (Sub-No. 271X) (STB served January 8, 2010). The longest delay accepted by the Board in allowing the late-filing of a notice of consummation appears to have been just over two years. *Portland Terminal Company -- Abandonment Exemption -- In Cumberland County, ME*, Docket No. AB-268 (Sub-No. 10X) (STB served October 25, 2000); *see also Stockton Terminal and Eastern Railroad Company -- Abandonment Exemption -- In San Joaquin County, CA*, Docket No. AB-812X (STB served January 18, 2007) (14 months).⁶

To IAIS's knowledge, the situation presented by the Otley and Pella Segments -- rail lines that were approved for abandonment and salvaged more than a decade ago, but for which notices of consummation were never filed⁷ -- has not previously arisen at the Board. Given the length of time that has passed since the consummation deadlines, the unequivocal wording of the relevant regulation, and the cautionary wording of prior Board decisions, IAIS concluded that seeking an extension or waiver of the 1-year consummation period in 49 C.F.R. § 1152.29(e)(2) to allow IAIS to now file notices of consummation for the Otley and Pella Segments in Docket No. AB-414 (Sub-Nos. 3X and 2X), respectively, would not be reasonable or likely to succeed. IAIS discovered its inadvertent failure to file consummation notices for the Otley and Pella Segments while making initial abandonment preparations for the Prairie City

⁶ IAIS is aware of one instance in which the Board refused to accept a late-filed notice of consummation and required a new abandonment filing. *Mid-Michigan Railroad, Inc. -- Abandonment Exemption -- In Muskegon County, MI*, Docket No. AB-364 (Sub-No. 13X) (STB served February 25, 2009). In that case, the rail carrier sought to file its consummation notice one month after the deadline.

⁷ The due date for the consummation notice on the Otley Segment was more than 12 years ago, and the due date for the consummation notice on the Pella Segment was nearly 15 years ago. As discussed above, the Prairie City-Monroe portion of the Otley Segment was transferred to a third party under the apparent auspices of an NITU. Even if that is the case, however, a notice of consummation would have been required for the remaining Monroe-Otley section of the Otley Segment.

Segment and, after consultation with Board staff, elected to seek re-authorization of abandonment for the Otley and Pella Segments as part of this proceeding involving the adjacent Prairie City Segment. IAIS has attempted to proceed in as transparent a manner as possible, and this petition should be accepted as a reasonable approach to address a unique set of circumstances.

IV. JURISDICTION AND STATUTORY STANDARDS

The Board has jurisdiction over the proposed abandonment of IAIS's Prairie City Segment and the re-authorization of abandonment of the Otley and Pella Segments pursuant to 49 U.S.C. § 10903. Generally, a common carrier by rail must obtain authority from the Board under Section 10903 in connection with the abandonment of a line of railroad. However, 49 U.S.C. § 10502 requires the Board to exempt a person, transaction or service from the statutory and regulatory requirements otherwise applicable to a rail carrier when the Board determines that: (1) application of those requirements is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101; and (2) either (a) the transaction is of limited scope or (b) regulation is not needed to protect shippers from an abuse of market power.

V. CRITERIA OF 49 U.S.C. § 10502

A. Detailed Scrutiny Under 49 U.S.C. § 10903 Is Not Necessary To Carry Out The Rail Transportation Policy Of 49 U.S.C. § 10101

Granting IAIS an exemption to abandon the Prairie City Segment is consistent with the goals articulated in the national Rail Transportation Policy, 49 U.S.C. § 10101. By allowing IAIS to avoid the expense of retaining, repairing and maintaining a line that generates no traffic or freight revenue -- and by permitting IAIS to redeploy its assets more productively elsewhere -- exemption will encourage the honest and effective management of railroads and

promote the development of an economically sound and efficient transportation system. 49 U.S.C. §§ 10101(3), (4), (5) and (9). Given the absence of any current or prospective on-line traffic, there is no reasonable likelihood that the Prairie City Segment could be operated profitably, and no justification under the criteria of Section 10101 to burden IAIS with retention of the line. As indicated above, but for the unique circumstances associated with the Otley and Pella Segments, abandonment of the Prairie City Segment would qualify for the class exemption at 49 C.F.R. § 1152.50 governing out-of-service rail lines. Thus, the Board has already determined that abandonments of this nature do not require regulation under the Interstate Commerce Act.

Similarly, re-authorization of the abandonment of the Otley and Pella Segments is wholly consistent with the rail transportation policy. The Board previously authorized abandonment of the Pella Segment pursuant to an individual exemption analysis in 1998, *Pella Abandonment*, and the Otley Segment was the subject of a properly-invoked abandonment class exemption in 2000. *Otley Abandonment*. While IAIS should have filed notices of consummation for those abandonments at the time, that omission does not negate the underlying basis on which the abandonments were authorized.

The rail transportation policy also provides that the Board should minimize the need for federal regulatory control over the rail transportation system, expedite regulatory decisions and reduce barriers to exit. 49 U.S.C. §§ 10101(2), (7), and (15). The statutory exemption procedure of Section 10502 obviates the need for the expensive and time-consuming processes attendant to a proceeding under Section 10903, including the costs of preparing an application. Reliance on the adequate and expeditious exemption procedure herein would minimize Board regulation of this transaction and reduce the regulatory burden on IAIS.

None of the other rail transportation policy criteria will be adversely affected. No rail service of any kind has been provided on the Prairie City Segment for more than six years, and the Otley and Pella Segments have been removed from the interstate rail network for over a decade.

B. The Transaction Is Of Limited Scope

The transaction for which exemption is sought consists solely of the abandonment of an unused, currently stub-ended branch line totaling approximately 11 miles in a rural area, and the re-authorization of abandonment of approximately 20 miles of previously-salvaged rail line that had little or no rail traffic at the time of its removal. No rail service has been provided on the Prairie City Segment for more than six years, and there are no reasonable prospects for future rail traffic. The proposed abandonment clearly is of limited scope.

C. Regulation Is Not Necessary To Protect Shippers From An Abuse Of Market Power

Since this transaction is of limited scope, IAIS does not need to demonstrate that regulation is unnecessary to protect shippers from abuse of market power. 49 U.S.C. § 10502(a)(2). Even so, it is clear that this transaction will not and cannot subject shippers to any market power abuse.

No rail service has been provided or demanded on the Prairie City Segment for more than six years, and rail shipments on the Otley and Pella Segments ended more than a decade ago. Any potential future shippers in the area would have access to service from motor carriers and would retain access to rail service from nearby points on IAIS's main line across Iowa and the remaining Altoona-Mitchellville segment of the former Pella Branch. Accordingly, regulation by the Board of this abandonment is not and cannot be necessary to protect any shipper from an abuse of power.

VI. EXEMPTION FROM 49 U.S.C. §§ 10904 AND 10905

With respect to any re-authorization of abandonment of the Otley and Pella Segments, IAIS also seeks an exemption pursuant to 49 U.S.C. § 10502 from the offer of financial assistance ("OFA") procedures of 49 U.S.C. § 10904 and the public use procedures of 49 U.S.C. § 10905. In part, such an exemption is required by the unique practicalities of this proceeding: the Otley and Pella Segments were salvaged more than a decade ago, and their rights-of-way have largely been disposed of. In both cases, there simply is no rail line for an OFA party to acquire or subsidize, and it would be pointless to impose a 180-day public use negotiating period with respect to rights-of-way that the railroad no longer owns. *Compare Florida Midland Railroad Company, Inc. -- Abandonment Exemption -- In Sumter County, FL*, Docket No. AB-325 (Sub-No. 4X) (STB served April 30, 2008) at 2 ("[P]ublic use requests are not appropriate because, after abandonment, [carrier] will not retain a transferable interest to which a public use condition under 49 U.S.C. 10905 could attach.").

The much more important and relevant legal point is that both the Otley Segment and the Pella Segment were fully subject to the provisions of 49 U.S.C. §§ 10904 and 10905 when they were initially authorized for abandonment in 2000 and 1998, respectively. Interested parties had the requisite opportunity to submit OFAs on both lines, and no such offers (or expressions of intent to file such offers) were ever made. Public use conditions, on the other hand, were in fact imposed in both of the prior abandonment proceedings. *See Pella Abandonment II* and *Otley Abandonment II*. The statutory purposes of Sections 10904 and 10905 were thus fulfilled, and new OFA and public use opportunities do not need to be artificially re-created here in circumstances where neither would be practical or productive.

IAIS does not seek an exemption from 49 U.S.C. §§ 10904 or 10905 with respect to abandonment of the Prairie City Segment. Parties would be free to pursue OFAs or public use conditions for that line in accordance with governing regulations and standards.

VII. LEVEL OF LABOR PROTECTION TO BE IMPOSED

IAIS does not anticipate any adverse impact on employment levels as a result of the proposed abandonment. No regular service has been provided on the Prairie City Segment for more than six years, and the Otley and Pella Segments were salvaged more than a decade ago. IAIS agrees that the appropriate level of employee protection to be imposed on this discontinuance and abandonment is that established in Oregon Short Line R. Co. -- Abandonment -- Goshen, 360 I.C.C. 91 (1979).

VIII. ENVIRONMENTAL REPORT

In accordance with the requirements of 49 C.F.R. §§ 1105.7(a), 1105.8(a) and 1121.3(b), an Environmental/Historic Report is attached as Exhibit C to this Petition. That report fully considers the environmental and historic preservation effects of abandonment of the Prairie City Segment, and incorporates by reference the Environmental Assessments ("EAs") that were previously prepared by the Board's former Section of Environmental Analysis with respect to abandonment of the Otley and Pella Segments.⁸ This incorporation is appropriate given that IAIS proposes to undertake no further, actual actions with respect to the Otley and Pella Segments, which have been salvaged and are largely no longer under the ownership or control of IAIS.

⁸ See *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, Iowa*, Docket No. AB-414 (Sub-No. 3X) (STB served October 27, 2000) (EA for Otley Segment); *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA*, Docket No. AB-414 (Sub-No. 2X) (STB served June 22, 1998) (EA for Pella Segment). These EAs are included as Appendices C and D, respectively, to the Environmental/Historic Report, and thus have been provided to all federal, state and local agencies that received that Report.

IAIS is aware of the Board's previously-expressed concern with railroad salvage activities that occur prior to the seeking and obtaining of abandonment authority. *Consummation of Rail Line Abandonments That Are Subject to Historic Preservation and Other Environmental Conditions*, Ex Parte No. 678 (STB served April 23, 2008) at 4. While IAIS now is in the position of re-seeking abandonment authority for lines that were previously salvaged, IAIS notes that the concerns expressed in Ex Parte 678 are not present here. At the time that IAIS salvaged the Otley and Pella Segments, those abandonments had already been subjected to a full environmental and historic preservation review by the Board and salvage was undertaken pursuant to then-effective abandonment authority. IAIS believes its salvage activities complied with the environmental conditions that were imposed.⁹ That does not, of course, excuse IAIS's failure to file notices of consummation, but that oversight did not deprive the Board of its opportunity or ability to fulfill its statutory responsibilities under the Interstate Commerce Act, the National Environmental Policy Act or the National Historic Preservation Act.

WHEREFORE, IAIS respectfully requests that the Board exempt from the prior approval requirements of 49 U.S.C. § 10903 IAIS's abandonment of its Prairie City, Otley and Pella Segments in Polk, Jasper and Marion Counties, Iowa, and further that the Board exempt the abandonment of the Otley and Pella Segments from the provisions of 49 U.S.C. §§ 10904 and 10905.

⁹ As noted above, no environmental or historic conditions were imposed on the Otley Segment abandonment, which was the subject of a FONSI.

Respectfully submitted,

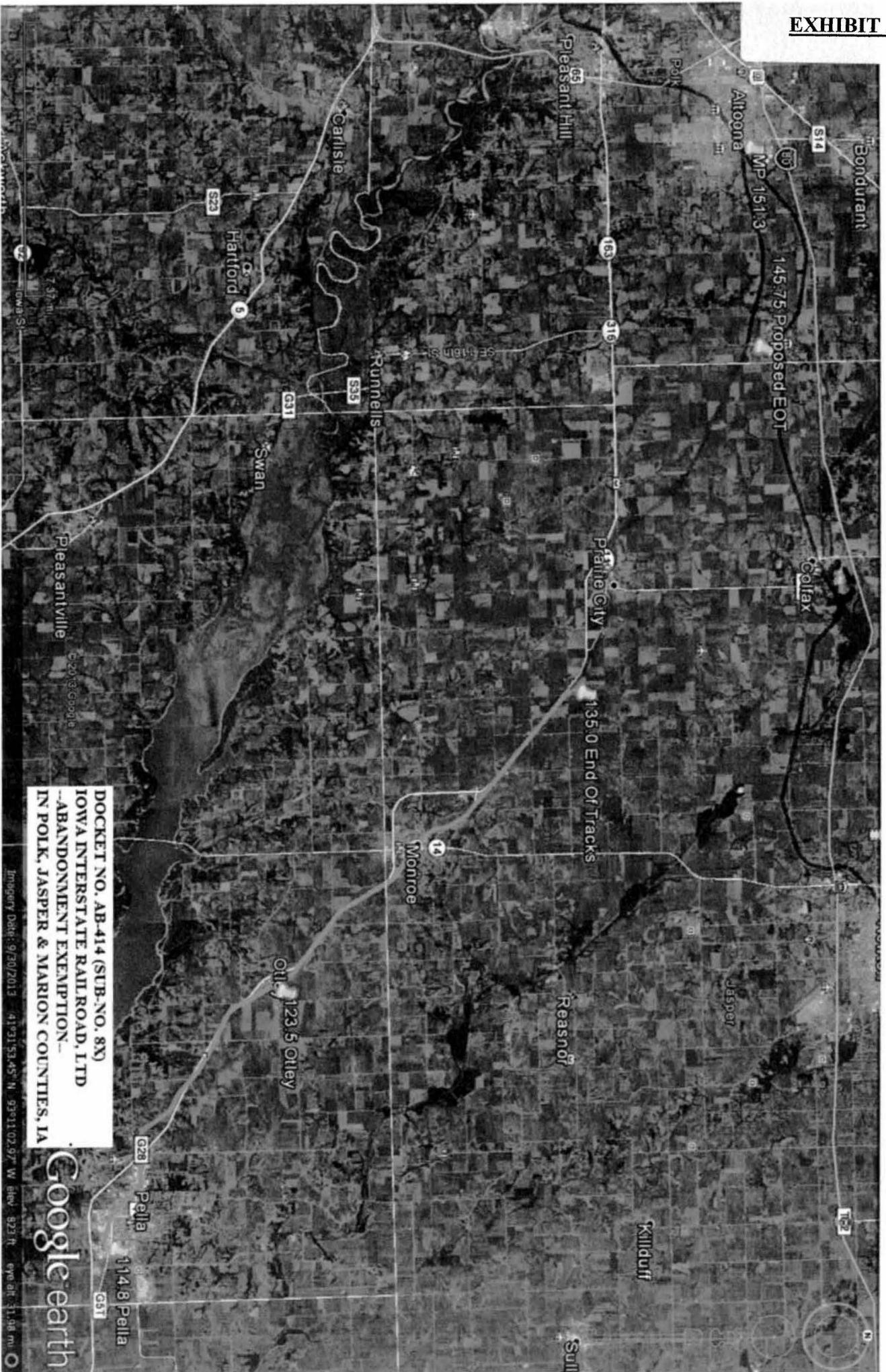
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**ATTORNEYS FOR
IOWA INTERSTATE RAILROAD, LTD.**

Dated: May 1, 2014



Federal Register Notice

Docket No. AB-414 (Sub No. 8X)

Notice of Petition for Exemption to Abandon

On May 2, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") filed with the Surface Transportation Board, Washington, DC 20423, a petition for exemption for the abandonment of a line of railroad known as the Prairie City Segment extending from Milepost 145.75 south of Mitchellville, Iowa to the current end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa.

