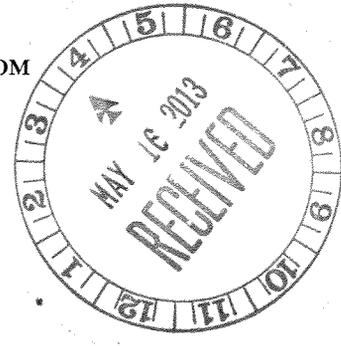


234256

TELEFAX:
(515) 277-4012

LAW OFFICES
of
T. SCOTT BANNISTER AND ASSOCIATES
ATTORNEY AND COUNSELOR AT LAW
111 – FIFTY SIXTH STREET
DES MOINES, IOWA 50312
E-MAIL: SBANNISTER@IOWANORTHERN.COM

TELEPHONE:
(319) 361-3067



May 13, 2013

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

VIA FEDEX

Re: STB Docket No. AB-586 (Sub 3X)
North Central Railway Association, Inc.

ENTERED
Office of Proceedings

MAY 16 2013

Part of
Public Record

Dear Ms. Brown:

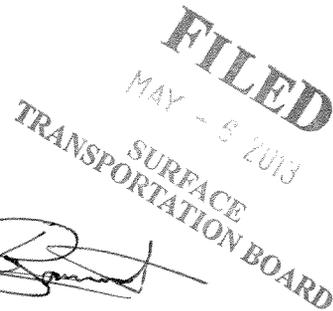
I am enclosing an original and ten (10) copies of the Notice of Exemption-Abandonment Exemption in Franklin and Hardin Counties, Iowa on behalf of North Central Railway Association, Inc.

I have also enclosed the required filing fee check in the amount of \$3,700.

Your assistance is appreciated.

Sincerely,

T. Scott Bannister



Cc: Maury Hyde
Rick Vaughan

FEE RECEIVED

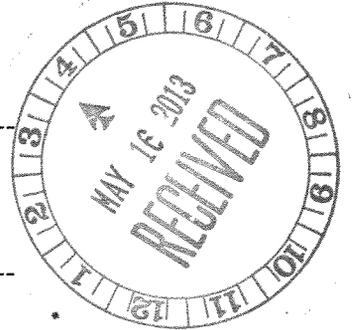
MAY 16 2013

SURFACE
TRANSPORTATION BOARD

Enclosures

234254

BEFORE THE
SURFACE TRANSPORTATION BOARD



DOCKET NO. AB-586 (Sub 3X)

NORTH CENTRAL RAILWAY ASSOCIATION, INC.

ABANDONMENT
EXEMPTION IN FRANKLIN AND
HARDIN COUNTIES, IOWA

NOTICE OF EXEMPTION

T. Scott Bannister, Esq.
111 Fifty-Sixth Street
Des Moines, Iowa 50312

Telephone: 319-361-3067

E-mail: sbannister@iowanorthern.com

ENTERED
Office of Proceedings

MAY 16 2013

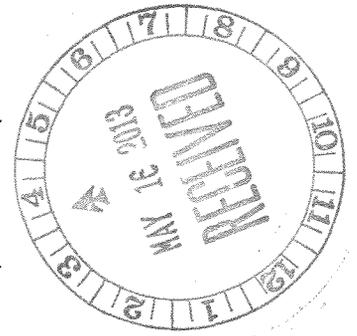
Part of
Public Record

Dated : May 9, 2013

FILED
MAY 16 2013
SURFACE
TRANSPORTATION BOARD

FEE RECEIVED
MAY 13 2013
SURFACE
TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD



DOCKET NO. AB-586 (Sub 3X)

NORTH CENTRAL RAILWAY ASSOCIATION, INC.

ABANDONMENT
EXEMPTION IN FRANKLIN AND
HARDIN COUNTIES, IOWA

NOTICE OF EXEMPTION

1. NOTICE OF EXEMPTION.

North Central Railway Association, Inc., an Iowa corporation (hereinafter referred to as "NCRA" or "Applicant") submits this Verified Notice of Exemption pursuant to 49 C.F.R. Section 1152, Subpart F to abandon a rail line located generally between a point at or near Ackley, Iowa (at Milepost 201.46) and at or near Geneva, Iowa (at Milepost 191.0) (a distance of 10.46 miles), all within Franklin and Hardin Counties, Iowa (the "Line").

2. PROPOSED CONSUMMATION DATE: 49 C.F.R. §1152.50(d) (2).

The abandonment will be consummated on or after the effective date of a Board decision.

3. FEDERALLY GRANTED RIGHTS-OF-WAY.

Based on information in the railroad's possession, 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.

4. CERTIFICATION: 49 C.F.R. §1152.50(b).

Applicant certifies that no local traffic has moved over the Line for at least two years; no user of rail service on the Line, or a state or local governmental entity acting on behalf of such user, has filed formal complaints with this Board regarding cessation of service over the Line, and no formal complaint is either pending with this Board or any U.S. District Court nor has been decided in favor of any complainant within the two-year period; and further no overhead traffic has moved over the Line for at least two years.

Applicant further certifies that no local or overhead traffic has moved over or on the Line for over five (5) years.

5. ADDITIONAL INFORMATION REQUIRED: 49 C.F.R. §1152.22(a) (1)-(4), (7)-(8) and (e) (4).

- (a) (1) The railroad's exact name is: **North Central Railway Association, Inc.**
- (a) (2) Applicant is an Iowa corporation and owns a rail line subject to 49 U.S.C. Subtitle IV, Chapter 105.
- (a) (3) Applicant intends to abandon the Line extending from between a point at or near Ackley, Iowa (at Milepost 201.46) and at or near Geneva, Iowa (at Milepost 191.0) (a distance of 10.46 miles), all within Franklin and Hardin Counties, Iowa (the "Line").
- (a) (4) A map showing the location of the Line in conjunction with other rail lines, highways, and roads in the area is attached as Exhibit A.
- (a) (5) The representative to whom correspondence regarding this abandonment should be sent is:

T. Scott Bannister
Attorney for North Central Railway Association, Inc
111- Fifty Sixth Street
Des Moines, Iowa 50312
E-mail: sbannister@iowanorthern.com

Telephone: 319-361-3067
Telefax: 3-9- 297-6005

- (a) (6) The following list includes all United States Postal Service ZIP Codes that the Line proposed for abandonment traverses: 50633 and 50601.

6. RURAL AND COMMUNITY IMPACT.

Applicant believes the Line may be suitable for other public uses. Applicant's title search is incomplete. At this time, however, Applicant is not aware of any reversionary interest which would affect the transfer of title, but must do further work to be certain.

7. LABOR PROTECTION.

The interests of railroad employees, of which there are none, will be protected by the conditions discussed in Oregon Short Line Railroad R. Co. – Abandonment –Goshen, 360 ICC 91 (1979).

8. ENVIRONMENTAL/HISTORIC REPORT.

Required environmental and historic information is contained in the Combined Environmental and Historic Report which is attached hereto.

For the foregoing reasons, Applicant, North Central Railway Association, Inc., believes the proposed abandonment is exempt under 49 C.F.R. §1152.50.

Respectfully submitted,

NORTH CENTRAL RAILWAY ASSOCIATION, INC.

By: 

T. Scott Bannister
Attorney for North Central Railway Association, Inc.
111 – Fifty Sixth Street
Des Moines, Iowa 50312
Telephone: 319-361-3067

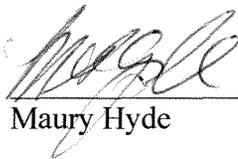
Dated this 9th day of May, 2013.

VERIFICATION AND CERTIFICATION

STATE OF IOWA)
) ss.
COUNTY OF HARDIN)

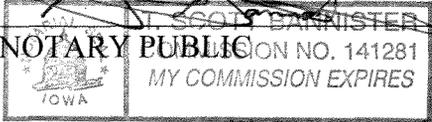
I, Maury Hyde, being duly sworn, depose and say that I am Secretary/Treasurer of North Central Railway Association, Inc. that I am authorized to sign, verify, and file with the Surface Transportation Board the foregoing Notice of Exemption in AB-586 (Sub-No. 3X) on behalf of North Central Railway Association, Inc.; that I have carefully examined all of the statements contained in said Notice of Exemption; that I have knowledge of the matters set forth therein; and that all such statements made and matters set forth are true and correct to the best of my knowledge, information and belief.

Affiant further states that the subject Line is subject to his supervision and direction; that no local traffic or overhead traffic has moved over the Line for at least two years; and that no formal complaint filed by a user of rail service on the Line or a state or local government entity acting on behalf of such user regarding cessation of service over the Line either is pending before the Surface Transportation Board of any U.S. District Court or has been decided in favor of any complainant within the two-year period, and further, no overhead traffic has moved over the Line for at least two years.



Maury Hyde

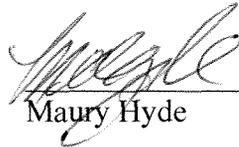
Signed and sworn to before me on the 30th day of April, 2013, by Maury Hyde.

VERIFICATION

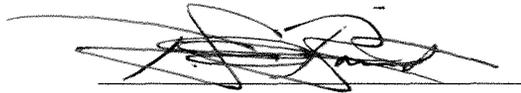
STATE OF IOWA)
) ss.
COUNTY OF HARDIN)

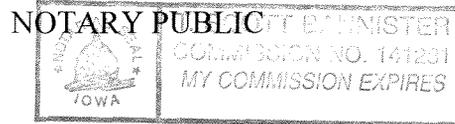
I, Maury Hyde, make oath and state that I am the Secretary/Treasurer of North Central Railway Association, Inc.; that I have been authorized by North Central Railway Association, Inc. to verify and file with the Surface Transportation Board the foregoing Combined Environmental and Historical Report; that I have carefully examined all of the statements in the Report; that I have knowledge of the facts and matters relied upon in the Report; and that all representations set forth therein are true and correct to the best of my knowledge, information and belief.



Maury Hyde

Signed and sworn to before me on the 30th day of April, 2013, by Maury Hyde.





CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that all appropriate agencies have been notified and consulted in the preparation of this Report and a copy of the foregoing Combined Environmental and Historic Report was served by first class mail on or about January 17, 2013 on the following:

1. Iowa State Clearinghouse
2. Iowa State Environmental Protection Agency
3. Head of each County through which the Line is located
4. Regional office of the Environmental Protection Agency
5. U.S. Fish and Wildlife Service
6. U.S. Army Corps of Engineers
7. National Park Service
8. U.S. Soil Conservation Service
9. Iowa State Historic Preservation Officer
10. National Geodetic Survey



T. Scott Bannister
Bannister & Associates
Attorney for North Central Railway Association, Inc.
111 – Fifty Sixth Street
Des Moines, Iowa 50312
Telephone: 319-361-3067

CERTIFICATE OF SERVICE

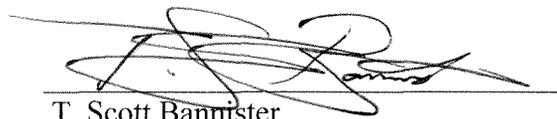
I, T. Scott Bannister, hereby certify that a written notice of the future filing of the foregoing Notice of Exemption was served on the parties required to be served by the applicable regulations, 49 C.F.R. Section 1152.50(d)(1), by first class U.S. mail, postage prepaid, or by other more expeditious means, on or about March 20, 2013.


T. Scott Bannister

Dated: April 30, 2013

CERTIFICATION

The undersigned hereby certifies that pursuant to 49 CFR Section 1105.11, a Notice of Intent to abandon rail service was published in the Ackley World Journal on May 8, 2013, and that the Notice required by 49 CFR Section 1152.50 (d) was given (see Appendix 1).



T. Scott Bannister

Dated: May 9, 2013

APPENDIX "1"

T. Scott Bannister
477742

AFFIDAVIT OF PUBLICATION
In the ACKLEY WORLD JOURNAL
ACKLEY, IOWA

STATE OF IOWA
HARDIN COUNTY SS:

I, John D. Goossen, being duly sworn, on oath, depose and say that I am General Manager of

the **ACKLEY WORLD JOURNAL**

which is a weekly newspaper, regularly published, and printed wholly in the English language, in the City of Ackley, in the County of Hardin, and State of Iowa, and of general circulation in said city and vicinity, and which newspaper has been established, published regularly, and mailed through the U.S. Post Office at Ackley, in Hardin County, Iowa, for more than two years prior to the first publication of the annexed printed notice in said newspaper, and has had during all of said time a bonafide paid circulation recognized by the postal laws of the United States, and that the annexed printed notice was published in said newspaper once each week for one consecutive weeks, and that the date of first publication thereof in said newspaper was on

the 8th day of May, 20 13.

the second on the _____ day of _____, 20 _____.

the third on the _____ day of _____, 20 _____.

the fourth on the _____ day of _____, 20 _____.

John D. Goossen
(John D. Goossen)

Subscribed and sworn to before me by the said John D. Goossen this

9th day of May, 20 13

Carie M. Goodknight
Notary Public in and for Hardin County, Iowa

Publication Fee \$ 44.00

 **CARIE M. GOODKNIGHT**
Commission Number 744477
MY COMM. EXP. DEC. 19, 2015

tal Analysis ("SEA") will generally prepare an Environmental Assessment (EA), which will normally be available 60 days after the filing of the Notice of Exemption and will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. 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 STB decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis, Surface Transportation Board, 1925 "K" Street, N.W., Washington, DC 20423 or by calling that office at 202-565-1545.

Appropriate offers of financial assistance to continue rail service can be filed with the STB. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the STB. Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption.

All interested persons 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. 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 Section of Environmental Analysis.

Copies of any comments or requests for conditions should be served on the applicant's representative: T. Scott Bannister, 111 - SW 56th Street, Des Moines, Iowa 50312 (Telephone No. 319-361-3067 or Telefax No. 515-277-4012) or at email address: sbannister@iowanorthern.com.

Published in the Ackley World Journal of May 8, 2013.

NOTICE OF INTENT TO ABANDON (OUT-OF-SERVICE ABANDONMENT EXEMPTION)

North Central Railway Association, Inc. gives notice that on or about the 12th day of May, 2013, it intends to file with the Surface Transportation Board ("STB"), Washington, DC 20423, a Notice of Exemption under 49 CFR 1152 Subpart F - Exempt Abandonments permitting the abandonment of a rail line located generally between a point at or near Ackley, Iowa (at Milepost 201.46) and at or near Geneva, Iowa (at Milepost 191.0) (a distance of 10.46 miles), all within Franklin and Hardin Counties, Iowa (the "Line"). The proceeding will be docketed as No. AB-586 (Sub-No. 3X).

The Line is located within U.S. Postal Zip Codes 50633 and 50601. The Line for which the abandonment exemption petition is filed includes the stations of Ackley and Geneva, Iowa. 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 as required by applicable law. The STB's Section of Environmen-

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Docket No. AB – 586 (Sub 3X)

North Central Railway Association, Inc.

ABANDONMENT
EXEMPTION IN FRANKLIN AND
HARDIN COUNTIES, IOWA

COMBINED ENVIRONMENTAL
AND HISTORIC REPORT

Applicant, North Central Railway Association, Inc., hereby submits the following information pursuant to 49 C.F.R. Part 1105:

ENVIRONMENTAL REPORT

(1) Proposed Action and Alternatives -

- (i) The proposed action is an exemption proceeding described as involving the abandonment of a line of railroad between a point at or near Ackley, Iowa (at Milepost 201.46) and at or near Geneva, Iowa (at Milepost 191.0) (a distance of 10.46 miles), all within Franklin and Hardin Counties, Iowa (the "Line").
- (ii) The only practical alternative to the proposed abandonment is denial. Denial would maintain the status quo and Applicant would continue to incur substantial operating losses, track rehabilitation costs, and opportunity costs unless the Line was to be abandoned. A copy of detailed maps of the rail Line to be abandoned are attached hereto pursuant to the provisions of 49 C.F.R 1105.7(e)(1). (**Exhibit "A"**).

(2) Transportation System -

- (i) The proposed abandonment will have no or minimal effect on existing regional or local transportation systems or patterns. There has been no usage of the Line since 2009.

(3) Land Use -

- (i) To the best of Applicant's knowledge, and based upon consultation with the local county governments, the proposed abandonment is consistent with regional and local land use plans. It is possible that, following abandonment, portions of the land underlying the Line may be converted to a recreational trail.
- (ii) The proposed abandonment would have no effect on prime agricultural land. The Line is primarily in a rural setting. Removal of trackage from the Line should not have any effect on prime agricultural land. Based upon consultation with the U.S. Soil Conservation Service, there are no prime agricultural lands within the right of way that would be adversely affected by the proposed action.
- (iii) There are no designated wetlands or 100-year flood plains which would be adversely affected, although there may be some wetlands which could be found outside the railroad right-of-way boundaries.
- (iv) Portions of the rail Line right-of-way may be suitable for alternative public use such as a recreational trail.

4. Energy -

- (i & ii) The proposed abandonment will have no major adverse effect on the development or transportation of energy resources, or on the movement and/or recovery of recyclable commodities.

(iii & iv) The proposed abandonment will not cause a diversion of traffic from rail to motor carriers in excess of 1,000 cars per year nor will it divert in excess of an average of 50 rail cars per mile per year for all or a portion of the Line. As a result, no energy calculations were made.

(5) Air -

The proposed abandonment will not result in a) a minimum increase in rail traffic of 50% of three (3) trains per day or (b) an increase in rail yard activity of 20% as measured in carload activity. The proposed action will not cause an increase in motor carrier traffic of either fifty (50) vehicles per day or an increase in truck traffic on a given highway segment. Class 1, or non-attainment areas, are not affected, and there should be no increase in rail yard activity.

(6) Noise -

No threshold identified in item 5 (i) of 49 C.F.R. 1105.7 is surpassed.

(7) Safety -

The proposed abandonment will have no major effect on public health or safety. There are no known hazardous waste sites or spills on or along the Line. Because existing rail crossings of public and private grade crossings will be able to be removed the proposed abandonment will have a beneficial effect on public health and safety.

(8) Biological Resources -

(i & ii) Based upon consultation with the U.S. Fish and Wildlife Service, it is not anticipated that any long term, adverse effects on endangered species or critical habitats would result, and no wildlife sanctuaries, state parks, or refuges will be adversely affected by the proposed abandonment.

(9) Water -

(i) Based upon consultation with the State of Iowa Water Quality Officials, the proposed abandonment is consistent with applicable federal, state and/or local water quality standards.

(ii&iii) The U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, and Iowa Department of Natural Resources have not indicated that any permits under the Federal Clean Water Act are required. No designated wetlands or 100-year flood plains will be adversely affected. Applicant's anticipated plans for salvage operations include the removal of all ties, bridge decking materials, rail and track fastenings. Material which cannot be reused elsewhere will be sold for scrap. Grade crossings restoration will be undertaken pursuant to local highway jurisdictional requirements. Bridges will not be removed especially in light of the right-of-way's anticipated future use as a recreational trail. Box culverts will be left in place to facilitate drainage.

(10) Proposed Mitigation -

(i) Because there should be no adverse environmental impacts from the proposed abandonment of the rail Line, there are no actions which are to be taken to mitigate nonexistent impacts.

(ii) No culturally significant locations, archaeological sites, or unique land forms are affected. Salvaging of an abandoned line is confined to limits of the right-of-way and it is unlikely that any archaeological sites in or adjacent to the Line segment would be affected, since there are no major excavations anticipated during salvage operations.

(11) Other -

Correspondence received from local, state or federal agencies which have reviewed this matter is attached, marked **Exhibit "B"** and incorporated herein by this reference.

HISTORIC REPORT

49 C.F.R. § 1105.8 (d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

Response: The required topographic map is attached to this Report as **Appendix 1.**

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

Response: The right-of-way is generally less than 100 feet wide. It is located entirely within Hardin County, Iowa, which has a population of approximately 18,812, and Franklin County, Iowa which has a population of approximately 10,680. The surrounding area is primarily rural in nature.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.

