

UNION PACIFIC RAILROAD  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606-1718

P 312.777.2055  
F 877.213.4433  
[mackshumate@up.com](mailto:mackshumate@up.com)

Mack H. Shumate, Jr.  
Senior General Attorney, Law Department

July 2, 2012

232529

**VIA E-FILE**

The Honorable Cynthia T. Brown  
Chief, Section of Administration  
Surface Transportation Board  
395 E. Street, S.W., Room #100  
Washington, DC 20423-0001

**ENTERED**  
Office of Proceedings  
July 2, 2012  
Part of  
Public Record

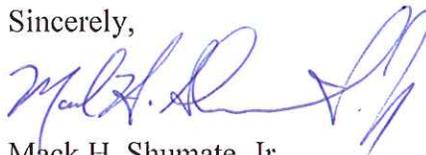
**Re: Proposed Abandonment of the Ankeny Industrial Lead from Milepost 4.7 Near Des Moines to Milepost 10.5, the End of the Line at Ankeny, a Total Distance of 5.8 Miles, in Polk County, Iowa; STB Docket No. AB-33 (Sub-No. 310X)**

Dear Ms. Brown:

Attached for filing in the above-referenced docket is Union Pacific Railroad Company's ("Union Pacific") Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Notice of Exemption to Abandon the Line on or after July 23, 2012.

Sincerely,



Mack H. Shumate, Jr.  
Senior General Attorney

Attachment

AB-33(Sub-No. 310X)2012\_07\_02\_STB-EHR.Ltr.doc



**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

---

**Docket No. AB-33 (Sub-No. 310X)**

**UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN POLK COUNTY, IOWA  
(ANKENY INDUSTRIAL LEAD)**

---

**Combined Environmental and Historic Report**

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr.  
Senior General Attorney  
101 North Wacker Drive, #1920  
Chicago, Illinois 60606  
Tel: 312-777-2055  
Fax: 877-213-4433  
[mackshumate@up.com](mailto:mackshumate@up.com)

Dated: July 2, 2012  
Filed: July 2, 2012

BEFORE THE  
SURFACE TRANSPORTATION BOARD

---

Docket No. AB-33 (Sub-No. 310X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN POLK COUNTY, IOWA  
(ANKENY INDUSTRIAL LEAD)

---

**Combined Environmental and Historic Report**

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report ("EHR") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of the Ankeny Industrial Lead, from Milepost 4.7 near Des Moines to Milepost 10.5, the end of the Line at Ankeny, a total distance of 5.8 miles in Polk County, Iowa (the "Line"). The Line traverses U.S. Postal Service Zip Codes 50313, 50021, and 50023. UP anticipates that it will file a Notice of Exemption to abandon the Line on or after July 23, 2012.

A map of the Line (**Attachment No. 1**), and UP's letter to federal, state and local government agencies (**Attachment No. 2**) are attached to this EHR. Responses received thus far to UP's letters are also attached.

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

**(1) Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

**Response:** The proposed action involves an exempt abandonment of a portion of UP's Ankeny Industrial Lead. The Line proposed for abandonment extends from Milepost 4.7 near Des Moines to milepost 10.5, the end of the Line at Ankeny, in Polk County, Iowa, a total distance of 5.8 miles. A map of the Line is attached as **Attachment No. 1.**

The Line was originally constructed in 1874 by the Des Moines and Minneapolis Railway. It is currently constructed with a mix of 100 pound jointed rail laid second hand in 1935 and 112 pound jointed rail laid second hand in 1978. There are no structures or bridges on the Line. See **Attachment No. 1.**

The Line proposed for abandonment contains both fee and reversionary property. Based on Railroad's records, the Line does not contain federally granted right-of-way. Any documentation in the UP's possession related to the Line will be made available promptly to those requesting it.