The abandonment petition also will seek re-authorization to abandon two connecting segments of rail line in Jasper and Marion Counties, Iowa that were previously salvaged: from Milepost 135.0 near Prairie City to Milepost 123.50 near Otley, Iowa (the Otley Segment), and from Milepost 123.50 near Otley to Milepost 114.80 in Pella, Iowa (the Pella Segment). Abandonment of the Otley Segment was approved in 2000 in Docket No. AB-414 (Sub-No. 3X), and abandonment of the Pella Segment was approved in 1998 in Docket No. AB-414 (Sub-No. 2X). In both cases, the required notices of consummation were not filed at the Board, and thus the abandonment authority expired.

The line for which the abandonment exemption request was filed includes the station of Prairie City (MP 137) and the former stations of Monroe (MP 129), Otley (MP 123) and Pella (MP 115) and traverses United States Postal Service ZIP Codes 50169, 50228, 50170, 50214 and 50219.

The line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions specified in Oregon Short Line R. Co. -- Abandonment -- Goshen, 360 I.C.C. 91 (1979).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption. IAIS has sought an exemption from the offer of financial assistance procedures with respect to the Otley and Pella Segments.

All interested parties should be aware that following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. IAIS has, however, sought an exemption from the public use procedures with respect to the already-salvaged Otley and Pella Segments.

Any request for a public use condition and any request for trail use/rail banking will be due no later than 20 days after notice of the filing of the petition for exemption is published in the *Federal Register*.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis.

Any environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Office of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Office of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-414 (SUB-NO. 8X)

IOWA INTERSTATE RAILROAD, LTD.
-- ABANDONMENT EXEMPTION --
IN POLK, JASPER AND MARION COUNTIES, IA

ENVIRONMENTAL/HISTORIC REPORT

Iowa Interstate Railroad, Ltd. ("IAIS") submits this Environmental/Historic Report in compliance with the reporting requirements of 49 C.F.R. §§ 1105.7 and 1105.8. Supporting correspondence is attached.¹ It is the conclusion of this Report that the proposed abandonment, if implemented, will not significantly affect either the quality of the human environment or the conservation of energy resources.

ENVIRONMENTAL REPORT - 49 C.F.R. § 1105.7(e)

1. Proposed Action and Alternatives. IAIS seeks to abandon its line of railroad extending from Milepost 145.75 south of Mitchellville, Iowa to the current end of track at Milepost 135.0 southeast of Prairie City, Iowa (the "Prairie City Segment"). The Prairie City Segment is situated in Polk and Jasper Counties, Iowa and extends a distance of approximately 10.75 miles.

The Prairie City Segment is not required to serve any existing or future rail customers. There have been no rail shipments of any kind on the Prairie City Segment since

¹ This report has been revised from the version served on various agencies on April 4, 2014 to reflect additional correspondence received from the Iowa Department of Natural Resources, the U.S. Army Corps of Engineers and the National Geodetic Survey since that time. See correspondence attached hereto as **Appendices L-1, P-1 and R-2** and discussed on pages 6 and 8-9 of this report.

January of 2008, and no reasonably foreseeable possibility for the development of new rail traffic exists. The Prairie City Segment was embargoed from January, 2009 to April, 2012 due to poor track conditions arising from inclement weather.

Following abandonment, IAIS intends to salvage rail, ties and other track material from the Prairie City Segment. The single bridge on the line as well as the subgrade of the line will remain in place.

No alternatives to the proposed abandonment have been considered. The only alternative is retention of the Prairie City Segment in its current unused state, which would have no environmental impact but would prevent the redeployment of IAIS's assets elsewhere.

A map showing the location of the Prairie City Segment is attached hereto as **Appendix A.**

IAIS's petition for exemption to abandon the Prairie City Segment also will seek re-authorization to abandon two connecting segments of rail line that were salvaged more than a decade ago: from Prairie City to Otley, Iowa (the "Otley Segment"), and from Otley to Pella, Iowa (the "Pella Segment"). Abandonment of the Otley Segment was approved in Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000), and abandonment of the Pella Segment was approved in Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998). In both cases, the required notices of consummation were not filed at the STB, and thus the abandonment authority expired. A map showing the location of the entire line encompassing the Prairie City Segment, the Otley Segment and the Pella Segment is attached hereto as **Appendix B.**

Complete environmental reviews of Otley Segment abandonment and the Pella Segment abandonment were undertaken in the original abandonment proceedings before the STB. The Environmental Assessment issued by the Board with respect to the Otley Segment abandonment is attached hereto as **Appendix C**. It recommended no environmental or historic conditions, and the Board accordingly later issued a Finding of No Significant Impact (or "FONSI") for the Otley Segment abandonment. The Environmental Assessment issued by the Board with respect to the Pella Segment abandonment is attached hereto as **Appendix D**. It recommended three salvage consultation conditions, which the Board subsequently adopted in its decision approving the abandonment. IAIS believes the consultation conditions were satisfied during salvage of the Pella Segment.

Salvage of the Otley and Pella Segments was completed more than a decade ago, much of the right-of-way of both segments has been transferred to third party. IAIS does not propose to undertake any further activity on the already-salvaged Otley and Pella Segments in connection with the re-authorization of abandonment that IAIS intends to seek from the Board. Under those circumstances, and given the comprehensive prior environmental reviews undertaken by the agency, IAIS does not believe that further environmental review or comment regarding the Otley and Pella Segments is necessary. This Report addresses the proposed abandonment of the Prairie City Segment.

2. Transportation System. IAIS does not anticipate that existing regional or local transportation systems or patterns will be affected by the proposed abandonment. No rail service is currently provided on the Prairie City Segment, and no traffic has been handled on the line for more than six years. Thus, no traffic will be diverted to other transportation systems or

modes as a result of the proposed abandonment. There is no overhead traffic handled on the stub-ended Prairie City Segment, and no passenger trains are operated over the line.

Abandonment of the Prairie City Segment will allow for the permanent closure of fifteen public and 12 private at-grade road crossings.

IAIS has contacted and requested comments from the Iowa Department of Transportation ("Iowa DOT"). See correspondence attached hereto as **Appendix D**. To date, IAIS has received no comments from Iowa DOT.

3. Land Use.

(i) IAIS does not foresee any inconsistency with regional and/or local land use plans, but has contacted and requested comments from the Polk County Administrator and the Planning & Development Manager, as well as from the Chairman of the Jasper County Board of Supervisors and that County's Planning & Zoning Department. See correspondence attached hereto as **Appendices F, G, H and I**. To date, IAIS has received no comments from the Counties.

(ii) IAIS has contacted and requested comments from the Natural Resources Conservation Service of the United States Department of Agriculture ("NRCS") regarding whether the proposed abandonment of the Prairie City Segment will affect any prime or unique farmland. See correspondence attached hereto as **Appendix J**. To date, NRCS has not provided a response.

(iii) Iowa does not have any designated Coastal Zone Management Areas. See, e.g., http://www.rurdev.usda.gov/IA_env_Class1_coastal_zone.html. The proposed abandonment of the Prairie City Segment accordingly will not affect any land or water uses in such an area or result in any coastal impacts.

(iv) IAIS does not believe that the right-of-way of the Prairie City Segment is suitable for alternative public use under 49 U.S.C. § 10905. The Prairie City Segment is located in a rural, agricultural area that is well-served by existing roadways. The Rivers, Trails and Conservation Assistance Program of the National Park Service has advised that the City of Prairie City is interested in potential use of the railroad right-of-way for a recreational trail, alternative transportation system or wildlife conservation corridor. See correspondence attached hereto as **Appendix O-1**.

4. Energy.

(i) The proposed abandonment will not have any effect on the transportation of energy resources. No freight traffic has moved on the Prairie City Segment for more than six years, and IAIS foresees little or no possibility that on-line energy resource traffic would develop in the future.

(ii) The movement and/or recovery of recyclable commodities will not be adversely affected by this abandonment. No such traffic has been recently handled on the Prairie City Segment, and to the best of IAIS's knowledge such traffic was not handled in the past. IAIS foresees little or no possibility that any online recyclable commodity traffic would develop in the future.

(iii) Abandonment will not result in an increase or decrease in overall energy efficiency. There is no freight traffic on the Prairie City Segment and thus there will be no changes in existing transportation patterns or energy usage as a result of the proposed abandonment.

(iv) Not applicable. Abandonment of the Prairie City Segment will not cause the diversion of more than 1,000 rail carloads per year or an average of 50 rail carloads per mile per year to motor carriers.

5. Air.

(i) Not applicable. Abandonment will not result in (A) a minimum increase in rail traffic of 100% or eight trains per day on any segment of rail line, (B) an increase in rail yard activity of at least 100%, or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles per day on any road segment.

(ii) Not applicable. Neither Polk County nor Jasper County is a designated nonattainment area under the Clean Air Act. In any event, abandonment of the Prairie City Segment will not result in traffic increases which exceed the thresholds specified in 49 C.F.R. § 1105.7(e)(5)(ii)(A), (B) or (C).

(iii) Not applicable. No ozone depleting materials have been transported over the Prairie City Segment for at least six years, and no such shipments will be diverted as a result of this abandonment.

IAIS has contacted and requested comments from the U.S Environmental Protection Agency ("EPA") and the Iowa Department of Natural Resources ("Iowa DNR"). See correspondence attached hereto as **Appendices K and L**. Iowa DNR's comments indicate no concerns with respect to air quality. See correspondence attached hereto as **Appendix L-1**. To date, IAIS has received no comments from EPA.

6. Noise. Not applicable. As indicated above, none of the thresholds identified in 49 C.F.R § 1105.7(c)(5)(i) will be exceeded as a result of the proposed abandonment.

7. Safety.

(i) The proposed action will have no adverse effect upon public health or safety. During salvage operations on the Prairie City Segment, precautions will be taken to ensure public safety.

(ii) Not applicable. As the Prairie City Segment has not had any traffic for more than six years, the proposed abandonment will have no effect on the transportation of hazardous materials.

(iii) There are no known hazardous waste sites or sites where there have been known hazardous material spills on right-of-way of the Prairie City Segment.

8. Biological Resources.

(i) IAIS does not believe that any critical habitat will be destroyed, altered or affected as a result of the proposed abandonment, or that any endangered or threatened species are present in the area or would be adversely affected. Salvage operations will be handled using existing access routes. The U.S. Fish and Wildlife Service ("FWS") has indicated that it has no objection to the proposed abandonment. See correspondence attached hereto as **Appendices M and M-1**. The Iowa Department of Natural Resources, Conservation and Recreation Division ("Iowa DNR/C&R") also has indicated that rare species or significant natural communities would not be impacted by the project. See correspondence attached hereto as **Appendices N and N-1**.

(ii) IAIS is not aware of any national or state parks or forests or wildlife sanctuaries or refuges that are adjacent to or in the vicinity of the Prairie City Segment. Iowa DNR/C&R has conducted a review with respect to state parks, preserves and recreation areas and indicates no objections or concerns with respect to such areas.

See correspondence attached hereto as **Appendix N-1**. IAIS also has contacted and requested comments from the National Park Service ("NPS"), as set forth in **Appendix O**. As indicated above, NPS has expressed interest in potential use of the Prairie City Segment right-of-way as a recreational trail, but has not otherwise commented on the abandonment. See correspondence attached hereto as **Appendix O-1**.

9. Water.

(i) IAIS believes that the proposed abandonment of the Prairie City Segment is consistent with applicable federal, state and local water quality standards. IAIS has contacted and requested comments from Iowa DNR, the Rock Island District of the U.S. Army Corps of Engineers ("the Corps"), and the State National Flood Insurance Program ("NFIP") Coordinator for Iowa DNR, acting as the state floodplain management office. See correspondence attached hereto as **Appendices L, P and Q**. Iowa DNR and the Corps do not indicate any objections regarding water quality. See correspondence attached hereto as **Appendices L-1 and P-1**.

(ii) The proposed abandonment does not involve the placement of dredged or fill materials into waters of the United States, and thus a permit under Section 404 of the Clean Water Act is not required. IAIS is unaware of any designated wetlands or 100-year flood plains that would be affected by the proposed abandonment. Water resources will not be impacted by salvage operations, which will not disturb the subgrade or the single existing bridge on the line and will use best management practices to control erosion and protect water quality. IAIS has requested comments from the Corps and from various offices of Iowa DNR. See correspondence attached hereto as **Appendices P, L, N and Q**. The Corps has confirmed that a Section 404 permit is not required. See

correspondence attached hereto as **Appendix P-1**. Iowa DNR recommends that best management practices be utilized during salvage, which IAIS intends to do. See correspondence attached hereto as **Appendix L-1**. Iowa DNR/C&R has reviewed state lands and waters in the project area and not discovered significant natural communities that would be impacted. See correspondence attached hereto as **Appendix N-1**.

(iii) No permits under Section 402 of the Clean Water Act are required.

No material will be disposed of into a waterway as part of the abandonment.

10. Proposed Mitigation. As no adverse impact is anticipated from the proposed abandonment, IAIS does not propose any mitigation measures.

11. Additional Information for Rail Constructions. Not applicable.

* * * * *

In addition to the agencies referenced above, IAIS has contacted and requested comments from the National Geodetic Survey (by e-mail to NGS.InfoCenter@noaa.gov). See correspondence attached hereto as **Appendix R**. NGS acknowledged receipt of the request and subsequently identified six geodetic station marks that might be located in the area of the proposed abandonment. See correspondence attached hereto as **Appendix R-1 and R-2**. IAIS has confirmed that five of the identified marks are located along the right-of-way of the Prairie City Segment, and IAIS will consult with NGS at least 90 days prior to any salvage activities that would disturb those markers. IAIS also requested comments from the Iowa Department of Management, the agency acting as the State Clearinghouse/Single Point of Contact. See correspondence attached hereto as **Appendix S**.