Response: There are no railroad bridge structures which Applicant believes are 50 years old or older. Photographs of the bridges on the Line are attached as **Appendix 2.**

(4) The date(s) of construction of the structure(s), and the date(s) and the extent of any major alternations to the extent such information is known.

Response: Unknown.

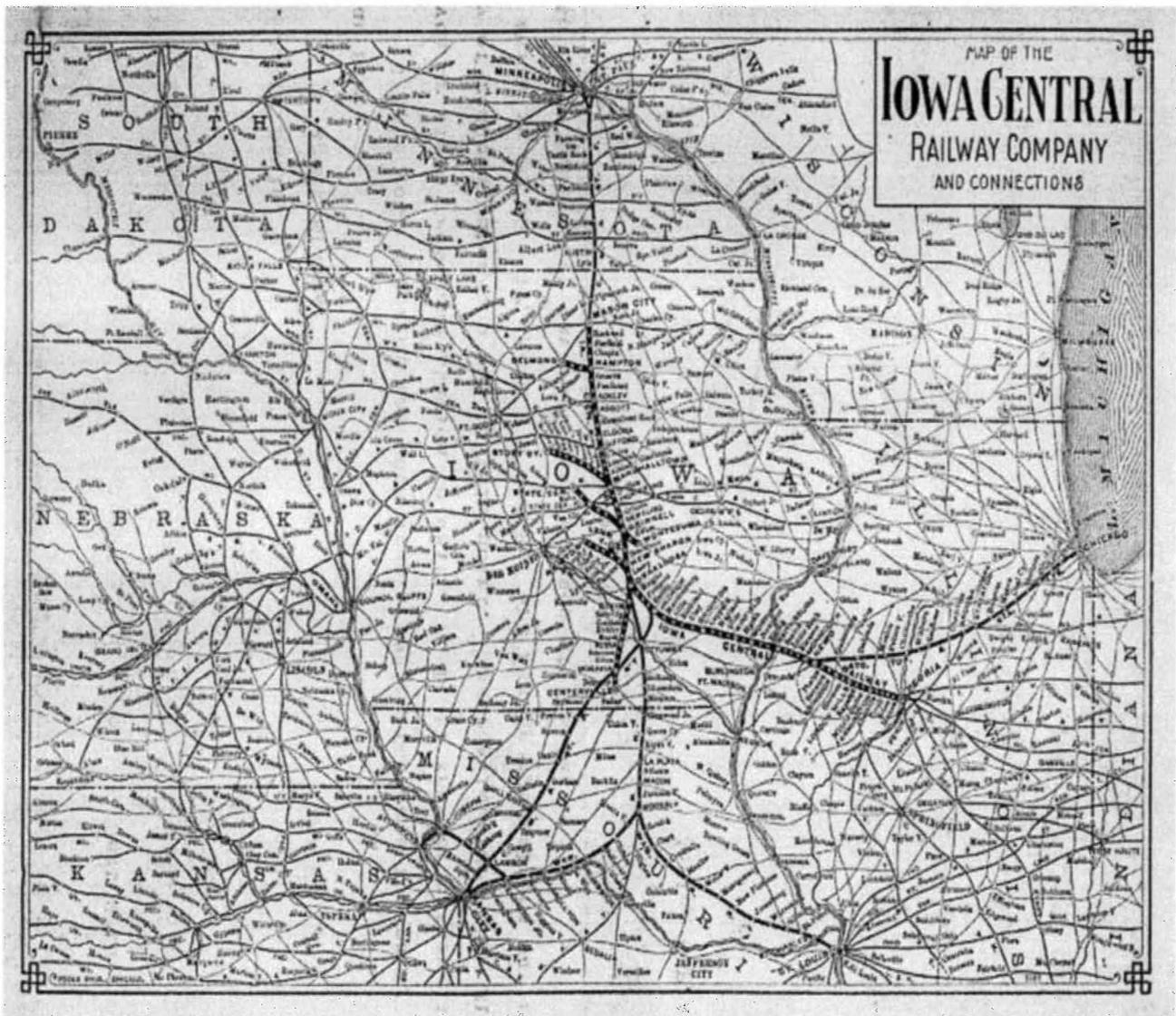
(5) A brief narrative history of carrier operations in the area, and an explanation of what,

if any, changes are contemplated as a result of the proposed action;

Response: The history of the Line commences in 1866 during which the Eldora Railroad and Coal Company constructed a rail line from approximately one mile north of Eldora, Iowa to Ackley, Iowa for the purpose of transporting coal from the Coal Bank Hill area in the Iowa River valley near Eldora to the connection at Ackley of an east-west railroad, then known as the Dubuque & Sioux City Railroad (which later became the Illinois Central Railroad).

After the original Eldora-Ackley rail line was constructed the Line was extended between 1868 and 1870 both to the north to Northwood, Iowa and south to Marshalltown, Iowa where it connected with the Chicago & North Western Railroad (“CNW”). The ownership of the Line went through several name changes during the early years: ‘Central Railroad of Iowa’, ‘Central Iowa Railroad’ and ‘Iowa Central Railroad’. The Iowa Central line served the communities of Geneva, Ackley and Marshalltown, Iowa. Later, the Line became part of an expanded north-south route between Minneapolis/St. Paul, Minnesota and Kansas City, Missouri. Iowa Central Railroad and the Minneapolis & St. Louis Railroad Company (“M&StL”) merged on January 1, 1912 with M&StL being the surviving carrier. Passenger service on the Line by M&StL ended in the mid 1950's.

A copy of the Iowa Central Railroad system from the late 1890s follows:



Chicago and North Western Railway Company ("CNW") purchased the M&StL on November 1, 1960 and the subject Line was deeded to CNW at that time. In 1983 CNW acquired from the Chicago, Rock Island and Pacific Company ("CRIP") the parallel CRIP north-south main line and thereafter, CNW rerouted its Minneapolis-Kansas City traffic over that CRIP "Spine Line" and the CNW's north-south former M&StL main line was reduced to local service only. CNW then abandoned much of the former Iowa Central/M&StL line, parts of which were either scrapped or "railbanked".

In 1988 CNW filed an application to abandon the subject Line in ICC Docket No. AB-1 (Sub-No. 217). The CNW application was granted by the Interstate Commerce Commission ("ICC") by Decision served February 16, 1989. The I.C.C. found in its Decision "the economic burden that

continued operation imposes upon applicant and interstate commerce outweighs the adverse consequences that the loss of this rail service will have on shippers and the community, and that, on balance, the abandonment application should be granted." (Decision, at page 11). Following that Decision CNW and NCRA negotiated the purchase of the Line and as a result, NCRA was "authorized to acquire the Line" by the I.C.C. and the CNW application to abandon was dismissed pursuant to an I.C.C. Decision served on June 12, 1989. No operations have occurred over the Line since 2009.

(6) A brief summary of documents in NCRA's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

Response: There are no drawings available.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R., 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

Response: There would be no adverse effects. The Line does not include any stations or sidings where historically or architecturally significant company constructed-buildings exist. Abandonment of the right-of-way and possible leveling of the grade would not affect any archaeological evidence since the property would only be returned to its original usage. Any alterations to the property would have been done during the original construction of the rail Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

Response: None.

(9) Within 30 days of receipt of the Historic Report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public right-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American).

Response: Not applicable.

CERTIFICATION PURSUANT TO 49 C.F.R. 1105.7(c)

North Central Railway Association, Inc., by and through its authorized representative, T. Scott Bannister, certifies that on January 17, 2013, copies of the draft Environmental and Historical Reports were sent by first class mail to the following agencies:

Hardin County Board of Supervisors
Hardin County Courthouse
1215 Edgington Avenue
Eldora, IA 50627

Franklin County Board of Supervisors
Franklin County Courthouse
12 – 1st Avenue NW
Hampton, IA 50441

Mayor Jim Daggs
City Hall
208 State Street
Ackley, IA 50601

Mayor
Geneva City Hall
Geneva, IA 50633

Iowa Department of Economic Development
(State Clearinghouse)
Division of Community Progress
200 East Grand Avenue
Des Moines, IA 50309

United States Army Corps of Engineers
Mississippi Valley Division
1400 Walnut Street
P. O. Box 80
Vicksburg, MS 39181

United States Army Corps of Engineers
Rock Island District
Attn: Rian W. Haneks, District Counsel

Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

US Fish and Wildlife Service-Region 3
One Federal Drive, BHW Federal Building
Ft. Snelling, MN 55111

National Park Service - Midwest Region
601 Riverfront Drive
Omaha, NE 68102

USDA-NRCS
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

US EPA - Region 7
901 N. 5th Street
Kansas City, KS 66101

Iowa Department of Natural Resources
Environmental Protection Division
Wallace State Office Building
502 East 9th Street
Des Moines, IA 50319

NOAA -National Geodetic Survey
Geodetic Services Division
Room 9292. NGS/12
1315 East-West Hwy
Silver Spring, MD 20910-3282

Iowa State Historical Society
Review and Compliance
600 East Locust Street
Des Moines, IA 50319