HISTORIC REPORT - 49 C.F.R. § 1105.8(d)

1. Map. A map of the Prairie City Segment is attached hereto as **Appendix**

A.

2. Description of Line. The line to be abandoned consists of a single track. It begins at milepost 145.75 south of Mitchellville, Iowa, near the border between Polk and Jasper Counties, and extends in a southeasterly direction to Prairie City, where it curves and transits the city on an east-west orientation. After exiting the city, the line again turns southeast and extends a short further distance to its terminus at milepost 135.0, alongside State Highway 163. The length of the Prairie City Segment is approximately 10.75 miles. Except where it passes through the middle of the small town of Prairie City, the Prairie City Segment traverses a rural, generally flat and largely agricultural area. The width of the right-of-way is generally 100 feet.

3. Photographs. The only structure on the Prairie City Segment that is 50 years old or older is a short bridge. The location of that bridge is shown on the map attached hereto as **Appendix T-1**, and photographs of the bridges are attached hereto as **Appendix T-2**.

4. Information on Structures. As indicated, there is one bridge structures on the Prairie City Segment which is 50 years old or older:

<u>Milepost</u>	<u>Length</u>	<u>Description</u>
137.1	20 feet	Single span timber

IAIS is unsure of the exact construction date of this bridge. IAIS has no plans to remove or otherwise alter this structure as a result of the proposed abandonment.

5. History of Operations. The Prairie City Segment was constructed in 1866 by the Des Moines Valley Rail Road Company as part of a route between Keokuk and Des Moines, Iowa. The line was acquired by the Keokuk & Des Moines Railway Company in 1874,

which in turn was leased in 1878 to what would shortly become The Chicago, Rock Island & Pacific Railway Company ("Rock Island"). In 1924 the Keokuk-Des Moines line was acquired by the St. Paul & Kansas City Short Line Railroad Company (the "Short Line"), a Rock Island affiliate; the lease to Rock Island continued. The Rock Island was reorganized as Chicago, Rock Island & Pacific Railroad Company in 1948, a transaction which included the consolidation of the Short Line and several other railroads in the Rock Island family. The Rock Island entered bankruptcy in 1975, and abandoned its remaining rail lines in 1980. Rock Island's rail lines between the Chicago area and Council Bluffs were run by interim operators until being leased by IAIS in 1984 and subsequently acquired by IAIS. *Iowa Interstate Railroad, Ltd. -- Lease and Operate -- Exemption*, Finance Docket No. 30554 (ICC served October 1, 1984). Those transactions included the portion of the former Keokuk Branch between Altoona (on the Chicago-Council Bluffs main line) and Pella, Iowa. As traffic on what was known as IAIS's Pella Branch declined, the branch was abandoned in segments: the portion between Pella and Otley was approved for abandonment in 1998, and the portion between Otley and Prairie City was approved for abandonment in 2000. Traffic on the Prairie City Segment diminished during the 2000s, and IAIS has not provided rail service on the line since 2008.

6. Engineering Documents. IAIS does not retain documentation for timber bridges, and thus does not possess engineering drawings or records that would be useful in documenting the single bridge structure on the Prairie City Segment. IAIS will provide copies of any other documents in its possession.

7. Historic Criteria. Based on readily available information in its possession, IAIS does not believe that any site or structure listed in or meeting the criteria for listing in the Register of Historic Places is located on the Prairie City Segment or will be affected

by the abandonment. The single bridge on the Prairie City Segment is not unique in character or noteworthy in its style or material of construction. IAIS also believes that no culturally significant locations, archaeological sites or unique land forms will be affected by the abandonment. IAIS's salvage operations will be limited to the rail and ties along the line, and will not disturb the right-of-way subgrade. As noted below, greater subsurface ground disturbance occurred when the line was originally constructed. It is thus extremely unlikely that archaeological resources will be adversely affected.

IAIS has given notice of the proposed abandonment to the State Historical Society of Iowa, acting as the State Historic Preservation Officer ("SHPO"). See correspondence attached hereto as **Appendix U**. In e-mail correspondence dated March 13, 2014, the SHPO outlined additional information needed to complete its review. See correspondence attached hereto as **Appendix U-1**. That information is provided in this Report. IAIS notes that the Area of Potential Effect (APE) for this abandonment is the actual right-of-way of the line and that, as noted above, no adverse effects will occur in that area. While the SHPO has encouraged an archaeological site background check, as discussed herein the proposed action is unlikely to encounter or disturb any previously undisturbed archaeological resources. IAIS thus believes that a site background check is not necessary or warranted.

8. Ground Disturbances. Based on readily available information in its possession, IAIS believes that subsurface ground disturbance occurred when the Prairie City Segment was constructed 135 years ago. IAIS is unaware of other environmental conditions that might affect the archaeological recovery of resources. Access to the line is generally good, particularly in and around Prairie City.



**DOCKET NO. AB-414 (SUB-NO. 8X)
IOWA INTERSTATE RAILROAD, LTD
--ABANDONMENT EXEMPTION--
IN POLK AND JASPER COUNTIES, IA**



31360

SERVICE DATE - OCTOBER 27, 2000

**SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423**

ENVIRONMENTAL ASSESSMENT

AB-414 (Sub. No. 3X)

**Iowa Interstate Railroad, Ltd. Abandonment and Discontinuance in Marion and Jasper
Counties, Iowa**

BACKGROUND

In the above entitled proceeding, the Iowa Interstate Railroad, Ltd. (IAIS) filed a notice of exemption under 49 CFR 1152.50 seeking exemption from the requirements of 49 U.S.C. 10903 in connection with the abandonment and discontinuance of operations of a rail line located generally between Milepost 123.50 near Otley, and Milepost 136.86, near Prairie City, a distance of 13.36 miles in Marion and Jasper Counties, Iowa. A map depicting the rail line in relationship to the area served is appended to the report. If the notice becomes effective, the railroad will be able to salvage track, ties and other railroad appurtenances and to dispose of the right-of-way.

DESCRIPTION OF THE LINE

According to IAIS, there has been no local traffic on the line for two years and it is unlikely that there will be any prospect for increased traffic. IAIS also states that it is possible that following abandonment portions of the line may be converted to a recreation trail.

ENVIRONMENTAL REVIEW

IAIS submitted an environmental report that concludes the quality of the human environment will not be affected significantly as a result of the abandonment or any post-abandonment activities, including salvage and disposition of the right-of-way. IAIS served the environmental and historical reports on a number of appropriate Federal, state, and local agencies as required by the Surface Transportation Board's environmental rules [49 CFR 1105.7(b)]. We have reviewed and investigated the record in this proceeding.

CONDITIONS

We recommend that no environmental conditions be placed on any decision granting abandonment authority.

CONCLUSIONS

Based on the information provided from all sources to date, we conclude that, as currently proposed, abandonment of the line will not significantly affect the quality of the human environment. Therefore, the environmental impact statement process is unnecessary.

Alternatives to the proposed abandonment would include denial (and, therefore, no change in operations), discontinuance of service without abandonment and continued operation by another operator. In any of these cases, the existing quality of the human environment and energy consumption should not be affected.

PUBLIC USE

If abandonment and salvage of the rail line does take place, the right-of-way may be suitable for other public use. A request containing the requisite four-part showing for imposition of a public use condition (49 CFR 1152.28) must be filed with the Surface Transportation Board and served on the railroad within the time specified in the Federal Register notice.

TRAILS USE

A request for a notice of interim trail use (NITU) is due to the Surface Transportation Board, with a copy to the railroad, within 10 days of publication of the notice of exemption in the Federal Register. However, the Board will accept late-filed requests as long as it retains jurisdiction to do so. This request must comply with the Board's rules for use of rights-of-way as trails (49 CFR 1152.29).

PUBLIC ASSISTANCE

The Board's Office of Public Services (OPS) responds to questions regarding interim trail use, public use, and other reuse alternatives. You may contact OPS directly at (202) 565-1592 or mail inquiries to the Surface Transportation Board, Office of Public Services, Washington, DC 20423.

ENVIRONMENTAL COMMENTS

If you wish to file comments regarding this environmental assessment, send an **original and two copies** to Vernon A. Williams, Office of the Secretary, Washington, DC 20423, to the attention of Dana White, who prepared this environmental assessment. **Please refer to Docket No. AB-414 (Sub No. 3X) in all correspondence addressed to the Board. Questions regarding this environmental assessment should be referred to Dana White at (202) 565-1552.**

Date made available to the public: October 27,2000.

Comment due date: **November 10, 2000 (15 days).**

By the Surface Transportation Board, Elaine K. Kaiser, Chief, Section of Environmental Analysis.

Vernon A. Williams
Secretary

Attachment

SERVICE DATE - JUNE 22, 1998

29159

**SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423**

ENVIRONMENTAL ASSESSMENT

STB Docket NO. AB-414 (SUB-NO. 2X)

**Iowa Interstate Railroad, Ltd.--Abandonment Exemption--
in Marion County, IA**

BACKGROUND

In this proceeding, Iowa Interstate Railroad, Ltd. (IAIS) has filed a petition under 49 U.S.C. 10502 seeking exemption from the requirements of 49 U.S.C. 10903 to abandon and discontinue operations of a 8.70-mile line of railroad between the end of the line at or near milepost 114.80 in Pella and milepost 123.5 near Otley, in Marion County, IA. A map depicting the rail line in relationship to the area served is appended to the report. If the exemption becomes effective, the railroad will be able to salvage track, ties and other railroad appurtenances, and to dispose of the right-of-way.

DESCRIPTION OF THE LINE

In its petition, IAIA states that there are four shippers on the line: Pella Corporation, Pella Field Service, The City of Pella and Farm Service Co-op. The line was formerly owned by the Trustee of the Chicago, Rock Island and Pacific Railroad Company and its successor Chicago Pacific Corporation (CPAC). The line was acquired on October 10, 1984 and commenced operations on or about October 20, 1984. The line was taken out of service and embargoed on October 6, 1996 due to deteriorated track conditions. In 1996, 330 cars were handled inbound or outbound, 308 cars in 1995 and no cars in 1997. Alternative transportation service is available through other rail carriers and truck companies.

ENVIRONMENTAL REVIEW

The railroad has submitted an environmental report that concludes the quality of the human environment will not be affected significantly as a result of the abandonment or any post abandonment activities, including salvage and disposition of the right-of-way. IAIS served the environmental and historical reports on a number of appropriate Federal, state, and local agencies as required by the Surface Transportation Board's environmental rules [49 CFR 1105.7(b)]. We reviewed and investigated the record in this proceeding.

The National Geodetic Survey (NGS), U.S. Department of Commerce, has informed us that five geodetic station markers may be affected by the proposed abandonment. NGS

requests that it receive not less than 90 days' notification in advance of any salvage activities in order to plan for their relocation. NGS also sent a copy of the list and location of the markers to IAIS. We will recommend NGS's request as a condition to any abandonment.

The U.S. Army Corps of Engineers states that IAIS should contact Mr. Rick Nelson, Field Supervisor, Rock Island Field Office of the U.S. Fish and Wildlife Service (FWS), 4469 - 48th Avenue Court, Rock Island, IL 61201, to determine if any federally listed endangered species are being impacted, and if so, how to avoid or minimize impacts. The Iowa Department of Natural Resources also states that if listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required. We will recommend consultation conditions with these agencies.

The State Historical Society of Iowa (IA SHPO) states that if the abandonment and salvage uncovers an item or items which may have archeological, historical or architectural interest, or if important data come to light in the project area, IAIS should make reasonable efforts to avoid or minimize harm to the property until the significance of the discovery can be determined. We will recommend consultation with the IA SHPO.

CONDITIONS:

We recommend the following environmental conditions be placed on any decision granting abandonment.

The National Geodetic Survey (NGS), has identified five geodetic station markers that may be affected by the proposed abandonment. Therefore, IAIS shall notify NGS at least 90 days prior to salvage activities in order to plan their relocation.

The U.S. Army Corps of Engineers states that IAIS should contact Mr. Rick Nelson, Field Supervisor, Rock Island Field Office of the U.S. Fish and Wildlife Service (FWS), to determine if any federally listed endangered species are being impacted, and if so, how to avoid or minimize impacts. Also the Iowa Department of Natural Resources (IDNR) states that if listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required. Therefore, IAIS prior to salvage activities shall consult with FWS and the IDNR to determine if permits are required. We will recommend consultation conditions with these agencies

The State Historical Society of Iowa (IA SHPO) states that if the abandonment uncovers an item or items which may have archeological, historical or architectural interest, or if important data come to light in the project area, IAIS should make reasonable efforts to avoid or minimize harm to the property until the significance of the

discovery can be determined. Therefore, during salvage operations, if archaeological or historical materials are discovered, IAIS shall discontinue the operations and notify the IA SHPO. We will recommend consultation with the IA SHPO.

CONCLUSIONS

Based on the information provided from all sources to date, and subject to the recommended conditions, we conclude that, as currently proposed, abandonment of the line will not significantly affect the quality of the human environment. Therefore, the environmental impact statement process is unnecessary.

Alternatives to the proposed discontinuance would include denial (and therefore no change in operations), discontinuance of service without abandonment, and continued operation by another operator. In this case, the existing quality of the human environment and energy consumption should not be affected.

PUBLIC USE

Following abandonment and salvage of the rail line, the right-of-way may be suitable for other public use. A request containing the requisite four-part showing for imposition of a public use condition (49 CFR 1152.28) must be filed with the Board and served on the railroad within the time specified in the Federal Register notice.

TRAILS USE

A request for a notice of interim trail use (NITU) is due to the Board, with a copy to the railroad, within 10 days of publication of the notice of the petition for exemption in the Federal Register. Nevertheless, the Board will accept late-filed requests as long as it retains jurisdiction to do so in a particular case. This request must comply with the Board's rules for use of rights-of-way as trails (49 CFR 1152.29).

PUBLIC ASSISTANCE

The Board's Office of Public Services responds to questions regarding interim trail use, public use, and other reuse alternatives. You may contact the Office of Public Services directly at (202) 565-1592, or mail inquiries to Surface Transportation Board, Office of Public Services, Washington, DC 20423.

COMMENTS

If you wish to file comments regarding this environmental assessment, send an **original and two copies** to Vernon A. Williams, Office of the Secretary, Room 2215, Washington, DC 20423, to the attention of Ann Newman, who prepared this environmental assessment. **Please refer to Docket No. AB-414 (Sub-No. 2X) in all correspondence addressed to the Board.** If you have questions regarding this environmental assessment, you should contact Ann Newman at (202) 565-1629.