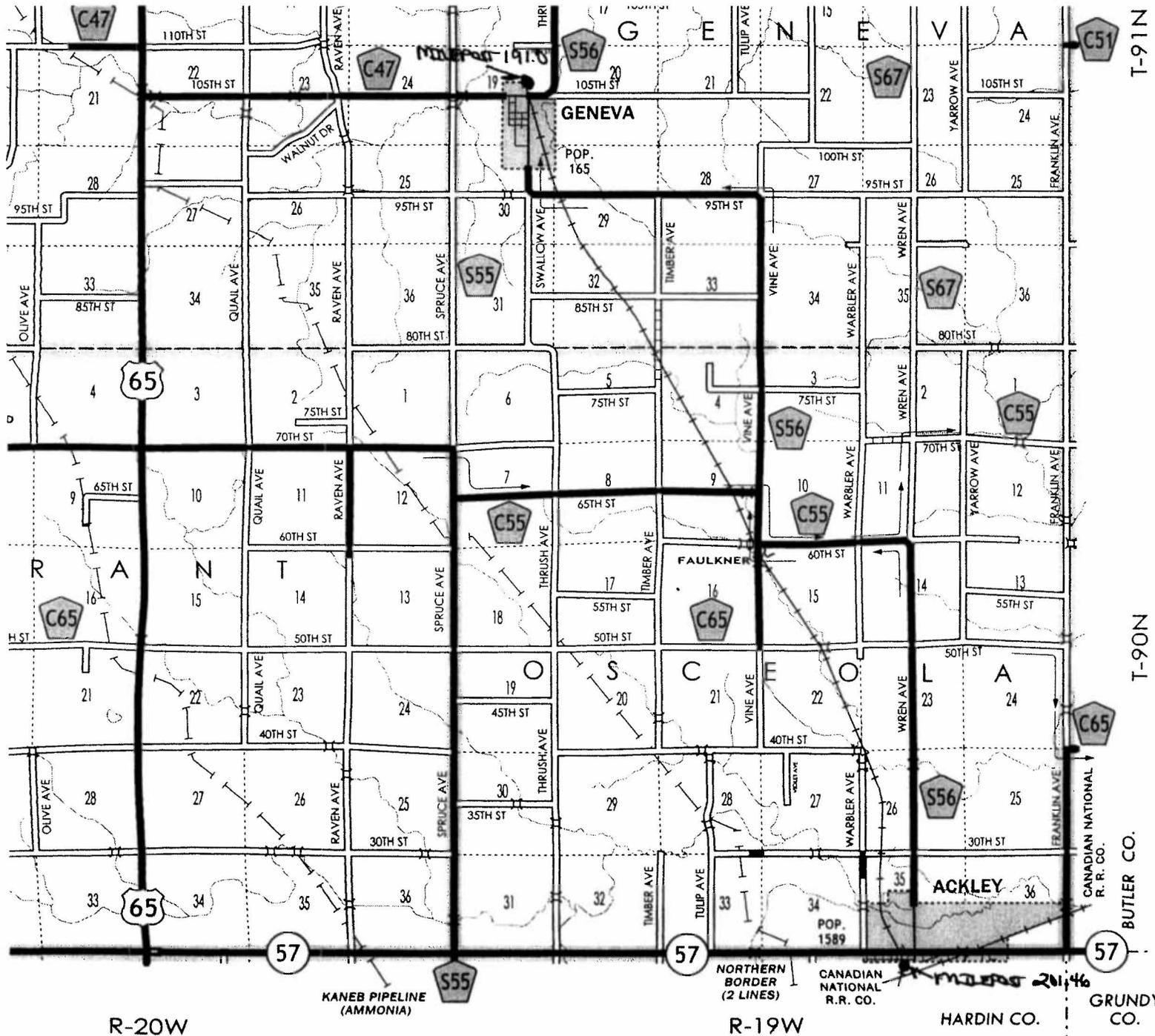
A handwritten signature in black ink, appearing to read 'T. Scott Bannister', written over a horizontal line.

T. SCOTT BANNISTER

Dated: May 9, 2013

EXHIBIT "A"

MAPS OF THE LINE



T-91N

T-90N

R-20W

R-19W

HARDIN CO.

BUTLER CO.
GRUNDY CO.

EXHIBIT "B"

RESPONSES TO DRAFT ENVIROMENTAL AND HISTORIC REPORT

CITY OF ACKLEY

208 STATE STREET
ACKLEY, IOWA 50601

OFFICE OF THE MAYOR
641-847-2623
ackleypublishing@mchsi.com

T. Scott Bannister
111 – SW 56th Street
Des Moines, IA 503122

RE: STB Docket # AB-586 (Sub 3X)

Dear Sir:

On behalf of the City of Ackley, as property owner of lands designated as “Prairie Bridges Park”, and also on behalf of the Friends of Prairie Bridges Park, who manage the park facilities for the City of Ackley, I am responding to the request for comments on the abandonment of this rail line through the City of Ackley and the parcels of land that make up Prairie Bridges Park.

Since this rail line runs directly through Prairie Bridges Park, dividing the west one-third of the land and the east two-thirds, the City of Ackley and Prairie Bridges Park have a definite interest in obtaining ownership of that section of this rail line, or the necessary easements to maintain unrestricted access from the west side of the Park to the east, and vice versa.

The City of Ackley and Prairie Bridges Park would also be supportive of making this rail-bed into a walking or biking trail – again – as long as access between the two segments of the park - east and west - are not restricted.

We further believe that any trails made on this abandoned rail-bed will benefit Prairie Bridges Park, and we also feel that the amenities of Prairie Bridges Park would benefit the trails system.

Pg. 2

We trust that all who have, or will have, a part in the decision-making on this project, will recognize the importance of maintaining access to all of Prairie Bridges Park, and not letting this portion of the rail-bed fall into hands that may not have the best interests of Prairie Bridges Park in their plans.

If you need further input or information from the City of Ackley, and/or Prairie Bridges Park – you may contact me anytime at the location, phone number, or email address listed above.

Our Sincere Appreciation for your inclusion of us in these proceedings.

Sincerely Yours,

James B. Daggs, Mayor

Scott Bannister

From: Simon Monroe [simon.monroe@noaa.gov]
Sent: Thursday, February 28, 2013 1:08 PM
To: sbannister@iowanorthern.com
Cc: Surface Transportation Board; Lucy Hall; Simon Monroe
Subject: NGS Response, STB Docket AB-586 (SUB NO. 003X)

Thank you for sharing your railroad abandonment environmental report for GENEVA, Franklin & Hardin Counties, IOWA.

Approximately 00 geodetic survey marks may be located in the area described. 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/>

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No Stations Found.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

5600 American Boulevard West, Suite 990
Bloomington, Minnesota 55437-1458

IN REPLY REFER TO:

FWS/NWRS-RE - General
Railroad Abandonments

February 28, 2013

T. Scott Bannister, Counsel for North Central Railway Association, Inc.
Attorney and Counselor at Law
111 56th Street
Des Moines, Iowa 50312

Dear Mr. Bannister:

Thank you for the opportunity to comment on the proposed abandonment of a portion of the North Central Railway between approximately milepost 201.46 and at or near approximately milepost 191.0 in Franklins and Hardin Counties, Iowa; STB Docket No. AB-586(Sub 3X).

We have researched our ownership in the vicinity and have determined we do not own any lands or interests in land in the vicinity of the proposed abandonment. We do not have any concerns regarding real estate matters in the proposal.

Sincerely,

Patrick G. Carroll
Senior Realty Officer
Division of Realty

CULTURAL AFFAIRS

MARY COWNIE, DIRECTOR
CHRIS KRAMER, DEPUTY DIRECTOR

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

February 21, 2013

In reply refer to:
R&C#: 121000010



T. Scott Bannister, Counsel for North Central Railway Association, Inc.
Attorney and Counselor at Law
111 56th Street
Des Moines, Iowa 50312

RE: STB – HARDIN AND FRANKLIN COUNTIES – NORTH CENTRAL
RAILWAY ASSOCIATION, INC. – STB DOCKET NO. AB-586 (SUB-3X) –
PROPOSES TO SEEK AUTHORITY TO ABANDON RAILROAD LINE
BETWEEN MP201.46 (ACKLEY) TO MILEPOST 191.0 (GENEVA) 10.46
MILES – COMBINED ENVIRONMENTAL AND HISTORIC REPORT

Dear Mr. Bannister,

Thank you for providing additional information to our office concerning the above referenced proposed project. 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*.

Based on your information, it is our opinion that this section of track does not meet any of the eligibility criteria for listing on the National Register of Historic Places. We have no comments at this time whether there appears to be any potential that the undertaking will encounter or adversely impact archaeological properties that may be eligible for listing in the National Register of Historic Places as no information was provided in 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. Once again, 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.

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.

STATE HISTORICAL BUILDING
600 EAST LOCUST
DES MOINES, IOWA 50319

T. (515) 281-5111
F. (515) 242-6498

WWW.CULTURALAFFAIRS.ORG

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.

Sincerely,

A handwritten signature in black ink that reads "Douglas W. Jones". The signature is written in a cursive style with a large, prominent "D" and "J".

Douglas W. Jones, Archaeologist and Review and Compliance Program Manager
and Interim Deputy State Historic Preservation Officer
State Historic Preservation Office
State Historical Society of Iowa
(515) 281-4358

cc: Ralph Christian, Historian, State Historical Society of Iowa
Troy Brady, Environmental Protection Specialist, STB



Board of Supervisors
12 1st Ave NW, PO Box 26
Hampton, IA 50441

www.co.franklin.ia.us
641-456-5624
Fax: 641-456-6001

February 4, 2013

T. Scott Bannister & Associates
111 – Fifty Sixth St
Des Moines, IA 50312

RE: STB Docket No. AB-586 (Sub 3X) North Central Railway Association, Inc.
Abandonment and Discontinuance of Service – in Marshall and Hardin
Counties, Iowa. North Central Railway Association, Inc., abandoning the
railroad line between Ackley (Milepost 201.46) and near Geneva (Milepost
191.0).

Dear Scott,

In response to your letter of January 17, 2013.

Franklin County is researching options with local entities and requests an extension of
time to research options and collaborate with entities in developing a trail on the
abandoned rail.

Sincerely,

A handwritten signature in black ink that reads 'Corey Eberling'. The signature is written in a cursive, flowing style.

Corey Eberling, Chairman
Franklin County Supervisors

Corey Eberling
641.892.4726
ceberling@co.franklin.ia.us

Jerry L. Plagge
641.579.6060
jplagge@co.franklin.ia.us

Michael Nolte
641.456.5444
m nolte@co.franklin.ia.us



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

October 29, 2012

T SCOTT BANNISTER AND ASSOCIATES
Attn: T SCOTT BANNISTER
111 56TH ST
DES MOINES IA 50312

RE: Environmental Review for Natural Resources
Railroad Track abandonment
MP 201.46-MP 191.0
Franklin and Hardin County
Section 4,5,9,15,22,26,35, Township 90 N, Range 19 W
Section 19,29,30,32 Township 91N, Range 19 W

Dear Mr. Bannister,

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.