Date made available to the public: June 22, 1998.

Comment due date: July 22, 1998.

By the Board, Elaine K. Kaiser, Chief, Section of Environmental Analysis.

Vernon A. Williams
Secretary

Attachment

FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive
Suite 920
Chicago, Illinois 60606-2832

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THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

March 5, 2014

Ms. Tamara Nicholson, P.E.
Director, Office of Rail Transportation
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Ms. Nicholson:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Prairie City Segment so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
3. Energy consumption and efficiency;
4. Air emissions and noise levels;
5. Bodies of water and overall water quality under applicable federal, state or local standards;
6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;
9. Prime agricultural land;
10. Existing or potential safety hazards;

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Ms. Tamara Nicholson, P.E.

March 5, 2013

Page 2

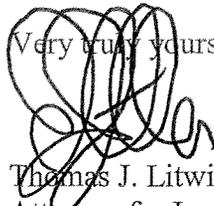
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-414 (Sub-No. 8X) and be sent to the undersigned, as counsel for IAIS.

Please note that IAIS's petition to abandon the Prairie City Segment also will seek re-authorization to abandon two connecting segments of rail line that were salvaged more than a decade ago: from Prairie City to Otley, Iowa (the "Otley Segment"), and from Otley to Pella, Iowa (the "Pella Segment"). Abandonment of the Otley Segment was approved in Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000), and abandonment of the Pella Segment was approved in Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998). In both cases, the required notices of consummation were not filed at the STB, and thus the abandonment authority expired. Because complete environmental reviews of those abandonments were undertaken in the original dockets, and because IAIS does not propose to undertake any further activity on those already-salvaged lines, IAIS does not seek any environmental review or comment from you regarding the Otley or Pella Segments.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with the Prairie City Segment abandonment will be forwarded to you at least twenty days before IAIS's petition for exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1508. Thank you for your assistance.

Very truly yours,



Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment

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March 5, 2014

Mr. Mark F. Wandro
County Administrator
Polk County, Iowa
111 Court Avenue
Room 300
Des Moines, Iowa 50309

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. Wandro:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

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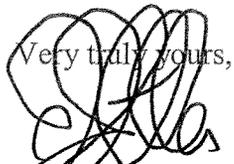
Mr. Mark F. Wandro
March 5, 2013
Page 2

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11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

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Attorney for Iowa Interstate Railroad, Ltd.

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March 5, 2014

Mr. Bret VandeLune
Planning & Development Manager
Polk County, Iowa
5885 NE 14 Street
Des Moines, Iowa 50313

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. VandeLune:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

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Mr. Bret VandeLune
March 5, 2013
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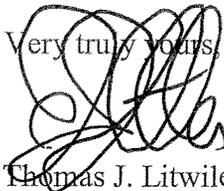
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Very truly yours,



Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

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March 5, 2014

Mr. Joe Brock
Chairman
Jasper County Board of Supervisors
County Courthouse, Room 203
101 1st Street North
Newton, Iowa 50208

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. Brock:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

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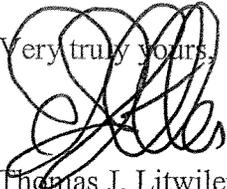
Mr. Joe Brock
March 5, 2013
Page 2

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Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

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tlitwiler@fletcher-sippel.com

March 5, 2014

Mr. Larry Ryan
Administrator, Planning & Zoning Department
Jasper County, Iowa
115 N 2nd Avenue E
Newton, Iowa 50208

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. Ryan:

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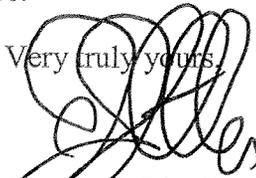
Mr. Larry Ryan
March 5, 2013
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Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

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March 5, 2014

Mr. Jay T. Mar
State Conservationist
USDA Natural Resources Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, Iowa 50309-2119

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. Mar:

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Mr. Jay T. Mar

March 5, 2013

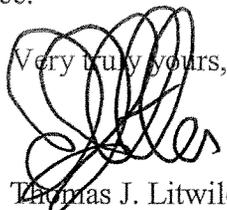
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March 5, 2014

Mr. Karl Brooks
Administrator, Region VII
U.S. Environmental Protection Agency
11201 Renner Boulevard
Lenexa, Kansas 66219

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

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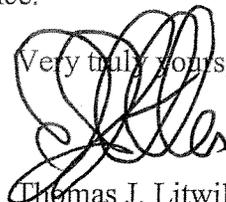
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Please note that IAIS's petition to abandon the Prairie City Segment also will seek re-authorization to abandon two connecting segments of rail line that were salvaged more than a decade ago: from Prairie City to Otley, Iowa (the "Otley Segment"), and from Otley to Pella, Iowa (the "Pella Segment"). Abandonment of the Otley Segment was approved in Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000), and abandonment of the Pella Segment was approved in Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998). In both cases, the required notices of consummation were not filed at the STB, and thus the abandonment authority expired. Because complete environmental reviews of those abandonments were undertaken in the original dockets, and because IAIS does not propose to undertake any further activity on those already-salvaged lines, IAIS does not seek any environmental review or comment from you regarding the Otley or Pella Segments.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with the Prairie City Segment abandonment will be forwarded to you at least twenty days before IAIS's petition for exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1508. Thank you for your assistance.

Very truly yours,



Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment

FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive
Suite 920
Chicago, Illinois 60606-2832

THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

Phone: (312) 252-1500
Fax: (312) 252-2400
www.fletcher-sippel.com

March 5, 2014

Ms. Christine M. Schwake
Environmental Specialist
Iowa Department of Natural Resources
502 East 9th Street
Des Moines, Iowa 50319-0034

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Ms. Schwake:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Prairie City Segment so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
3. Energy consumption and efficiency;
4. Air emissions and noise levels;
5. Bodies of water and overall water quality under applicable federal, state or local standards;
6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;
9. Prime agricultural land;
10. Existing or potential safety hazards;

FLETCHER & SIPPEN LLC

Ms. Christine M. Schwake
March 5, 2013
Page 2

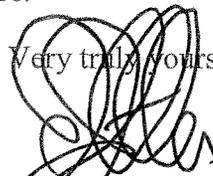
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

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Very truly yours,



Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment



STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

RECEIVED

APR - 5 2014

TJ LITWILER

April 3, 2014

MR THOMAS J LITWILER
FLETCHER & SIPPEL LLC
29 N WACKER DR STE 920
CHICAGO IL 60606-2832

RE: Iowa Interstate Railroad, Ltd. – Abandonment Exemption
Polk, Jasper & Marion Counties, Iowa
Docket No. AB-414 (Sub-No. 8X)

Dear Mr. Litwiler:

This letter is in response to the March 5, 2014 letter concerning the above-referenced project. Thank you for inviting comments on the impact of the above referenced project.

Waters of the United States (includes wetlands) should not be disturbed if a less environmentally damaging alternative exists. Unavoidable adverse impacts should be minimized to the extent practicable. Any remaining adverse impacts should be compensated for through restoration and creation activities (enhancement and/or preservation may be in addition to the restoration/creation). We would ask that Best Management Practices be used to control erosion and protect water quality near the project.

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization. When detailed plans are available, please complete and submit the joint application form to the Rock Island District Corps of Engineers (1 copy) and Iowa Department of Natural Resources (2 copies) for processing. The application form may be obtained at:

<http://www.iowadnr.gov/InsideDNR/RegulatoryWater/WetlandsPermitting.aspx> .

An electronic copy of the application form and instructions may also be obtained on the Corps' website: <http://www.mvr.usace.army.mil/Missions/Regulatory.aspx> .

If you have any questions, please call me at (515) 281-6615.

Sincerely,

Christine Schwake
Environmental Specialist

FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive
Suite 920
Chicago, Illinois 60606-2832

THOMAS J. LITWILER
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Phone: (312) 252-1500
Fax: (312) 252-2400
www.fletcher-sippel.com

March 5, 2014

Mr. Richard C. Nelson
Supervisor, Rock Island Field Office
U.S. Fish & Wildlife Service
1511 47th Street
Moline, Illinois 61265

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. Nelson:

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9. Prime agricultural land;
10. Existing or potential safety hazards;

FLETCHER & SIPPEN LLC

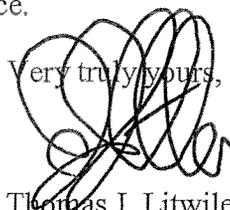
Mr. Richard C. Nelson
March 5, 2013
Page 2

11. Coastal Zone Management Areas; and
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Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-414 (Sub-No. 8X) and be sent to the undersigned, as counsel for IAIS.

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Very truly yours,


Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment

Docket No. AB-414 (Sub-No. 8X)
Environmental/Historic Report
Appendix M-1

FLETCHER & SIPPEL LLC

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29 North Wacker Drive
Suite 920
Chicago, Illinois 60606-2832

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www.fletcher-sippel.com

THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

March 5, 2014

NO OBJECTION
U.S. Fish & Wildlife Service
Rock Island Field Office
[Signature]
Supervisor
Date 3/12/14

Mr. Richard C. Nelson
Supervisor, Rock Island Field Office
U.S. Fish & Wildlife Service
1511 47th Street
Moline, Illinois 61265

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

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MAR 11 2014

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THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

March 5, 2014

Ms. Kelly Poole
Environmental Specialist
Iowa Department of Natural Resources
Conservation and Recreation Division
502 East 9th Street
Des Moines, Iowa 50319-0034

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Ms. Poole:

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FLETCHER & SIPPEN LLC

Ms. Kelly Poole
March 5, 2013
Page 2

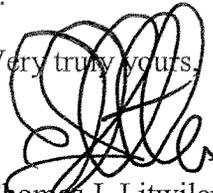
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Very truly yours,



Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment



STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

March 21, 2014

FLETCHER & SIPPEL LLC
Attn: THOMAS LITWILER
29 N WACKER DR STE 920
CHICAGO IL 60606

RECEIVED

MAR 24 2014

TJLITWILER

RE: Environmental Review for Natural Resources
Railroad abandonment
MP 145.75 to MP 135.0
Jasper, Marion, and Polk Counties

Dear Mr. Litwiler,

Thank you for inviting Department comment on the impact of this project. The Department has searched for records of rare species and significant natural communities in the project area and found no site-specific records that would be impacted by this project. However, these records and data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include comment from the Environmental Services Division of this Department. This letter does not constitute a permit. Other permits may be required from the Department or other state or federal agencies before work begins on this project.

Please reference the following DNR Environmental Review/Sovereign Land Program tracking number assigned to this project in all future correspondence related to this project: 9971.

If you have questions about this letter or require further information, please contact me at (515) 281-8967.

Sincerely,

Kelly Poole
Environmental Specialist
Conservation and Recreation Division
cmz

FILE COPY: Kelly Poole

Tracking Number: 9971

FLETCHER & SIPPEL LLC

ATTORNEYS AT LAW

29 North Wacker Drive
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THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

March 5, 2014

Mr. Brian Leaders
Landscape Architect
Rivers Trails & Conservation Assistance Program
National Park Service, Midwest Region
601 Riverfront Drive
Omaha, Nebraska 68102-4226

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. Leaders:

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FLETCHER & SIPPEL LLC

Mr. Brian Leaders
March 5, 2013
Page 2

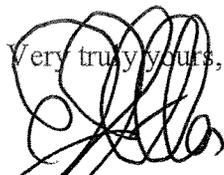
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Very truly yours,



Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment

Thomas J. Litwiler

From: Leaders, Brian [brian_leaders@nps.gov]
Sent: Wednesday, March 19, 2014 3:04 PM
To: Thomas J. Litwiler
Cc: manny.toribio@prairiecityiowa.us
Subject: Abandonment Docket No. AB-414 (Sub-No8x)

Dear Mr. Litwiler,

In regards to the abandonment Docket No. AB-414 (Sub-No8x), I would like to inform you that the residence and the city of Prairie City, Iowa are interested in the use of this abandonment for the purpose of a recreational trail and alternative transportation system. In addition, this property would serve well as a wildlife conservation corridor.

I would appreciate any further information you can provide in regards to this abandonment as it come available.

Please let me know if you have any question in regards to this information.
Brian

Brian J. Leaders, RLA
Registered Landscape Architect
Rivers, Trails and Conservation Assistance
National Park Service
601 Riverfront Drive
Omaha, Ne. 68102
(402) 661-1568

"We cannot solve our problems with the same thinking we used when we create them." Albert Einstein

<http://www.youtube.com/watch?v=xMpZES-f1-Q>

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(312) 252-1508
tlitwiler@fletcher-sippel.com

March 5, 2014

Mr. Gary W. Lenz
Chief, Regulatory Branch
U.S. Army Corps of Engineers, Rock Island District
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Re: **Docket No. AB-414 (Sub-No. 8X)**
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Exemption -- In Polk, Jasper and Marion Counties, IA

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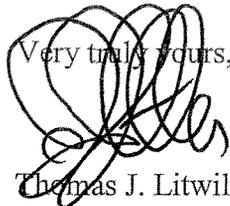
Mr. Gary W. Lenz
March 5, 2013
Page 2

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12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-414 (Sub-No. 8X) and be sent to the undersigned, as counsel for IAIS.

Please note that IAIS's petition to abandon the Prairie City Segment also will seek re-authorization to abandon two connecting segments of rail line that were salvaged more than a decade ago: from Prairie City to Otley, Iowa (the "Otley Segment"), and from Otley to Pella, Iowa (the "Pella Segment"). Abandonment of the Otley Segment was approved in Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000), and abandonment of the Pella Segment was approved in Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998). In both cases, the required notices of consummation were not filed at the STB, and thus the abandonment authority expired. Because complete environmental reviews of those abandonments were undertaken in the original dockets, and because IAIS does not propose to undertake any further activity on those already-salvaged lines, IAIS does not seek any environmental review or comment from you regarding the Otley or Pella Segments.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with the Prairie City Segment abandonment will be forwarded to you at least twenty days before IAIS's petition for exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1508. Thank you for your assistance.

Very truly yours,


Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, ROCK ISLAND DISTRICT
P.O. BOX 2004 CLOCK TOWER BUILDING
ROCK ISLAND, ILLINOIS 61204-2004

Docket No. AB-414 (Sub-No. 8X)
Environmental/Historic Report
Appendix P-1

TULITWILER

April 16, 2014

Operations Division

SUBJECT: CEMVR-OD-P-2014-619

Mr. Thomas J. Litwiler
Fletcher & Sippel LLC
29 North Wacker Dr, Suite 920
Chicago, IL 60606-2832

Dear Mr. Litwiler:

Our office reviewed your submittal received April 11, 2014, concerning the abandonment of Iowa Interstate Railroad's line of railroad extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135 southeast of Prairie City, Iowa in Polk and Jasper Counties, Iowa.

We determined your project as proposed does not require a Department of the Army (DA) Section 404 permit. The decision regarding this action is based on information found in the administrative record which documents the District's decision-making process, the basis for the decision, and the final decision. No indication of discharge of dredged or fill material was found to occur in waters of the United States (including wetlands). Therefore, this determination resulted.

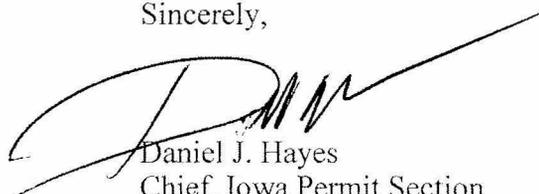
You are advised that this determination for your project is valid for five years from the date of this letter. If the project is not completed within this five-year period or your project plans change, you should contact our office for another determination.

Although an individual DA permit will not be required for the project, this does not eliminate the requirement that you must still acquire other applicable Federal, state, and local permits.

The Rock Island District Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to complete the attached postcard and return it in the envelope provided or go to our Customer Service Survey found on our web site at <http://per2.nwp.usace.army.mil/survey.html>. (Be sure to select "Rock Island District" under the area entitled: Which Corps office did you deal with?)

Should you have any questions, please contact our Regulatory Branch by letter, or telephone me at 309/794-5372.

Sincerely,



Daniel J. Hayes
Chief, Iowa Permit Section
Regulatory Branch

Copies Furnished:

Ms. Christine Schwake (3)
Iowa Department of Natural Resources
Water Resources Section
Wallace State Office Building
502 East 9th Street
Des Moines, Iowa 50319-0034

FLETCHER & SIPPET LLC

ATTORNEYS AT LAW

29 North Wacker Drive
Suite 920
Chicago, Illinois 60606-2832

THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

Phone: (312) 252-1500
Fax: (312) 252-2400
www.fletcher-sippel.com

March 5, 2014

Mr. William Cappuccio
State NFIP Coordinator
Iowa Department of Natural Resources
502 East 9th Street
Des Moines, Iowa 50319-0034

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. Cappuccio:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Prairie City Segment so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
3. Energy consumption and efficiency;
4. Air emissions and noise levels;
5. Bodies of water and overall water quality under applicable federal, state or local standards;
6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;
9. Prime agricultural land;
10. Existing or potential safety hazards;

FLETCHER & SIPPEN LLC

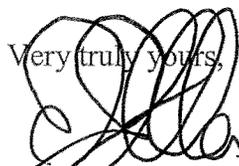
Mr. William Cappuccio
March 5, 2013
Page 2

11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-414 (Sub-No. 8X) and be sent to the undersigned, as counsel for IAIS.

Please note that IAIS's petition to abandon the Prairie City Segment also will seek re-authorization to abandon two connecting segments of rail line that were salvaged more than a decade ago: from Prairie City to Otley, Iowa (the "Otley Segment"), and from Otley to Pella, Iowa (the "Pella Segment"). Abandonment of the Otley Segment was approved in Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000), and abandonment of the Pella Segment was approved in Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998). In both cases, the required notices of consummation were not filed at the STB, and thus the abandonment authority expired. Because complete environmental reviews of those abandonments were undertaken in the original dockets, and because IAIS does not propose to undertake any further activity on those already-salvaged lines, IAIS does not seek any environmental review or comment from you regarding the Otley or Pella Segments.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with the Prairie City Segment abandonment will be forwarded to you at least twenty days before IAIS's petition for exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1508. Thank you for your assistance.

Very truly yours,


Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment

FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive
Suite 920
Chicago, Illinois 60606-2832

Phone: (312) 252-1500
Fax: (312) 252-2400
www.fletcher-sippel.com

THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

March 5, 2014

Mr. Simon Monroe
Geodetic Services Division
National Geodetic Survey
N/NGS12 - SSMC, Room 9217
1315 East West Highway
Silver Spring, Maryland 20910-3282

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Mr. Monroe:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Prairie City Segment so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
3. Energy consumption and efficiency;
4. Air emissions and noise levels;
5. Bodies of water and overall water quality under applicable federal, state or local standards;
6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;
9. Prime agricultural land;

FLETCHER & SIPPEN LLC

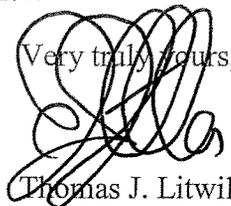
Mr. Simon Monroe
March 5, 2013
Page 2

10. Existing or potential safety hazards;
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-414 (Sub-No. 8X) and be sent to the undersigned, as counsel for IAIS.

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In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with the Prairie City Segment abandonment will be forwarded to you at least twenty days before IAIS's petition for exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1508. Thank you for your assistance.

Very truly yours,

Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment

Thomas J. Litwiler

From: Simon Monroe [simon@viper.ngs.noaa.gov]
Sent: Wednesday, March 12, 2014 11:48 AM
To: Thomas J. Litwiler
Cc: ngs.infocenter@viper.ngs.noaa.gov
Subject: Re: [ngs.noaa.gov Info_Req #18219] Railroad Abandonment, STB Docket No. AB-414 (Sub-No. 8X)

Hi Mr. Litwiler,

We received your Abandonment and map everything look good, it should be next in line for completion.

Thank you,
NGS

Thomas J. Litwiler

From: Simon Monroe [simon.monroe@noaa.gov]
Sent: Monday, April 07, 2014 10:22 AM
To: Thomas J. Litwiler; Surface Transportation Board; Lucy Hall; Simon Monroe
Subject: NGS Response, STB Docket AB-414 (SUB NO. 008X)

Thank you for sharing your railroad abandonment environmental report for PRAIRIE CITY, Polk & Jasper Counties, IOWA.

Approximately 06 geodetic survey marks may be located in the area described. These marks may or may not be disturbed.

If marks will be disturbed by the abandonment, [THE RAILROAD] shall consult with the National Geodetic Survey (NGS) at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic station marks are described on the attached file. Additional advice is provided at <http://geodesy.noaa.gov/marks/railroads/>

```
|----|-----|-  
-|-----|-----|-----|----|-|-----  
|....|MH0202|. 1|88/ADJUSTED|N413901.0....|W0932055.1....|C...|G|V 4  
|....|MH0203|. 1|88/ADJUSTED|N413818.....|W0931859.....|D...|G|W 4  
|....|MH0204|. 1|88/ADJUSTED|N413657.....|W0931630.....|C...|G|X 4  
|....|MH0205|. 1|88/ADJUSTED|N413552.....|W0931356.....|C...|G|Y 4  
|....|MH0206|. 1|88/ADJUSTED|N413503.....|W0931110.....|D...|G|Z 4  
|....|MH0207|0 1|88/ADJUSTED|N413401.05315|W0930934.68517|C...|G|A 5
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The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

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PROGRAM = datasheet95, VERSION = 8.4
1      National Geodetic Survey,  Retrieval Date = APRIL 23, 2014
MH0202 *****
MH0202 DESIGNATION - V 4
MH0202 PID - MH0202
MH0202 STATE/COUNTY- IA/POLK
MH0202 COUNTRY - US
MH0202 USGS QUAD - MITCHELLVILLE (1972)
MH0202
MH0202 *CURRENT SURVEY CONTROL
MH0202
MH0202* NAD 83(1986) POSITION- 41 39 01.0 (N) 093 20 55.1 (W) HD_HELD2
MH0202* NAVD 88 ORTHO HEIGHT - 290.011 (meters) 951.48 (feet) ADJUSTED
MH0202
MH0202 GEOID HEIGHT - -31.65 (meters) GEOID12A
MH0202 DYNAMIC HEIGHT - 289.888 (meters) 951.07 (feet) COMP
MH0202 MODELED GRAVITY - 980,191.7 (mgal) NAVD 88
MH0202
MH0202 VERT ORDER - FIRST CLASS II
MH0202
MH0202.The horizontal coordinates were established by autonomous hand held GPS
MH0202.observations and have an estimated accuracy of +/- 10 meters.
MH0202.
MH0202.The orthometric height was determined by differential leveling and
MH0202.adjusted by the NATIONAL GEODETIC SURVEY
MH0202.in June 1991.
MH0202
MH0202.Photographs are available for this station.
MH0202
MH0202.The dynamic height is computed by dividing the NAVD 88
MH0202.geopotential number by the normal gravity value computed on the
MH0202.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45
MH0202.degrees latitude (g = 980.6199 gals.).
MH0202
MH0202.The modeled gravity was interpolated from observed gravity values.
MH0202
MH0202;
MH0202;SPC IA S - North East Units Estimated Accuracy
MH0202; 183,276. 512,609. MT (+/- 10 meters HH2 GPS)
MH0202
MH0202 SUPERSEDED SURVEY CONTROL
MH0202
MH0202 NGVD 29 (??/??/92) 289.969 (m) 951.34 (f) ADJ UNCH 1 2
MH0202
MH0202.Superseded values are not recommended for survey control.
MH0202
MH0202.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.
MH0202.See file dsdata.txt to determine how the superseded data were derived.
MH0202
MH0202_U.S. NATIONAL GRID SPATIAL ADDRESS: 15TVG7096811006(NAD 83)
MH0202
MH0202_MARKER: DB = BENCH MARK DISK
MH0202_SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT
MH0202_SP_SET: SET IN TOP OF CONCRETE MONUMENT
MH0202_STAMPING: 951.340 V 4 1930

```

MH0202_STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO
 MH0202+STABILITY: SURFACE MOTION
 MH0202_SATELLITE: THE SITE LOCATION WAS REPORTED AS SUITABLE FOR
 MH0202+SATELLITE: SATELLITE OBSERVATIONS - June 29, 2010

MH0202

MH0202	HISTORY	- Date	Condition	Report By
MH0202	HISTORY	- 1930	MONUMENTED	CGS
MH0202	HISTORY	- 1934	GOOD	CGS
MH0202	HISTORY	- 20021031	GOOD	JCLS
MH0202	HISTORY	- 20031106	GOOD	JCLS
MH0202	HISTORY	- 20060922	GOOD	INDIV
MH0202	HISTORY	- 20071025	GOOD	JCLS
MH0202	HISTORY	- 20090708	GOOD	WOOLPT
MH0202	HISTORY	- 20100629	GOOD	GEOCAC

MH0202 STATION DESCRIPTION

MH0202'DESCRIBED BY COAST AND GEODETIC SURVEY 1934
 MH0202'0.6 MI SE FROM NOBLETON.
 MH0202'0.6 MILE SOUTHEAST ALONG THE CHICAGO, ROCK ISLAND AND PACIFIC
 MH0202'RAILWAY FROM NOBLETON, POLE COUNTY, NEAR THE POLE-JASPER COUNTY
 MH0202'LINE, 9 FEET WEST OF THE WEST LINE OF A NORTH-AND-SOUTH ROAD
 MH0202'FENCED 50 FEET WIDE, AND 44 FEET SOUTHWEST OF THE CENTERLINE OF
 MH0202'THE TRACK. A STANDARD DISK, STAMPED 951.340 V 4 1930 AND SET
 MH0202'IN THE TOP OF A CONCRETE POST.

MH0202 STATION RECOVERY (2002)

MH0202'RECOVERY NOTE BY JOHN CHANCE LAND SURVEYS INC 2002 (FJO)
 MH0202'RECOVERED IN GOOD CONDITION.

MH0202 STATION RECOVERY (2003)

MH0202'RECOVERY NOTE BY JOHN CHANCE LAND SURVEYS INC 2003 (MRY)
 MH0202'RECOVERED IN GOOD CONDITION.

MH0202 STATION RECOVERY (2006)

MH0202'RECOVERY NOTE BY INDIVIDUAL CONTRIBUTORS 2006 (BLY)
 MH0202'MONUMENT IS 0.5 MILES SOUTH OF THE INTERSECTION OF NE 148TH STREET
 MH0202'SOUTH AND NE 54TH AVENUE ON 148TH STREET SOUTH.

MH0202 STATION RECOVERY (2007)

MH0202'RECOVERY NOTE BY JOHN CHANCE LAND SURVEYS INC 2007
 MH0202'RECOVERED IN GOOD CONDITION.

MH0202 STATION RECOVERY (2009)

MH0202'RECOVERY NOTE BY WOOLPERT CONSULTANTS 2009 (DJK)
 MH0202'RECOVERED AS DESCRIBED.

MH0202 STATION RECOVERY (2010)

MH0202'RECOVERY NOTE BY GEOCACHING 2010 (RCF)
 MH0202'ABOUT 0.6 MILES SOUTH OF THE INTERSECTION OF CR-E48 AND NE 120TH ST,
 MH0202'ON THE WEST SIDE OF 120TH ST. 1' EAST OF A METAL WITNESS POST.