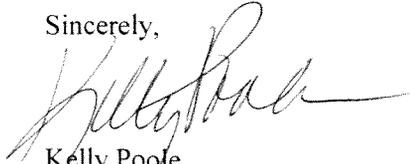
Any construction activity that bares the soil of an area greater than or equal to one acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information regarding this matter, please contact Ruth Rosdail at (515) 281-6782.

The Department administers regulations that pertain to fugitive dust IAW Iowa Administrative Code 567-23.3(2)"c." All persons shall take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of property during construction, alteration, repairing or demolishing of buildings, bridges or other vertical structures or haul roads. All questions regarding fugitive dust regulations should be directed to Jim McGraw at (515) 242-5167.

Please reference the following IDNR Environmental Review/Sovereign Land Program tracking number assigned to this project in all future correspondence related to this project: 8080.

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Kelly Poole", written in black ink.

Kelly Poole
Environmental Specialist
Conservation and Recreation Division

FILE COPY: Kelly Poole

Tracking Number: 8080

cmz



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

October 30, 2012

T SCOTT BANNISTER ESQ
T SCOTT BANNISTER AND ASSOCIATES
111 56TH ST
DES MOINES IA 50312

RE: Railroad Track Abandonment
MP 201.46-MP 191.0
Franklin and Hardin Counties
Sections 4,5,9,15,22,26,35, Township 90 N, Range 19 W
Section 19,29,30,32 Township 91N, Range 19 W

Dear Mr. Bannister:

This letter is in response to the September 28, 2012 letter concerning the abandonment of railroad track. Thank you for inviting our 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/other/files/jointpermit.pdf>.

An electronic copy of the application form and instructions may also be obtained on the Corps' website: <http://www.mvr.usace.army.mil>. Click on "Obtain a Permit?" on the left side of the screen; then click on "Application Forms & Instructions"; and then "Iowa".

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

Sincerely,

A handwritten signature in cursive script that reads "Christine M. Schwake".

Christine Schwake
Environmental Specialist



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

(Use cc 7140)

TRANSMITTAL FORM

TO: NORTH CENTRAL RAILWAY ASSN INC
CO T SCOTT BANNISTER ESQ
T SCOTT BANNISTER AND ASSOCIATES
111 56TH STREET
DES MOINES IA 50312

FROM: Jeff Simmons
Water Resource Section

PHONE: (515) 281-8968

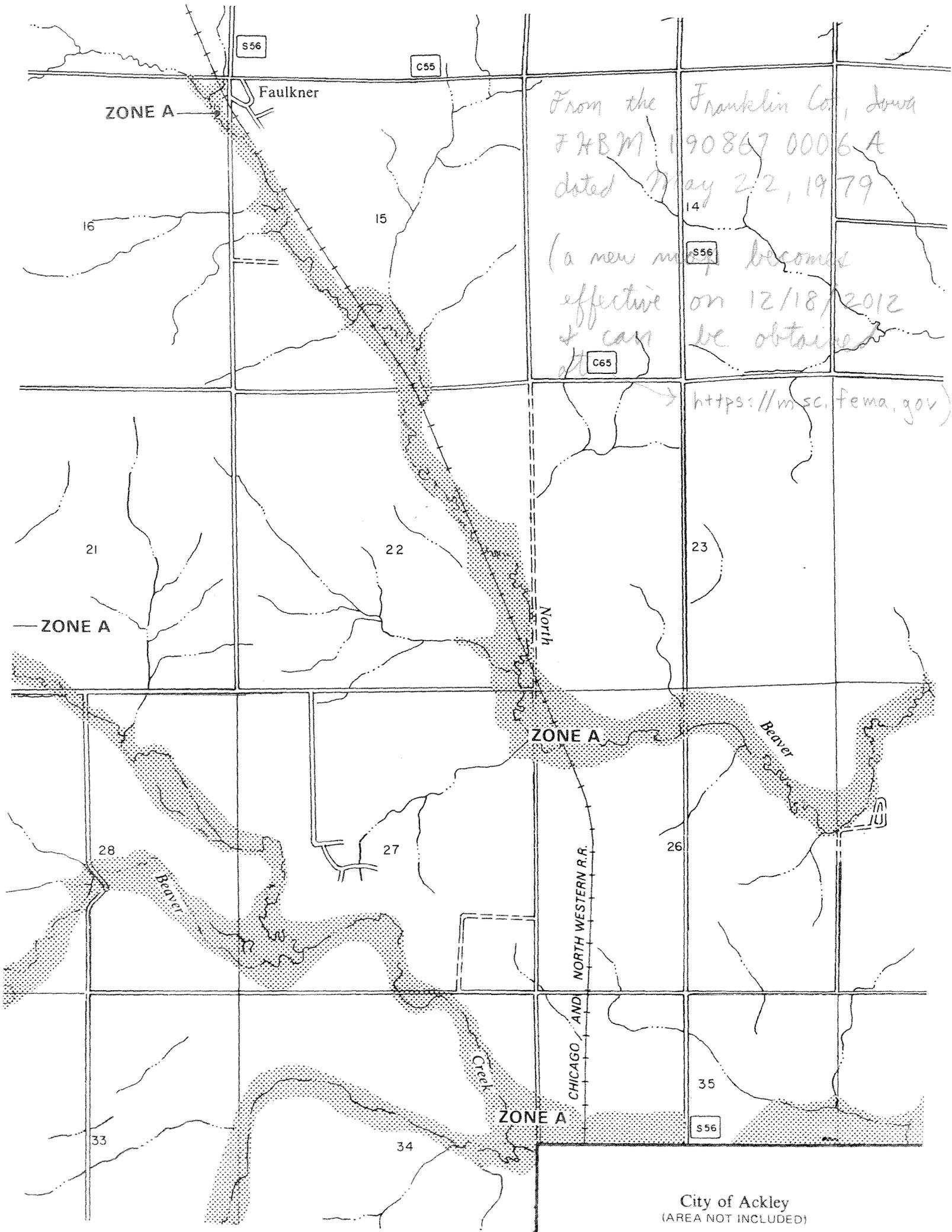
DATE: 10-17-2012

Enclosed or attached is the following:

Table with 2 columns: No. and Description. Row 1: 1, Copy of a portion of Franklin County, Ia F&RM 190867 0006 A dated May 22, 1979 - published by FEMA. Row 2: 1, Copy of a portion of Hardin County, Ia F&RM 19083C 0080C dated June 19, 2012 - published by FEMA.

- For your information and use
As requested
Review and comment
Necessary action
Please return
As noted below

REMARKS: The Zone A (shaded/dots) areas are places that have been identified as the 100-year frequency flood plain. The Department does not know whether the railroad line abandonment will affect any 100-year flood plains, but sending maps anyway for your use.



S56

C65

Faulkner

ZONE A

From the Franklin Co., Iowa
 FHBM 190867 0006 A
 dated May 22, 1979

14

(a new map becomes
 effective on 12/18/2012
 & can be obtained
 at

S56

C65

→ <https://m.sc.fema.gov>

16

15

21

22

23

ZONE A

ZONE A

Beaver Creek

NORTH WESTERN R.R.

28

27

26

Beaver Creek

CHICAGO AND

35

ZONE A

S56

33

34

City of Ackley
 (AREA NOT INCLUDED)

From the
Hardin Co., SO
J & R M.

19083C0080C
dated 6/19/2012

FLOOD HAZARD INFORMATION
IS NOT SHOWN ON THIS MAP
IN AREAS OUTSIDE OF
HARDIN COUNTY AND THE
CITY OF ACKLEY

NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED
WITHIN TOWNSHIP 90 NORTH, RANGE 19 WEST.

City of Ackley
190386

WARBLER AVE
34
FRANKLIN COUNTY
CITY OF ACKLEY

ZONE A
35

CHICAGO CENTRAL
& PACIFIC RR
Beaver Creek
42° 33' 45"

93° 03' 45"

Scott Bannister

From: Jones, Doug [DCA] [Doug.Jones@iowa.gov]
Sent: Thursday, October 11, 2012 10:03 AM
To: sbannister@iowanorthern.com
Cc: Jones, Doug [DCA]; Christian, Ralph [DCA]; Strand, June [DCA]; Troy.Brady@stb.dot.gov
Subject: 121000010 North Central Railway Association Docket AB-586 in Hardin and Franklin Counties.pdf
Attachments: 121000010 North Central Railway Association Docket AB-586 in Hardin and Franklin Counties.pdf

Attached 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 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. Feel free to contact me by email or phone.

Douglas W. Jones, Archaeologist and Review and Compliance Program Manager
and Interim Deputy State Historic Preservation Officer
State Historic Preservation Office
State Historical Society of Iowa
(515) 281-4358

IOWA DEPARTMENT OF

CULTURAL AFFAIRS

MARY TIFFANY COWNIE, DIRECTOR

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

October 11, 2012

In reply refer to:
R&C#: 121000010

STATE
HISTORICAL
SOCIETY of
IOWA
JEROME THOMPSON
ADMINISTRATOR

IOWA ARTS
COUNCIL
MATTHEW HARRIS
ADMINISTRATOR

600 E. LOCUST
DES MOINES, IOWA
50319

T. (515) 281-5111
F. (515) 282-0502

CULTURALAFFAIRS.ORG

T. Scott Bannister, Counsel for North Central Railway Association, Inc.
Attorney and Counselor at Law
111 56th Street
Des Moines, Iowa 50312

RE: STB – HARDIN AND FRANKLIN COUNTIES – NORTH CENTRAL
RAILWAY ASSOCIATION, INC. – STB DOCKET NO. AB-586 (SUB-3X) –
PROPOSES TO SEEK AUTHORITY TO ABANDON RAILROAD LINE
BETWEEN MP201.46 (ACKLEY) TO MILEPOST 191.0 (GENEVA) 10.46
MILES

Dear Mr. Bannister,

Thank you for providing additional information to our office concerning the above referenced proposed project. 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 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 can not make any recommendations at this time whether there appears to be any potential that the undertaking will encounter or adversely impact historic properties that may be eligible for listing in the National Register of Historic Places as no information was provided in 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 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 also encourage you to provide completed Iowa Site inventory forms or the equivalent information on any railroad bridges, culverts, or associated infrastructure such as signals, depots, etc. that would be older than 50 years in age and would still exist along the line. We will be able to provide recommendations on this undertaking when this information has been 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.

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.

Sincerely,



Douglas W. Jones, Archaeologist and Review and Compliance Program Manager
and Interim Deputy State Historic Preservation Officer
State Historic Preservation Office
State Historical Society of Iowa
(515) 281-4358

cc: Ralph Christian, Historian, State Historical Society of Iowa
Troy Brady, Environmental Protection Specialist, STB

Scott Bannister

From: Merritt, James E HQ @ MVD [James.E.Merritt@usace.army.mil]
Sent: Thursday, October 11, 2012 10:27 AM
To: sbannister@iowanorthern.com
Cc: Sloan, G Rogers HQ @ MVD; Barton, Charles B MVD; Broils-cox, Robin MVD; Hancks, Rian W MVR
Subject: North Central Railway Assoc. Notice of Exemption (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Mr. Bannister:

This office has received your letter of September 28, 2012, addressed to the United States Army Corps of Engineers - Mississippi Valley Division re Surface Transportation Board Docket No. AB-586 (Sub 3X), North Central Railway Association, Inc. proposed abandonment of a rail line located . . . within Franklin and Hardin Counties, Iowa.

We have forwarded your letter to the Rock Island District Office of Counsel. The District is better able to respond as necessary to your notice. Rian Hancks is the District Counsel. His number is 309-794-5417 should you need to contact him. I understand that he has provided your notice to the District's real estate office.

If you need further assistance from the Mississippi Valley Division, you can contact me or Mr. Barton or Ms. Broils-Cox of the Division Real Estate office.

Sincerely,

Jim Merritt

James E. Merritt, Jr.
Assistant Division Counsel
CECC-MV
phone: (601) 634-5769
facsimile: (601)634-5345
James.E.Merritt@usace.army.mil
Attorney-Client Privilege
Attorney Work Product
Do Not Release Under FOIA
Do Not Copy
Do Not Forward Outside USACE

Classification: UNCLASSIFIED
Caveats: NONE



Franklin County Auditor's Office
12 – 1st Ave. NW, PO Box 26
Hampton, Iowa 50441
Website: <http://co.franklin.ia.us>

Michelle Giddings, Auditor & Commissioner of Elections
auditor@co.franklin.ia.us
Phone: 641.456.5622
Fax: 641.456.6001

October 10, 2012

T. Scott Bannister & Associates
111 – Fifty Sixth St
Des Moines, IA 50312

Dear Scott,

In response to your September 28th letter regarding the North Central Railway Association, Inc. abandoning the railroad line between Ackley (Milepost 201.46) and near Geneva (Milepost 191.0).

Enclosed please find Franklin County Flood Recovery Maps in the area where the railway is located which you requested. If you should have questions regarding these maps or for further information, please feel free to call myself or Russell Wood, Zoning Director.

To date, no future plans to develop the rail line corridor have come to my attention.

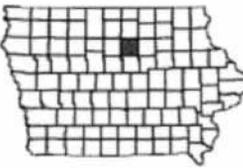
Sincerely,

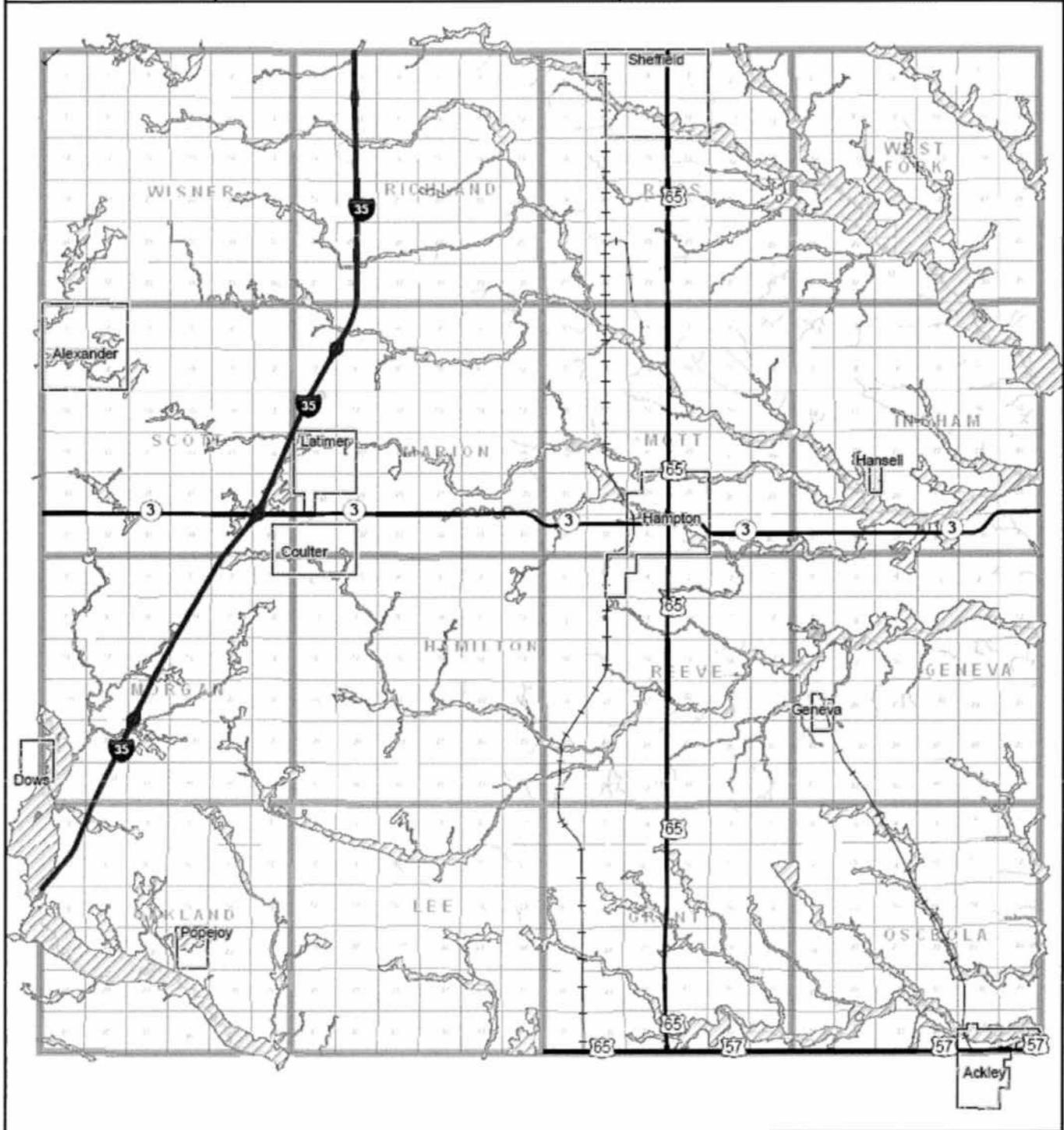
A handwritten signature in cursive script that reads 'Michelle S. Giddings'.

Michelle S. Giddings
Franklin County Auditor

Enc.

FLOOD RECOVERY MAPS

<p>Franklin County, Iowa</p> 	<p>Legend</p> <ul style="list-style-type: none"> Flood Inundation Boundary * Township Line Section Line Corporate Limits Railroad Water Type of Road Federal or State Highway Interstate Highway 	<div style="text-align: center;">   </div> <h2 style="text-align: center;">Franklin County, Iowa FLOOD INUNDATION MAP</h2> <p style="font-size: small;">* The Floodplain Mapping/Redelineation flood inundation boundaries are derived from the engineering information Flood Data Analysis and previously published Flood Insurance Rate Maps (FIRMs). This data was developed by the Federal Emergency Management Agency (FEMA) and delivered to Franklin County on October 1, 2005. The primary flood inundation boundary depicted is the 1%-annual-chance flood event, commonly referred to as the 100-year flood boundary.</p>
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Franklin County, Iowa ~ Flood Inundation Map

Geneva Township



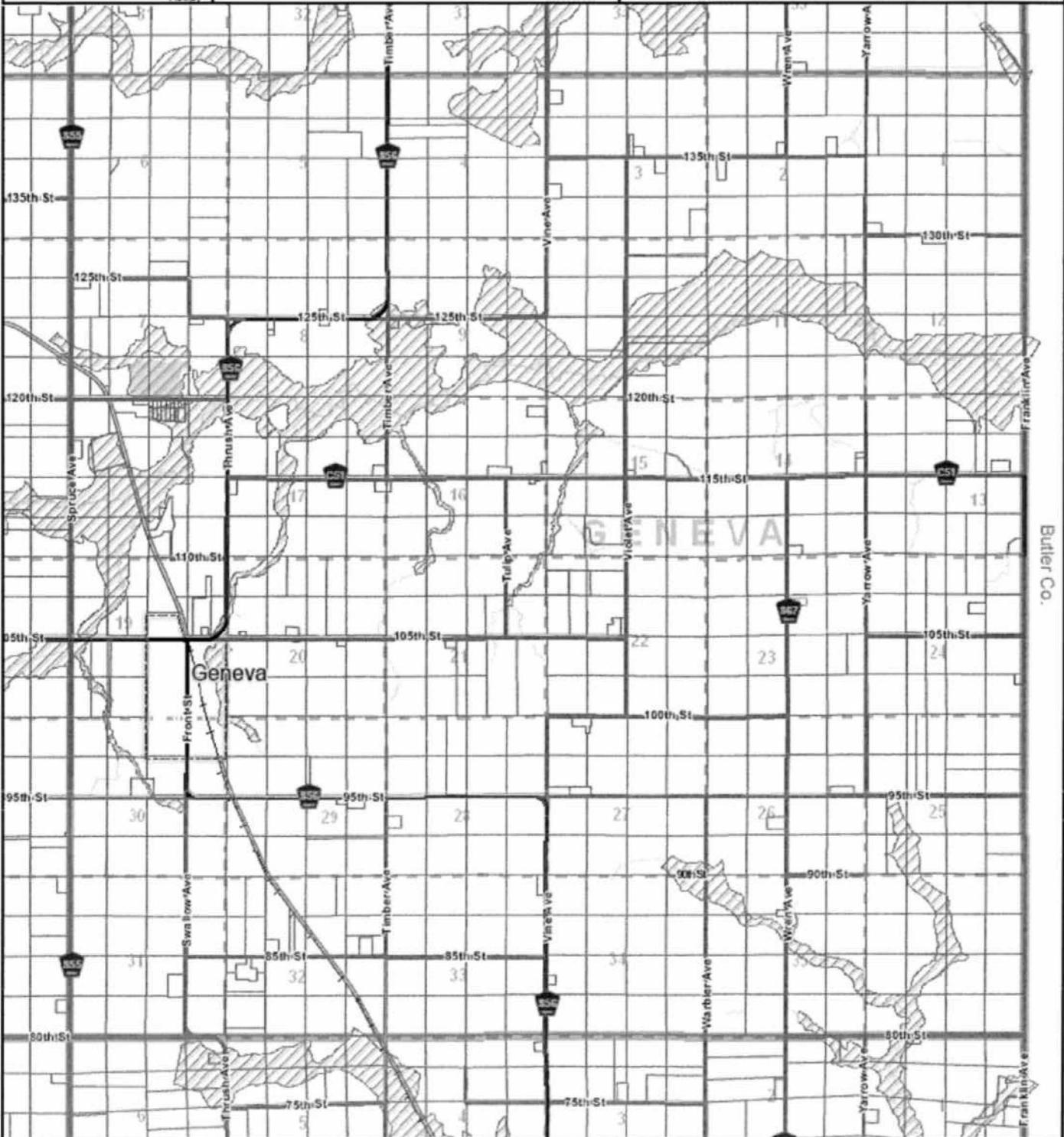
* The Floodplain Mapping/Redelineation food inundation boundaries are derived from the engineering information Flood Data Analysis and previously published Flood Insurance Rate Maps (FIRMs). This data was developed by the Federal Emergency Management Agency (FEMA) and delivered to Franklin County on October 1, 2009. The primary food inundation boundary depicted is the 1%-annual-chance food event, commonly referred to as the 100-year food boundary.