*** retrieval complete.
 Elapsed Time = 00:00:05

The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

```

PROGRAM = datasheet95, VERSION = 8.4
1      National Geodetic Survey,  Retrieval Date = APRIL 23, 2014
MH0203 *****
MH0203 DESIGNATION - W 4
MH0203 PID - MH0203
MH0203 STATE/COUNTY- IA/JASPER
MH0203 COUNTRY - US
MH0203 USGS QUAD - MITCHELLVILLE (1972)
MH0203
MH0203 *CURRENT SURVEY CONTROL
MH0203
MH0203* NAD 83(1986) POSITION- 41 38 18. (N) 093 18 59. (W) SCALED
MH0203* NAVD 88 ORTHO HEIGHT - 287.259 (meters) 942.45 (feet) ADJUSTED
MH0203
MH0203 GEOID HEIGHT - -31.71 (meters) GEOID12A
MH0203 DYNAMIC HEIGHT - 287.137 (meters) 942.05 (feet) COMP
MH0203 MODELED GRAVITY - 980,193.5 (mgal) NAVD 88
MH0203
MH0203 VERT ORDER - FIRST CLASS II
MH0203
MH0203.The horizontal coordinates were scaled from a topographic map and have
MH0203.an estimated accuracy of +/- 6 seconds.
MH0203.
MH0203.The orthometric height was determined by differential leveling and
MH0203.adjusted by the NATIONAL GEODETIC SURVEY
MH0203.in June 1991.
MH0203
MH0203.The dynamic height is computed by dividing the NAVD 88
MH0203.geopotential number by the normal gravity value computed on the
MH0203.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45
MH0203.degrees latitude (g = 980.6199 gals.).
MH0203
MH0203.The modeled gravity was interpolated from observed gravity values.
MH0203
MH0203;
MH0203;SPC IA S - North East Units Estimated Accuracy
MH0203; 181,960. 515,300. MT (+/- 180 meters Scaled)
MH0203
MH0203 SUPERSEDED SURVEY CONTROL
MH0203
MH0203 NGVD 29 (??/??/92) 287.216 (m) 942.31 (f) ADJ UNCH 1 2
MH0203
MH0203.Superseded values are not recommended for survey control.
MH0203
MH0203.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.
MH0203.See file dsdata.txt to determine how the superseded data were derived.
MH0203
MH0203_U.S. NATIONAL GRID SPATIAL ADDRESS: 15TVG736096(NAD 83)
MH0203
MH0203_MARKER: DB = BENCH MARK DISK
MH0203_SETTING: 30 = SET IN A LIGHT STRUCTURE
MH0203_SP_SET: CULVERT
MH0203_STAMPING: 942.308 W 4 1930
MH0203_STABILITY: D = MARK OF QUESTIONABLE OR UNKNOWN STABILITY
MH0203
MH0203 HISTORY - Date Condition Report By
MH0203 HISTORY - 1930 MONUMENTED CGS
MH0203 HISTORY - 1934 GOOD CGS
MH0203
MH0203 STATION DESCRIPTION
MH0203
MH0203'DESCRIBED BY COAST AND GEODETIC SURVEY 1934
MH0203'2.6 MI SE FROM NOBLETON.
MH0203'IN JASPER COUNTY, 2.6 MILES SOUTHEAST ALONG THE CHICAGO, ROCK
MH0203'ISLAND AND PACIFIC RAILWAY FROM NOBLETON, POLE COUNTY, 100 YARDS
MH0203'WEST OF A ROAD CROSSING, AND IN THE TOP OF THE NORTH END OF A
MH0203'CULVERT. A STANDARD DISK, STAMPED 942.308 W 4 1930.

*** retrieval complete.
Elapsed Time = 00:00:04

```

The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

```

PROGRAM = datasheet95, VERSION = 8.4
1      National Geodetic Survey, Retrieval Date = APRIL 23, 2014
MH0204 *****
MH0204 DESIGNATION - X 4
MH0204 PID - MH0204
MH0204 STATE/COUNTY- IA/JASPER
MH0204 COUNTRY - US
MH0204 USGS QUAD - RUNNELLS (1972)
MH0204
MH0204 *CURRENT SURVEY CONTROL
MH0204
MH0204* NAD 83(1986) POSITION- 41 36 57. (N) 093 16 30. (W) SCALED
MH0204* NAVD 88 ORTHO HEIGHT - 284.014 (meters) 931.80 (feet) ADJUSTED
MH0204
MH0204 GEOID HEIGHT - -31.77 (meters) GEOID12A
MH0204 DYNAMIC HEIGHT - 283.894 (meters) 931.41 (feet) COMP
MH0204 MODELED GRAVITY - 980,194.0 (mgal) NAVD 88
MH0204
MH0204 VERT ORDER - FIRST CLASS II
MH0204
MH0204.The horizontal coordinates were scaled from a topographic map and have
MH0204.an estimated accuracy of +/- 6 seconds.
MH0204.
MH0204.The orthometric height was determined by differential leveling and
MH0204.adjusted by the NATIONAL GEODETIC SURVEY
MH0204.in June 1991.
MH0204
MH0204.The dynamic height is computed by dividing the NAVD 88
MH0204.geopotential number by the normal gravity value computed on the
MH0204.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45
MH0204.degrees latitude (g = 980.6199 gals.).
MH0204
MH0204.The modeled gravity was interpolated from observed gravity values.
MH0204
MH0204; North East Units Estimated Accuracy
MH0204;SPC IA S - 179,460. 518,750. MT (+/- 180 meters Scaled)
MH0204
MH0204 SUPERSEDED SURVEY CONTROL
MH0204
MH0204 NGVD 29 (??/??/92) 283.970 (m) 931.66 (f) ADJ UNCH 1 2
MH0204
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MH0204
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MH0204.See file dsdata.txt to determine how the superseded data were derived.
MH0204
MH0204 U.S. NATIONAL GRID SPATIAL ADDRESS: 15TVG770071(NAD 83)
MH0204
MH0204 MARKER: DB = BENCH MARK DISK
MH0204 SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT
MH0204 SP SET: SET IN TOP OF CONCRETE MONUMENT
MH0204 STAMPING: X 4 1930
MH0204 STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO
MH0204+STABILITY: SURFACE MOTION
MH0204
MH0204 HISTORY - Date Condition Report By
MH0204 HISTORY - 1930 MONUMENTED CGS
MH0204 HISTORY - 1934 GOOD CGS
MH0204
MH0204 STATION DESCRIPTION
MH0204
MH0204'DESCRIBED BY COAST AND GEODETIC SURVEY 1934
MH0204'2.5 MI NE FROM PRAIRIE CITY.
MH0204'2.5 MILES NORTHWEST ALONG THE CHICAGO, ROCK ISLAND AND PACIFIC
MH0204'RAILWAY FROM PRAIRIE CITY, JASPER COUNTY, 200 FEET NORTHWEST
MH0204'OF A ROAD CROSSING, 170 FEET NORTHWEST OF THE CROSSING OF A PIPE
MH0204'LINE, AND 41 FEET SOUTHWEST OF THE CENTERLINE OF THE TRACK AND
MH0204'72 FEET SOUTHEAST OF THE 2ND TELEGRAPH POLE NORTHWEST OF THE
MH0204'GRADE CROSSING. A STANDARD DISK, STAMPED X 4 1930 AND SET IN
MH0204'THE TOP OF A CONCRETE POST.

```

*** retrieval complete.
Elapsed Time = 00:00:01

The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

```

PROGRAM = datasheet95, VERSION = 8.4
1 National Geodetic Survey, Retrieval Date = APRIL 23, 2014
MH0205 *****
MH0205 DESIGNATION - Y 4
MH0205 PID - MH0205
MH0205 STATE/COUNTY- IA/JASPER
MH0205 COUNTRY - US
MH0205 USGS QUAD - PRAIRIE CITY (1965)
MH0205
MH0205 *CURRENT SURVEY CONTROL
MH0205
MH0205* NAD 83(1986) POSITION- 41 35 52. (N) 093 13 56. (W) SCALED
MH0205* NAVD 88 ORTHO HEIGHT - 282.325 (meters) 926.26 (feet) ADJUSTED
MH0205
MH0205 GEOID HEIGHT - -31.81 (meters) GEOID12A
MH0205 DYNAMIC HEIGHT - 282.205 (meters) 925.87 (feet) COMP
MH0205 MODELED GRAVITY - 980,192.4 (mgal) NAVD 88
MH0205
MH0205 VERT ORDER - FIRST CLASS II
MH0205
MH0205.The horizontal coordinates were scaled from a topographic map and have
MH0205.an estimated accuracy of +/- 6 seconds.
MH0205.
MH0205.The orthometric height was determined by differential leveling and
MH0205.adjusted by the NATIONAL GEODETIC SURVEY
MH0205.in June 1991.
MH0205
MH0205.The dynamic height is computed by dividing the NAVD 88
MH0205.geopotential number by the normal gravity value computed on the
MH0205.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45
MH0205.degrees latitude (g = 980.6199 gals.).
MH0205
MH0205.The modeled gravity was interpolated from observed gravity values.
MH0205
MH0205; North East Units Estimated Accuracy
MH0205;SPC IA S - 177,470. 522,320. MT (+/- 180 meters Scaled)
MH0205
MH0205 SUPERSEDED SURVEY CONTROL
MH0205
MH0205 NGVD 29 (??/??/92) 282.285 (m) 926.13 (f) ADJ UNCH 1 2
MH0205
MH0205.Superseded values are not recommended for survey control.
MH0205
MH0205.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.
MH0205.See file dsdata.txt to determine how the superseded data were derived.
MH0205
MH0205 U.S. NATIONAL GRID SPATIAL ADDRESS: 15TVG806051(NAD 83)
MH0205
MH0205_MARKER: DB = BENCH MARK DISK
MH0205_SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT
MH0205_SP_SET: SET IN TOP OF CONCRETE MONUMENT
MH0205_STAMPING: 926.130 Y 4 1930
MH0205_STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO
MH0205+STABILITY: SURFACE MOTION
MH0205
MH0205 HISTORY - Date Condition Report By
MH0205 HISTORY - 1930 MONUMENTED CGS
MH0205 HISTORY - 1934 GOOD CGS
MH0205
MH0205 STATION DESCRIPTION
MH0205
MH0205'DESCRIBED BY COAST AND GEODETIC SURVEY 1934
MH0205'0.4 MI E FROM PRAIRIE CITY.
MH0205'0.4 MILE EAST ALONG THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY
MH0205'FROM PRAIRIE CITY, JASPER COUNTY, 550 FEET EAST OF A STREET
MH0205'CROSSING NEAR A SCHOOLHOUSE, 75 FEET EAST OF A POWERLINE POLE
MH0205'AT A CURVE IN THE ROW OF POLES, AND 41 FEET NORTH OF THE CENTERLINE
MH0205'OF THE TRACK. A STANDARD DISK, STAMPED 926.130 Y 4 1930 AND
MH0205'SET IN THE TOP OF A CONCRETE POST.

```

*** retrieval complete.
 Elapsed Time = 00:00:04

The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

```

PROGRAM = datasheet95, VERSION = 8.4
1 National Geodetic Survey, Retrieval Date = APRIL 23, 2014
MH0206 *****
MH0206 DESIGNATION - Z 4
MH0206 PID - MH0206
MH0206 STATE/COUNTY- IA/JASPER
MH0206 COUNTRY - US
MH0206 USGS QUAD - PRAIRIE CITY (1965)
MH0206
MH0206 *CURRENT SURVEY CONTROL
MH0206
MH0206 NAD 83(1986) POSITION- 41 35 03. (N) 093 11 10. (W) SCALED
MH0206 NAVD 88 ORTHO HEIGHT - 279.668 (meters) 917.54 (feet) ADJUSTED
MH0206
MH0206 GEOID HEIGHT - -31.85 (meters) GEOID12A
MH0206 DYNAMIC HEIGHT - 279.550 (meters) 917.16 (feet) COMP
MH0206 MODELED GRAVITY - 980,195.7 (mgal) NAVD 88
MH0206
MH0206 VERT ORDER - FIRST CLASS II
MH0206
MH0206.The horizontal coordinates were scaled from a topographic map and have
MH0206.an estimated accuracy of +/- 6 seconds.
MH0206.
MH0206.The orthometric height was determined by differential leveling and
MH0206.adjusted by the NATIONAL GEODETIC SURVEY
MH0206.in June 1991.
MH0206
MH0206.The dynamic height is computed by dividing the NAVD 88
MH0206.geopotential number by the normal gravity value computed on the
MH0206.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45
MH0206.degrees latitude (g = 980.6199 gals.).
MH0206
MH0206.The modeled gravity was interpolated from observed gravity values.
MH0206
MH0206; North East Units Estimated Accuracy
MH0206;SPC IA S - 175,970. 526,170. MT (+/- 180 meters Scaled)
MH0206
MH0206 SUPERSEDED SURVEY CONTROL
MH0206
MH0206 NGVD 29 (??/??/92) 279.632 (m) 917.43 (f) ADJ UNCH 1 2
MH0206
MH0206.Superseded values are not recommended for survey control.
MH0206
MH0206.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.
MH0206.See file dsdata.txt to determine how the superseded data were derived.
MH0206
MH0206 U.S. NATIONAL GRID SPATIAL ADDRESS: 15TVG844036(NAD 83)
MH0206
MH0206_MARKER: DB = BENCH MARK DISK
MH0206_SETTING: 30 = SET IN A LIGHT STRUCTURE
MH0206_SP_SET: CULVERT
MH0206_STAMPING: Z 4 1930
MH0206_STABILITY: D = MARK OF QUESTIONABLE OR UNKNOWN STABILITY
MH0206
MH0206 HISTORY - Date Condition Report By
MH0206 HISTORY - 1930 MONUMENTED CGS
MH0206 HISTORY - 1934 GOOD CGS
MH0206
MH0206 STATION DESCRIPTION
MH0206
MH0206'DESCRIBED BY COAST AND GEODETIC SURVEY 1934
MH0206'3 MI SE FROM PRAIRIE CITY.
MH0206'3.0 MILES SOUTHEAST ALONG THE CHICAGO, ROCK ISLAND AND PACIFIC
MH0206'RAILWAY FROM PRAIRIE CITY, JASPER COUNTY, NEAR POWERLINE TOWER
MH0206'29, OPPOSITE STATION 458, WHICH IS STAMPED IN THE SOUTH EDGE
MH0206'OF THE PAVEMENT SLAB OF HIGHWAY NO. 63, 20 FEET WEST OF A
MH0206'CATTLE PASS UNDER THE RAILWAY AND IN THE SOUTH END OF A CULVERT.
MH0206'A STANDARD DISK, STAMPED Z 4 1930.
    
```

*** retrieval complete.
 Elapsed Time = 00:00:02

The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

```

PROGRAM = datasheet95, VERSION = 8.4
1      National Geodetic Survey,   Retrieval Date = APRIL 23, 2014
MH0207 *****
MH0207 DESIGNATION - A 5
MH0207 PID - MH0207
MH0207 STATE/COUNTY- IA/JASPER
MH0207 COUNTRY - US
MH0207 USGS QUAD - PRAIRIE CITY (1965)
MH0207
MH0207 *CURRENT SURVEY CONTROL
MH0207
MH0207* NAD 83(2011) POSITION- 41 34 01.05315(N) 093 09 34.68517(W) NO CHECK
MH0207* NAD 83(2011) ELLIP HT- 249.336 (meters) (06/27/12) NO CHECK
MH0207* NAD 83(2011) EPOCH - 2010.00
MH0207* NAVD 88 ORTHO HEIGHT - 281.230 (meters) 922.67 (feet) ADJUSTED
MH0207
MH0207 NAD 83(2011) X - -263,422.197 (meters) COMP
MH0207 NAD 83(2011) Y - -4,771,968.425 (meters) COMP
MH0207 NAD 83(2011) Z - 4,209,904.624 (meters) COMP
MH0207 LAPLACE CORR - -1.95 (seconds) DEFLEC12A
MH0207 GEOID HEIGHT - -31.88 (meters) GEOID12A
MH0207 DYNAMIC HEIGHT - 281.112 (meters) 922.28 (feet) COMP
MH0207 MODELED GRAVITY - 980,195.7 (mgal) NAVD 88
MH0207
MH0207 VERT ORDER - FIRST CLASS II
MH0207
MH0207 FGDC Geospatial Positioning Accuracy Standards (95% confidence, cm)
MH0207 Type Horiz Ellip Dist(km)
MH0207 -----
MH0207 NETWORK 1.25 3.27
MH0207 -----
MH0207 MEDIAN LOCAL ACCURACY AND DIST (002 points) 1.19 3.14 37.22
MH0207 -----
MH0207 NOTE: Click here for information on individual local accuracy
MH0207 values and other accuracy information.
MH0207
MH0207
MH0207.The horizontal coordinates were established by GPS observations
MH0207.and adjusted by the National Geodetic Survey in June 2012.
MH0207
MH0207.NAD 83(2011) refers to NAD 83 coordinates where the reference
MH0207.frame has been affixed to the stable North American tectonic plate. See
MH0207.NA2011 for more information.
MH0207
MH0207.The horizontal coordinates are valid at the epoch date displayed above
MH0207.which is a decimal equivalence of Year/Month/Day.
MH0207
MH0207.No horizontal observational check was made to the station.
MH0207.
MH0207.The orthometric height was determined by differential leveling and
MH0207.adjusted by the NATIONAL GEODETIC SURVEY

```

MH0207.in June 1991.

MH0207

MH0207.Photographs are available for this station.

MH0207

MH0207.The X, Y, and Z were computed from the position and the ellipsoidal ht.

MH0207

MH0207.The Laplace correction was computed from DEFLEC12A derived deflections.

MH0207

MH0207.The ellipsoidal height was determined by GPS observations

MH0207.and is referenced to NAD 83.

MH0207

MH0207.The dynamic height is computed by dividing the NAVD 88

MH0207.geopotential number by the normal gravity value computed on the

MH0207.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

MH0207.degrees latitude (g = 980.6199 gals.).

MH0207

MH0207.The modeled gravity was interpolated from observed gravity values.

MH0207

MH0207. The following values were computed from the NAD 83(2011) position.

MH0207

MH0207;		North	East	Units	Scale Factor	Converg.
MH0207;SPC IA S	-	174,066.923	528,388.940	MT	0.99996874	+0 13 27.1
MH0207;SPC IA S	-	571,084.56	1,733,556.05	sFT	0.99996874	+0 13 27.1
MH0207;UTM 15	-	4,601,710.323	486,690.171	MT	0.99960218	-0 06 21.3
MH0207!	-	Elev Factor	x Scale Factor	=	Combined Factor	
MH0207!SPC IA S	-	0.99996089	x 0.99996874	=	0.99992963	
MH0207!UTM 15	-	0.99996089	x 0.99960218	=	0.99956309	

MH0207

MH0207 SUPERSEDED SURVEY CONTROL

MH0207

MH0207	NAD 83(2007)-	41 34 01.05316(N)	093 09 34.68616(W)	AD(2002.00)	0
MH0207	ELLIP H (02/10/07)	249.360 (m)		GP(2002.00)	
MH0207	ELLIP H (06/15/04)	249.364 (m)		GP()	4 1
MH0207	NAD 83(1996)-	41 34 01.05299(N)	093 09 34.68589(W)	AD()	1
MH0207	ELLIP H (11/27/02)	249.384 (m)		GP()	4 1
MH0207	NAD 83(1996)-	41 34 01.05284(N)	093 09 34.68595(W)	AD()	1
MH0207	ELLIP H (03/18/02)	249.385 (m)		GP()	4 1
MH0207	NAD 83(1996)-	41 34 01.05239(N)	093 09 34.68567(W)	AD()	3
MH0207	ELLIP H (05/06/99)	249.411 (m)		GP()	4 1
MH0207	NAD 83(1986)-	41 34 01.05664(N)	093 09 34.69126(W)	AD()	3
MH0207	NAVD 88 (03/18/02)	281.23 (m)	922.7 (f)	LEVELING	3
MH0207	NGVD 29 (??/??/92)	281.194 (m)	922.55 (f)	ADJ UNCH	1 2

MH0207

MH0207.Superseded values are not recommended for survey control.

MH0207

MH0207.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

MH0207.See file dsdata.txt to determine how the superseded data were derived.

MH0207

MH0207_U.S. NATIONAL GRID SPATIAL ADDRESS: 15TVG8669001710(NAD 83)

MH0207

MH0207_MARKER: DB = BENCH MARK DISK

MH0207_SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT

MH0207_SP_SET: CONCRETE POST

MH0207_STAMPING: 922.551 A 5 1930

MH0207_MARK LOGO: CGS

MH0207_PROJECTION: RECESSED 5 CENTIMETERS

MH0207_MAGNETIC: N = NO MAGNETIC MATERIAL

MH0207_STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO

MH0207+STABILITY: SURFACE MOTION

MH0207_SATELLITE: THE SITE LOCATION WAS REPORTED AS NOT SUITABLE FOR

MH0207+SATELLITE: SATELLITE OBSERVATIONS - April 29, 2002

MH0207

MH0207	HISTORY	- Date	Condition	Report By
MH0207	HISTORY	- 1930	MONUMENTED	CGS
MH0207	HISTORY	- 1934	GOOD	CGS
MH0207	HISTORY	- 19890812	GOOD	NGS
MH0207	HISTORY	- 20010501	GOOD	WOOLPT
MH0207	HISTORY	- 20020429	GOOD	IAHD

MH0207

MH0207

STATION DESCRIPTION

MH0207

MH0207'DESCRIBED BY COAST AND GEODETIC SURVEY 1934

MH0207'AT FAIRMONT.

MH0207'AT FAIRMONT, JASPER COUNTY, 75 YARDS WEST OF THE CHICAGO, ROCK

MH0207'ISLAND AND PACIFIC RAILWAY STATION, 22 FEET WEST OF THE WEST

MH0207'FENCE LINE OF A NORTH-AND-SOUTH ROAD FENCED 66 FEET WIDE, AND

MH0207'39 FEET NORTHEAST OF THE CENTERLINE OF THE TRACK. A STANDARD

MH0207'DISK, STAMPED 922.551 A 5 1930 AND SET IN THE TOP OF A CONCRETE

MH0207'POST.

MH0207

MH0207

STATION RECOVERY (1989)

MH0207

MH0207'RECOVERY NOTE BY NATIONAL GEODETIC SURVEY 1989

MH0207'THE STATION IS LOCATED ABOUT 7.2 KM (4.45 MI) SOUTHEAST OF PRAIRIE

MH0207'CITY, 7.5 KM (4.65 MI) NORTHWEST OF MONROE AND AT THE JUNCTION OF A

MH0207'GRAVEL ROAD AND RAILROAD CROSSING. OWNERSHIP--ROCK ISLAND RAILROAD,

MH0207'2510 NORTH 11TH STREET, OMAHA, NE 68110. CALL OPERATOR AND ASK FOR

MH0207'ZENITH 3992.

MH0207'TO REACH THE STATION FROM THE JUNCTION OF STATE HIGHWAYS 14 AND 163,

MH0207'ON THE SOUTH SIDE OF MONROE, GO NORTHWEST ON STATE HIGHWAY 163 FOR 7.6

MH0207'KM (4.70 MI) TO A 4-WAY GRAVEL INTERSECTION. TURN RIGHT, NORTH, ON

MH0207'THE WESTERLY ONE OF THE TWO GRAVEL ROADS FOR 0.08 KM (0.05 MI) TO THE

MH0207'STATION ON THE LEFT.

MH0207'THE STATION IS A STANDARD CGS BENCHMARK DISK FLUSH WITH THE GROUND.

MH0207'LOCATED 16.5 M (54.1 FT) WEST OF THE CENTER OF THE ROAD, 11.2 M

MH0207'(36.7 FT) NORTHEAST OF THE NORTHEAST RAIL OF THE TRACKS, 1.3 M

MH0207'(4.3 FT) SOUTHWEST OF A METAL WITNESS POST AND 0.3 M (1.0 FT)

MH0207'SOUTHEAST OF A FIBERGLASS WITNESS POST.

MH0207'DESCRIBED BY M. L. MCCREADY.

MH0207

MH0207

STATION RECOVERY (2001)

MH0207

MH0207'RECOVERY NOTE BY WOOLPERT CONSULTANTS 2001 (ARL)

MH0207'RECOVERED AS DESCRIBED.

MH0207'

MH0207'

MH0207'

MH0207

MH0207

STATION RECOVERY (2002)

MH0207

MH0207'RECOVERY NOTE BY IOWA HIGHWAY DEPARTMENT 2002 (NMM)

MH0207'RAILROAD RAILS AND BALLAST HAVE BEEN REMOVED. THIS MONUMENT WAS USED

MH0207'IN THE HARN NETWORK. THE SKY IS OBSTRUCTED IN THE NORTHWEST AND

MH0207'NORTHEAST QUADRANT DUE TO TREE GROWTH.

*** retrieval complete.

Elapsed Time = 00:00:03

FLETCHER & SIPPEL LLC

ATTORNEYS AT LAW

29 North Wacker Drive
Suite 920
Chicago, Illinois 60606-2832

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Fax: (312) 252-2400
www.fletcher-sippel.com

THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

March 5, 2014

Ms. Kathy Mabie
Fiscal & Policy Analyst
Iowa Department of Management
State Capitol Building, Room G12
1007 East Grand Avenue
Des Moines, Iowa 50319

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Ms. Mabie:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Prairie City Segment so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
3. Energy consumption and efficiency;
4. Air emissions and noise levels;
5. Bodies of water and overall water quality under applicable federal, state or local standards;
6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;
9. Prime agricultural land;

FLETCHER & SIPPEN LLC

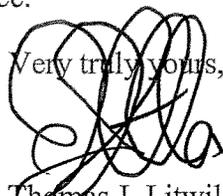
Ms. Kathy Mabie
March 5, 2013
Page 2

10. Existing or potential safety hazards;
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-414 (Sub-No. 8X) and be sent to the undersigned, as counsel for IAIS.

Please note that IAIS's petition to abandon the Prairie City Segment also will seek re-authorization to abandon two connecting segments of rail line that were salvaged more than a decade ago: from Prairie City to Otley, Iowa (the "Otley Segment"), and from Otley to Pella, Iowa (the "Pella Segment"). Abandonment of the Otley Segment was approved in Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000), and abandonment of the Pella Segment was approved in Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998). In both cases, the required notices of consummation were not filed at the STB, and thus the abandonment authority expired. Because complete environmental reviews of those abandonments were undertaken in the original dockets, and because IAIS does not propose to undertake any further activity on those already-salvaged lines, IAIS does not seek any environmental review or comment from you regarding the Otley or Pella Segments.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with the Prairie City Segment abandonment will be forwarded to you at least twenty days before IAIS's petition for exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1508. Thank you for your assistance.

Very truly yours,


Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment

Prairie City Segment

Proposed Abandonment: MP 145.75 to MP 135.0

One Bridge: 137.1



137.1 20' Single-Span Timber



137.1 Side View Looking Northeast



137.1 Top View Looking Northwest

FLETCHER & SIPPEL LLC

ATTORNEYS AT LAW

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THOMAS J. LITWILER
(312) 252-1508
tlitwiler@fletcher-sippel.com

March 5, 2014

Ms. Kathy Gourley
Review & Compliance Coordinator
State Historical Society of Iowa
600 East Locust Street
Des Moines, IA 50319-0290

Re: **Docket No. AB-414 (Sub-No. 8X)**
Iowa Interstate Railroad, Ltd. -- Abandonment
Exemption -- In Polk, Jasper and Marion Counties, IA

Dear Ms. Gourley:

On or about April 14, 2014, Iowa Interstate Railroad, Ltd. ("IAIS") expects to file with the Surface Transportation Board a petition for exemption for the abandonment of IAIS's line of railroad, referred to herein as the Prairie City Segment, extending from Milepost 145.75 south of Mitchellville, Iowa to the end of track at Milepost 135.0 southeast of Prairie City, Iowa, a distance of approximately 10.75 miles in Polk and Jasper Counties, Iowa. The petition for exemption will be filed pursuant to 49 U.S.C. § 10502 and 49 C.F.R. §§ 1121 and 1152.60. A map showing the location of the Prairie City Segment is attached for your reference. After abandonment, IAIS will remove rail and track materials from the line.

In accordance with the Board's environmental and historic preservation regulations, 49 C.F.R. § 1105.8, we are advising you of the proposed abandonment of the Prairie City Segment so that you may determine whether this action will have any effect on any historic structures or sites. There are no railroad buildings on the line to be abandoned. IAIS believes that there is one bridge on the Prairie City Segment which is 50 years old or older. Information on and photographs of this bridge will be forwarded to you with the Environmental/Historic Report referenced below. IAIS does not believe that the bridge is rare in character or of historic significance. Moreover, the bridge will not be removed or disturbed in connection with the proposed abandonment. Thus, abandonment should result in no adverse effect on this structure. IAIS also is unaware of any historic sites involved in the proposed abandonment.

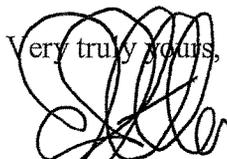
We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-414 (Sub-No. 8X) and be sent to the undersigned, as counsel for IAIS.

FLETCHER & SIPPEN LLC

Ms. Kathy Gourley
March 5, 2014
Page 2

Please note that IAIS's petition to abandon the Prairie City Segment also will seek re-authorization to abandon two connecting segments of rail line that were salvaged more than a decade ago: from Prairie City to Otley, Iowa (the "Otley Segment"), and from Otley to Pella, Iowa (the "Pella Segment"). Abandonment of the Otley Segment was approved in Docket No. AB-414 (Sub-No. 3X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion and Jasper Counties, IA* (STB served October 20, 2000), and abandonment of the Pella Segment was approved in Docket No. AB-414 (Sub-No. 2X), *Iowa Interstate Railroad, Ltd. -- Abandonment Exemption -- In Marion County, IA* (STB served August 11, 1998). In both cases, the required notices of consummation were not filed at the STB, and thus the abandonment authority expired. Because complete environmental and historic reviews of those abandonments were undertaken in the original dockets, and because IAIS does not propose to undertake any further activity on those already-salvaged lines, IAIS does not seek any historic review or comment from you regarding the Otley or Pella Segments.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with the Prairie City Segment abandonment will be forwarded to you at least twenty days before IAIS's petition for exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1508. Thank you for your assistance on this matter.

Very truly yours,


Thomas J. Litwiler
Attorney for Iowa Interstate Railroad, Ltd.