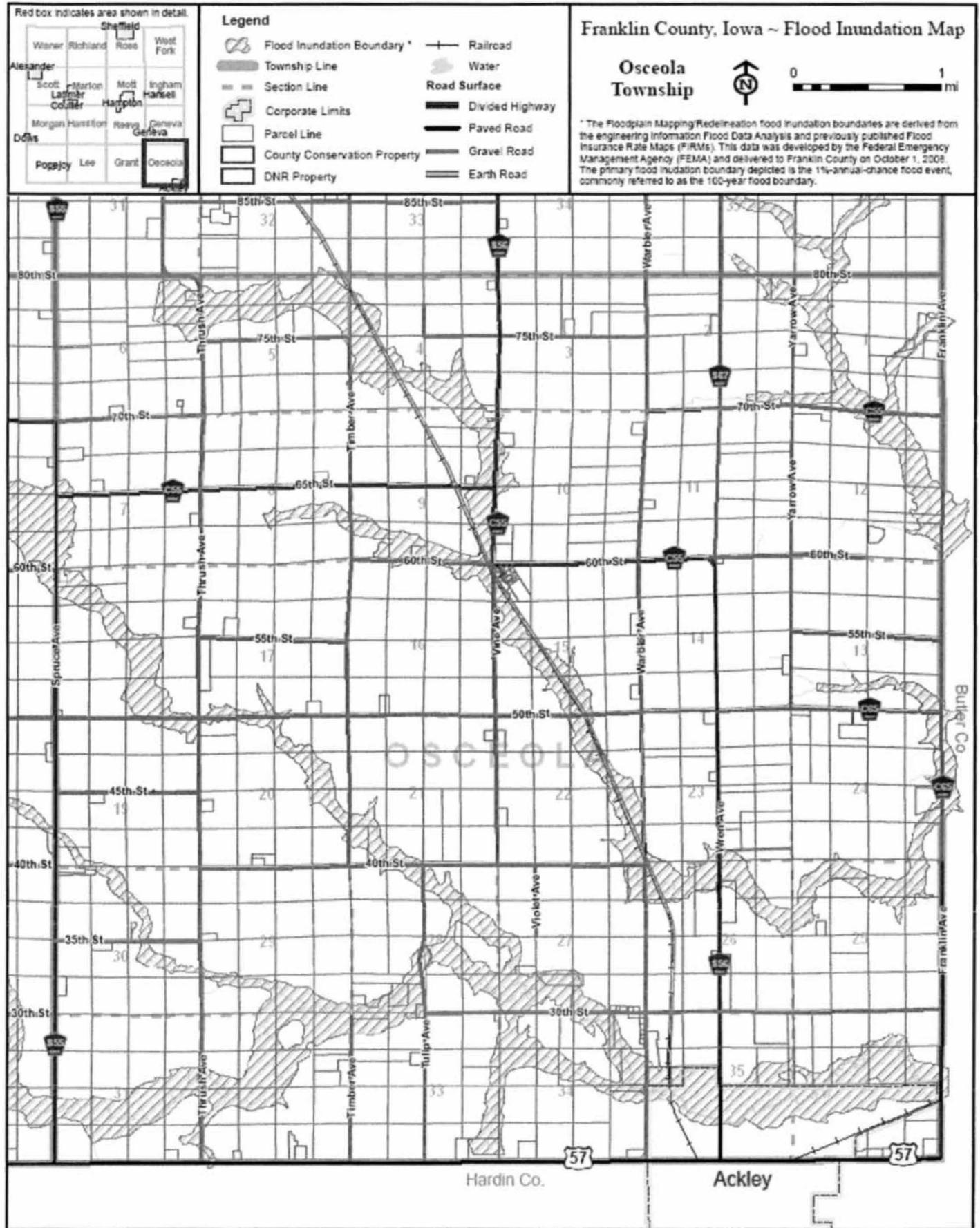
Red box indicates area shown in detail.



Legend

- Flood Inundation Boundary *
- Township Line
- Section Line
- Corporate Limits
- Parcel Line
- County Conservation Property
- DNR Property
- Railroad
- Water
- Road Surface
- Divided Highway
- Paved Road
- Gravel Road
- Earth Road







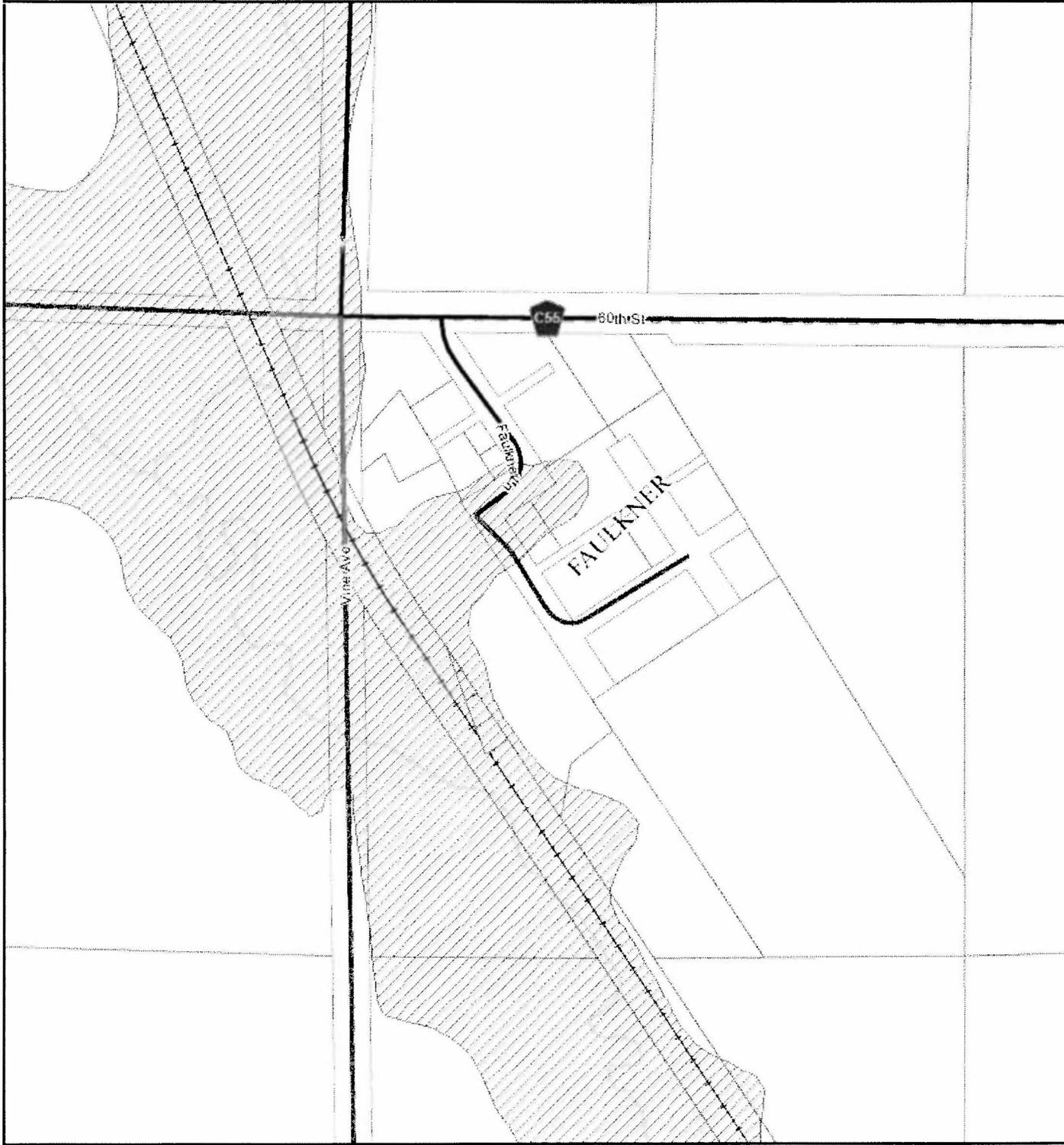
Legend

	Flood Inundation Boundary *		Railroad
	Township Line		Water
	Section Line	Road Surface	
	Corporate Limits		Divided Highway
	Parcel Line		Paved Road
	County Conservation Property		Gravel Road
	DNR Property		Earth Road

Franklin County, Iowa ~ Flood Inundation Map

Faulkner Unincorporated Area

* The Floodplain Mapping/Redelineation flood inundation boundaries are derived from the engineering information Flood Data Analysis and previously published Flood Insurance Rate Maps (FIRMs). This data was developed by the Federal Emergency Management Agency (FEMA) and delivered to Franklin County on October 1, 2008. The primary flood inundation boundary depicted is the 1%-annual-chance flood event, commonly referred to as the 100-year flood boundary.