TJL:tl

Attachment

Thomas J. Litwiler

From: Jones, Doug [DCA] [Doug.Jones@iowa.gov]
Sent: Thursday, March 13, 2014 8:31 AM
To: Thomas J. Litwiler
Cc: Jones, Doug [DCA]; Gourley, Kathy [DCA]; Christian, Ralph [DCA]; King, Steve [DCA]; Diana.Wood@stb.dot.gov
Subject: 140300044 Iowa Interstate Railroad, LTD. STB Docket NO. AB-414 (SUB 8X) Abandonment of line between MP 145.75 to 135

March 13, 2014

Mr. Litwiler,

We understand that this project will be a federal undertaking for the Surface Transportation Board (STB) and will need to comply with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act. We make the following comments and recommendations based on our examination of this material and in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations, 36 CFR Part 800 (revised, effective August 5, 2004); the Advisory Council on Historic Preservation's Policy Statement on Affordable Housing and Historic Preservation (adopted November 9, 2006); and on The Advisory Council on Historic Preservation recently issued guidance in November 2011 on *Meeting the "Reasonable and Good Faith" Identification Standard in Section 106 Review*.

We will need the following types of information provided to our office to initiate the Section 106 review for this undertaking:

- The Area of Potential Effect (APE) for this project needs to be adequately defined (36 CFR Part 800.16 (d)).
- Information on what types of cultural resources are or may be located in the APE (36 CFR Part 800.4).
- The significance of the historic properties in the APE in consideration of the National Register of Historic Places Criteria.
- A determination from the responsible federal agency of the undertaking's effects on historical properties within the APE (36 CFR Part 800.5).

Specifically, we will need the information about the bridge and some history about these line segments to be abandoned before we can proceed with our review. Also, we note that an archaeological site background check was not included with your documentation. We would like to refer you and the STB to the Advisory Council on Historic Preservation's recently issued guidance in November 2011 on *Meeting the "Reasonable and Good Faith" Identification Standard in Section 106 Review* for guidance on what types of information should be included in the documentation provided for consultation under Section 106 of the National Historic Preservation Act. We would encourage you to contact the Office of the State Archaeologist at the University of Iowa to get an archaeological site background check conducted for your undertaking. We look forward to consulting with the federal agency when they provide us with a determination of effect to our office and all other potential consulting parties for consultation under Section 106 of the National Historic Preservation Act.

We will be able to provide comments on this undertaking when this information has been addressed and provided to our office, Please reference the Review and Compliance Number provided above in all

future submitted correspondence to our office for this project. We look forward to further consulting with you and the Surface Transportation Board on this project.

This is the official SHPO comment letter for the above-referenced project, provided in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations, 36 CFR Part 800 (revised, effective August 5, 2004). To read the document, you may need to download a free copy of Adobe Acrobat Reader at www.adobe.com.

Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. Should you have any questions please contact me at doug.jones@iowa.gov or at the number below. Please note that you will not receive a hard copy of this letter by mail. There is no need to reply to this email unless you have specific questions or have problems opening the document.

We have provided this **technical assistance** according to our responsibility defined by Federal law. It remains the **Federal agency's decision** on how you will proceed from this point for this project.

Douglas W. Jones, Archaeologist and
Review and Compliance Program Manager
State Historical Society of Iowa
600 East Locust
Des Moines, Iowa 50319
(515) 281-4358
Doug.jones@iowa.gov

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-414 (SUB-NO. 8X)

IOWA INTERSTATE RAILROAD, LTD.
-- ABANDONMENT EXEMPTION --
IN POLK, JASPER AND MARION COUNTIES, IA

**CERTIFICATION OF SERVICE AND PUBLICATION
PURSUANT TO
49 C.F.R. § 1105.7(b) AND 49 C.F.R. § 1105.12**

I, Thomas J. Litwiler, an attorney for Iowa Interstate Railroad, Ltd., hereby certify as follows:

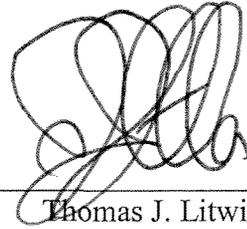
1. Iowa Interstate Railroad, Ltd. has consulted with all appropriate agencies in preparing the foregoing Environmental/Historic Report and on April 4, 2014 a copy of the foregoing report was served by first class mail, postage prepaid, upon each of the agencies identified in Appendix V-1 as designated in 49 C.F.R. § 1105.7(b).

2. I have contacted the following newspapers of general circulation for the counties in which the rail line to be abandoned in this proceeding is located, and arranged for the publication of a Notice of Intent to Abandon pursuant to 49 C.F.R. § 1105.12:

Polk County	-	<i>The Des Moines Register</i> 400 Locust Street, Suite 500 Des Moines, Iowa 50309
Jasper County	-	<i>Newton Daily News</i> P.O. Box 967 200 1st Avenue E Newton, Iowa 50208
Marion County	-	<i>Knoxville Journal-Express</i> P.O. Box 458 122 East Robinson Street Knoxville, Iowa 50138

3. The Notice of Intent to Abandon was published in *The Des Moines Register* and *Newton Daily News* on April 23, 2014, and in the *Knoxville Journal-Express* on April 25, 2014.

4. Proofs of publication from each of the above-referenced newspapers are attached as Appendix V-2.

A handwritten signature in black ink, consisting of several overlapping loops and flourishes, positioned above a horizontal line.

Thomas J. Litwiler

Dated: May 1, 2014

Ms. Tamara Nicholson, P.E.
Director, Office of Rail Transportation
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Mr. Richard C. Nelson
Supervisor, Rock Island Field Office
U.S. Fish & Wildlife Service
1511 47th Street
Moline, IL 61265

Ms. Christine M. Schwake
Environmental Specialist
Iowa Department of Natural Resources
502 East 9th Street
Des Moines, IA 50319-0034

Mr. Karl Brooks
Administrator, Region VII
U.S. Environmental Protection Agency
11201 Renner Boulevard
Lenexa, KS 66219

Ms. Kelly Poole
Environmental Specialist
Iowa Department of Natural Resources
Conservation and Recreation Division
502 East 9th Street
Des Moines, IA 50319-0034

Mr. Brian J. Leaders
Landscape Architect
Rivers, Trails & Conservation
Assistance Program
National Park Service, Midwest Region
601 Riverfront Drive
Omaha, NE 68102-4226

Mr. Jay T. Mar
State Conservationist
USDA Natural Resources Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309-2119

Mr. Simon Monroe
Geodetic Services Division
National Geodetic Survey
N/NGS12 - SSMC, Room 9217
1315 East West Highway
Silver Spring, MD 20910-3282

Ms. Kathy Mabie
Fiscal & Policy Analyst
Iowa Department of Management
State Capitol Building, Room G12
1007 East Grand Avenue
Des Moines, IA 50319

Mr. Mark F. Wandro
County Administrator
Polk County, Iowa
111 Court Avenue
Room 300
Des Moines, IA 50309

Mr. Gary W. Lenz
Chief, Regulatory Branch
U.S. Army Corps of Engineers,
Rock Island District
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

Mr. Bret VandeLune
Planning & Development Manager
Polk County, Iowa
5885 NE 14 Street
Des Moines, IA 50313

Mr. Joe Brock
Chairman
Jasper County Board of Supervisors
County Courthouse, Room 203
101 1st Street North
Newton, IA 50208

Mr. Larry Ryan
Administrator, Planning & Zoning Department
Jasper County, Iowa
115 N 2nd Avenue E
Newton, IA 50208

Mr. William Cappuccio
State NFIP Coordinator
Iowa Department of Natural Resources
502 East 9th Street
Des Moines, IA 50319-0034

Mr. Douglas W. Jones
Review & Compliance Program Manager
State Historical Society of Iowa
600 East Locust Street
Des Moines, IA 50319-0290



AFFIDAVIT OF PUBLICATION

COPY OF ADVERTISEMENT

Exhibit "A"

STATE OF IOWA

SS

COUNTY OF POLK

The undersigned, being first duly sworn on oath, states that The Des Moines Register and Tribune Company, a corporation duly organized and existing under the laws of the State of Iowa, which its principal place of business in Des Moines, Iowa, a daily newspaper of general circulation printed and published in the City of Des Moines, Polk County, Iowa, and that an advertisement, a printed copy of which is attached as Exhibit "A" and made a part of this affidavit, was printed and published in The Des Moines Register on the following dates

4-23-14

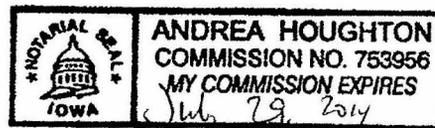
\$65.59

Amy K. Reinman

I certify under penalty of perjury and pursuant to the laws of the State of Iowa that the preceding is true and correct.

[Signature]

Notary Public in and for the State of Iowa



NOTICE
Iowa Interstate Railroad, Ltd. gives notice that on or after April 24, 2014 it intends to file with the Surface Transportation Board, Washington, DC 20423, a petition for exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10903, et seq., permitting the abandonment of a 10.75-mile line of railroad between Milepost 145.75 south of Mitchellville, Iowa and the current end of track at Milepost 135.0 southeast of Prairie City, Iowa, traversing United States Postal Service ZIP Codes 50169 and 50228 in Polk and Jasper Counties, Iowa. The proceeding will be docketed as No. AB 414 (Sub-No. 8X).
The abandonment petition also will seek re-authorization to abandon two connecting segments of rail line that were previously salvaged: from Milepost 135.0 near Prairie City to Milepost 123.50 near Otley, Iowa (the Otley Segment), and from Milepost 123.50 near Otley to Milepost 114.80 in Pella, Iowa (the Pella Segment), traversing United States Postal Service ZIP Codes 50228, 50170, 50214 and 50219 in Jasper and Marion Counties, Iowa. Abandonment of the Otley Segment was approved in 2000 in Docket No. AB-414 (Sub-No. 3X), and abandonment of the Pella Segment was approved in 1998 in Docket No. AB-414 (Sub-No. 2X). In both cases, the required notices of

consummation were not filed at the Board, and thus the abandonment authority expired. The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 60 days after the filing of the petition for abandonment exemption. Comments on environmental and energy matters should be filed no later than 30 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, Washington, DC 20423 or by calling that office at 202-345-0295. Appropriate offers of financial assistance to continue rail service can be filed with the Board. However, the applicant intends to seek an exemption from the offer of financial assistance procedures with respect to the Otley Segment and the Pella Segment. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of Proceedings, 395 E Street, S.W., Washington, DC 20423 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicant's representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs & Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Fletcher & Sippel LLC, Attention: Thomas J. Litwiler, 29 North Wacker Drive, Suite 920, Chicago, IL 60606-2832.

AFFIDAVIT OF PUBLICATION

State of Iowa, Jasper County, ss:
I, Dan Goetz, Publisher of the Newton Daily News,
a daily newspaper of general circulation,
printed and published at Newton,
Jasper County, Iowa, being sworn, do
upon oath, state that the attached,

NOTICE APRIL 24 RAILROAD

appeared in said paper,
1 TIME(S)
upon the following date(s) to wit:
04/23/2014

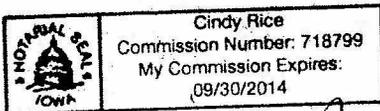
Publication fees: \$ 45.32

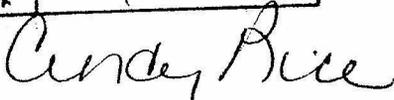
Signed 

Subscribed and sworn to before me this,

23rd day of April 20 14

Notary public





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April 23

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The abandonment petition also will seek re-authorization to abandon two connecting segments of rail line that were previously salvaged: from Milepost 135.0 near Prairie City to Milepost 123.50 near Otley, Iowa (the Otley Segment), and from Milepost 123.50 near Otley to Milepost 114.80 in Pella, Iowa (the

Affidavit of Publication

STATE OF IOWA-Marion County, S.S:

I, Maureen Miller being sworn on my oath say that I am Publisher of the **Journal Express**, a weekly newspaper of general circulation published in Marion County,

Iowa and that the

Fletcher & Sippel notice
re Interstate Railroad
petition for exemption of abandon
a copy of which is hereto attached, was published in said paper 1

consecutive weeks, as follows:

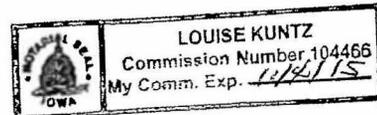
April 25 2014

Maureen K. Miller
Subscribed and sworn to before me this

25 day of April 2014

Louise Kuntz
Notary

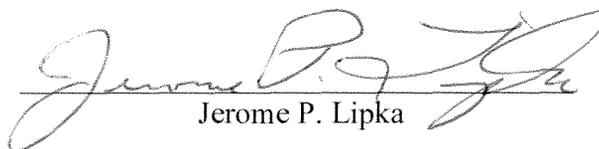
Printer's Fee, \$ 3385



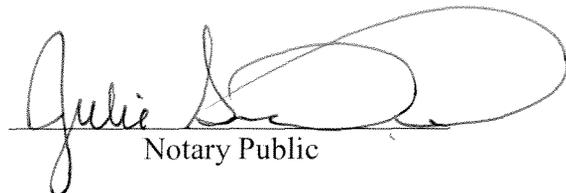
VERIFICATION

State of Iowa)
) SS:
County of Linn)

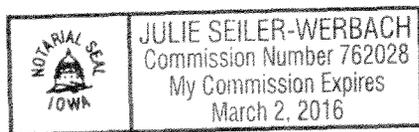
Jerome P. Lipka, being duly sworn, deposes and says that he is President and Chief Executive Officer of Iowa Interstate Railroad, Ltd., that he has read the foregoing Petition for Exemption and knows the facts asserted therein, and that the same are true as stated.


Jerome P. Lipka

SUBSCRIBED AND SWORN TO
before me this 17 day
of April, 2014.


Notary Public

My Commission expires:



CERTIFICATE OF SERVICE

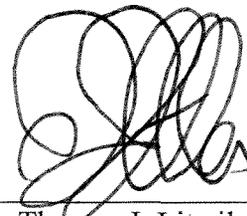
I hereby certify that on this 1st day of May, 2014, a copy of the foregoing **Petition of Iowa Interstate Railroad, Ltd. for Exemption from 49 U.S.C. §§ 10903-10905** was served by first class mail, postage prepaid, upon the agencies specified in 49 C.F.R. § 1152.50(d)(1), as follows:

Ms. Tamara Nicholson, P.E.
Director, Office of Rail Transportation
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Railroads for National Defense Program
Transportation Engineering Agency
Surface Deployment and Distribution Command
1 Soldier Way, Bldg. 1900W
Scott AFB, IL 62225

Mr. Charlie Stockman
Chief, Rivers, Trails & Conservation Assistance Program
National Park Service
1849 C Street, N.W., Org. Code 2220
Washington, DC 20240-0001

Mr. Thomas L. Tidwell
Chief of the Forest Service
U.S. Department of Agriculture
1400 Independence Avenue, S.W.
Washington, DC 20250-0003



Thomas J. Litwiler