Scott Bannister

From: Sean Porter [seanporter82@yahoo.com]
Sent: Friday, October 26, 2012 6:17 PM
To: sbannister@iowanorthern.com
Subject: Geneva area flood plain
Attachments: misc 002.jpg; misc 003.jpg; misc 001.jpg

To whom it may concern:

Attached is the map of Geneva along with the surrounding area flood plains. Please let me know if you need anything else.

Thanks,

Sean Porter
City of Geneva Mayor

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevation determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

-  1% Annual Chance Floodplain Boundary
-  0.2% Annual Chance Floodplain Boundary
-  Floodway boundary
-  Zone D boundary
-  CBRS and OPA boundary
-  Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevation, flood depths, or flood velocities.
-  Base Flood Elevation line and value; elevation in feet*
-  Base Flood Elevation value where uniform within zone; elevation in feet*

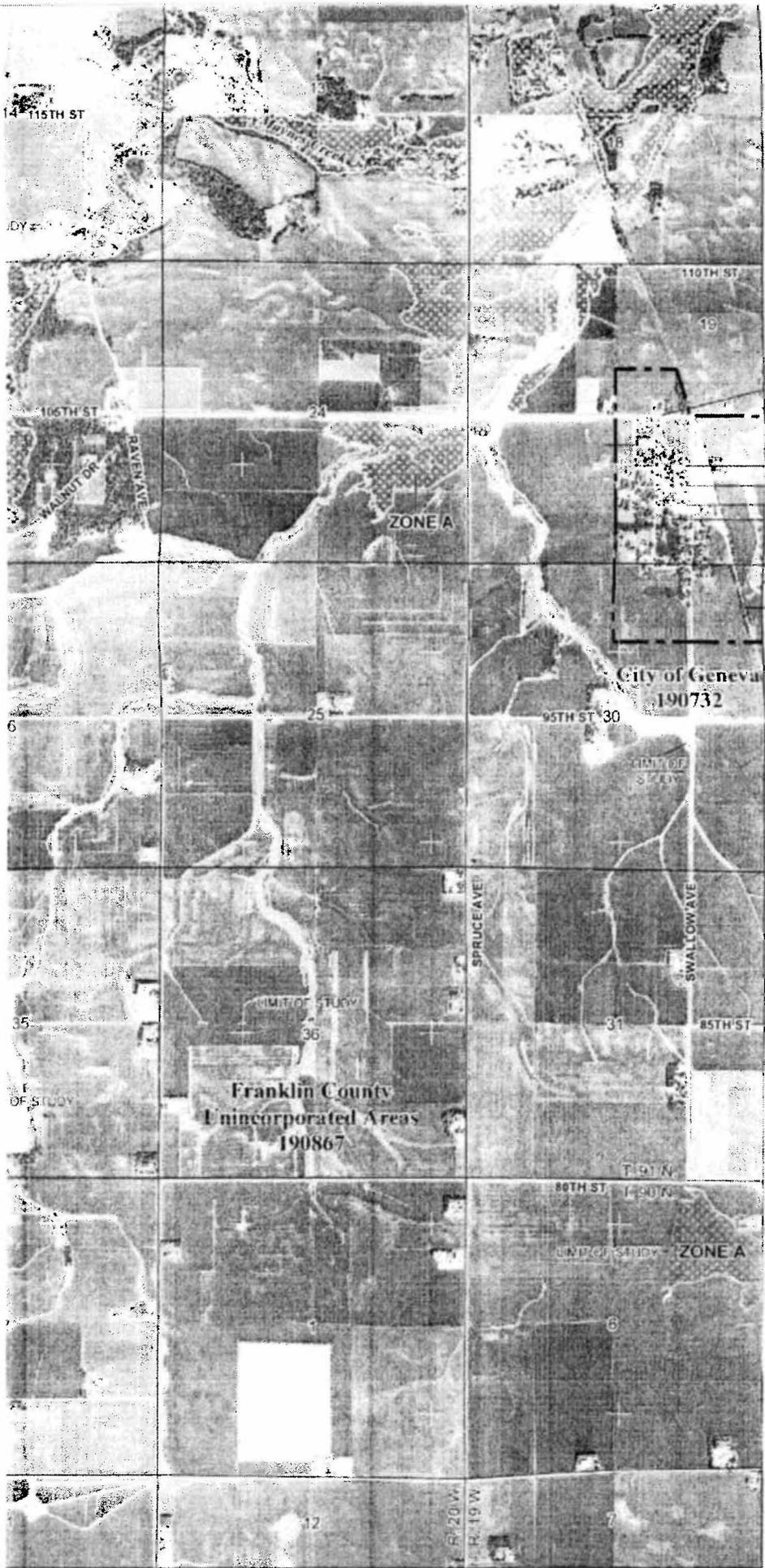
*Referenced to the North American Vertical Datum of 1988

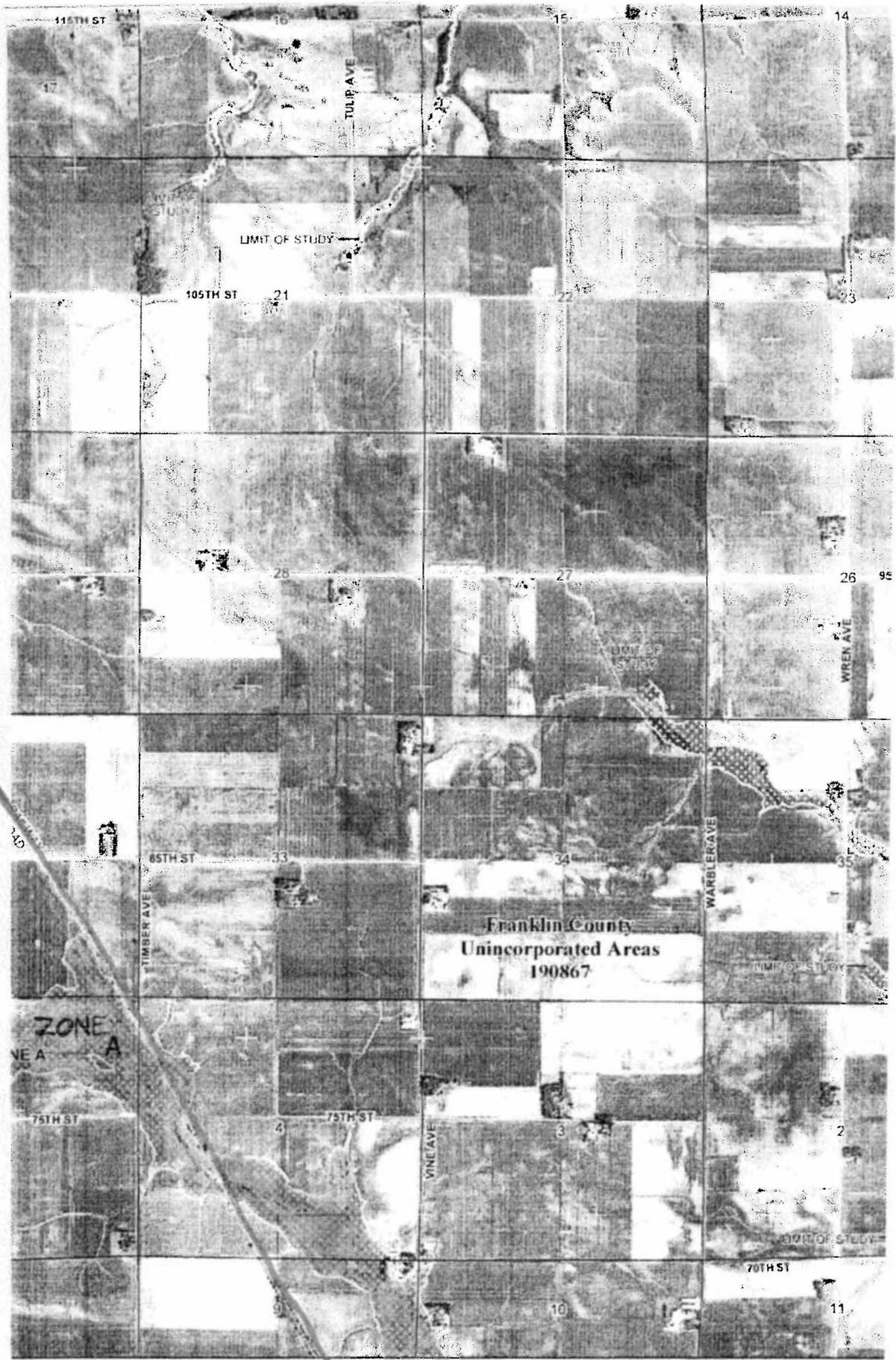
-  Cross section line
-  Traverse line
- 45° 02' 08", 83° 02' 12" Geographic coordinates referenced to the North American Datum 1983 (NAD 83) Western Hemisphere
- 89⁰⁰⁰⁰ N 1000-meter Universal Transverse Mercator grid values, zone 15
- DX5510 X Bench mark (see explanation in Notes to Users section of this FIP panel)
- M1.5 River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL





Franklin County
Unincorporated Areas
190867

ZONE A

115TH ST

10

15

14

17

TULIP AVE

LIMIT OF STUDY

LIMIT OF STUDY

105TH ST

21

23

26

27

26

95

WREN AVE

LIMIT OF STUDY

ROAD

85TH ST

33

34

WARBLER AVE

35

LIMIT OF STUDY

ZONE A

75TH ST

4

75TH ST

VINE AVE

3

2

70TH ST

10

11

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