After the proposed abandonment, UP will continue to provide rail service from the remaining portion of the Ankeny Industrial Lead and its other lines in the Des Moines area. Rail service at Des Moines is also available from BNSF Railway, Norfolk Southern, and Iowa Interstate. The Line lies in the north central portion of the Des Moines metropolitan

area, which is well served by local roads and major highways such as Interstate 80, which crosses the Line, and Interstate 35, which runs parallel within two miles of the entire Line.

No local traffic has moved over the Line during the past two years, and there is no overhead traffic. No complaint regarding cessation of service has been filed, is pending, or has been ruled upon in favor of a complainant in at least two years.

**(2) Transportation System.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

**Response:** Given that no traffic uses the Line, the proposed abandonment will have no impact on area transportation systems and patterns.

**(3) Land Use.**

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. §1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. §10905 and explain why.

**Response:**

(i) UP is unaware of any adverse effects on local and existing land use plans. The Polk County Board of Supervisors has been contacted. To date, UP has not received a response.

(ii) The Natural Resources Conservation Service ("NRCS") has been contacted. To date, UP has not received a response.

(iii) Not Applicable.

(iv) It is UP's opinion that the right of way proposed for abandonment is not suitable for public purposes including roads or highways, other forms of mass transportation, or energy production or transmission, as the area is adequately served by existing roads and utility lines at the present time. UP believes the property is suitable for conservation and use as a public hike and bike trail.

**(4) Energy.**

(i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

**Response:** (i) There are no effects on the transportation of energy resources.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no change in energy consumption from the proposed action.

(iv) (A)(B) UP does not anticipate that there will be any rail-to-motor diversion.

**(5) Air.** (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

**Response:** UP does not anticipate any such effects.

**(5) Air.** (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

**Response:** There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

**(5) Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

**Response:** The proposed action will not affect the transportation of ozone depleting materials.

**(6) Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

**Response:** Not applicable.

**(7) Safety.**

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

**Response:** (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous materials waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

**(8) Biological resources.**

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

**Response:** (i) The response of the U.S. Fish and Wildlife Service is attached as **Attachment No. 3**. The agency's letter does not describe any potential adverse effect on endangered or threatened species or critical habitat.

(ii) The National Park Service has been contacted. To date, UP has not received a response.

**(9) Water.**

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. §1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. §1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

**Response:** (i) The U. S. Environmental Protection Agency Regional Office and Iowa Environmental Protection Agency have been contacted. To date no response has been received.

(ii) UP is in follow up consultation with the Corps to confirm if any permits under Section 404 are necessary and will notify the Board of the outcome of those discussions. UP has informed the Corps that, given the absence of bridges on the Line and UP policy that embankments remain in place, it does not foresee any discharge of dredged or fill material due to salvage activities.

(iii) UP does not anticipate that there will be any requirements for Section 402 permits.

**(10) Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

**Response:** There are no known adverse environmental impacts.

**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:** See **Attachment No. 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 considered in this abandonment traverses a mix of residential, commercial, and industrial areas extending north from Des Moines to Ankeny and is typically 100 feet in width. The topography is generally flat.

(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:

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

**Response to (3) and (4):** There are no structures 50 years old or older.

(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:** See UP's response to question (1) in the Environmental Report for a brief history and description.

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

**Response:** UP does not have any relevant documentation.

(7) An opinion (based on readily available information in the UP'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:** UP submitted historical information to the State Historic Preservation Office of the State Historical Society of Iowa along with an archaeological site file review conducted by the University of Iowa. After review of this information, the Office sent to UP a May 15, 2012 letter stating that the Office would be able to concur with a determination by the Board that no historical properties would be affected by the proposed action. See **Attachment No. 4.**

(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.

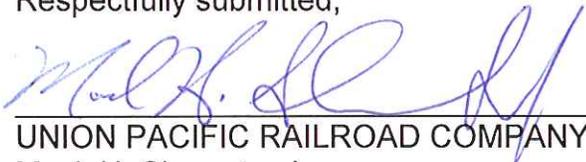
**Response:** UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified non-railroad 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 rights-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.

Dated this 2nd day of July, 2012.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr.

Senior General Attorney

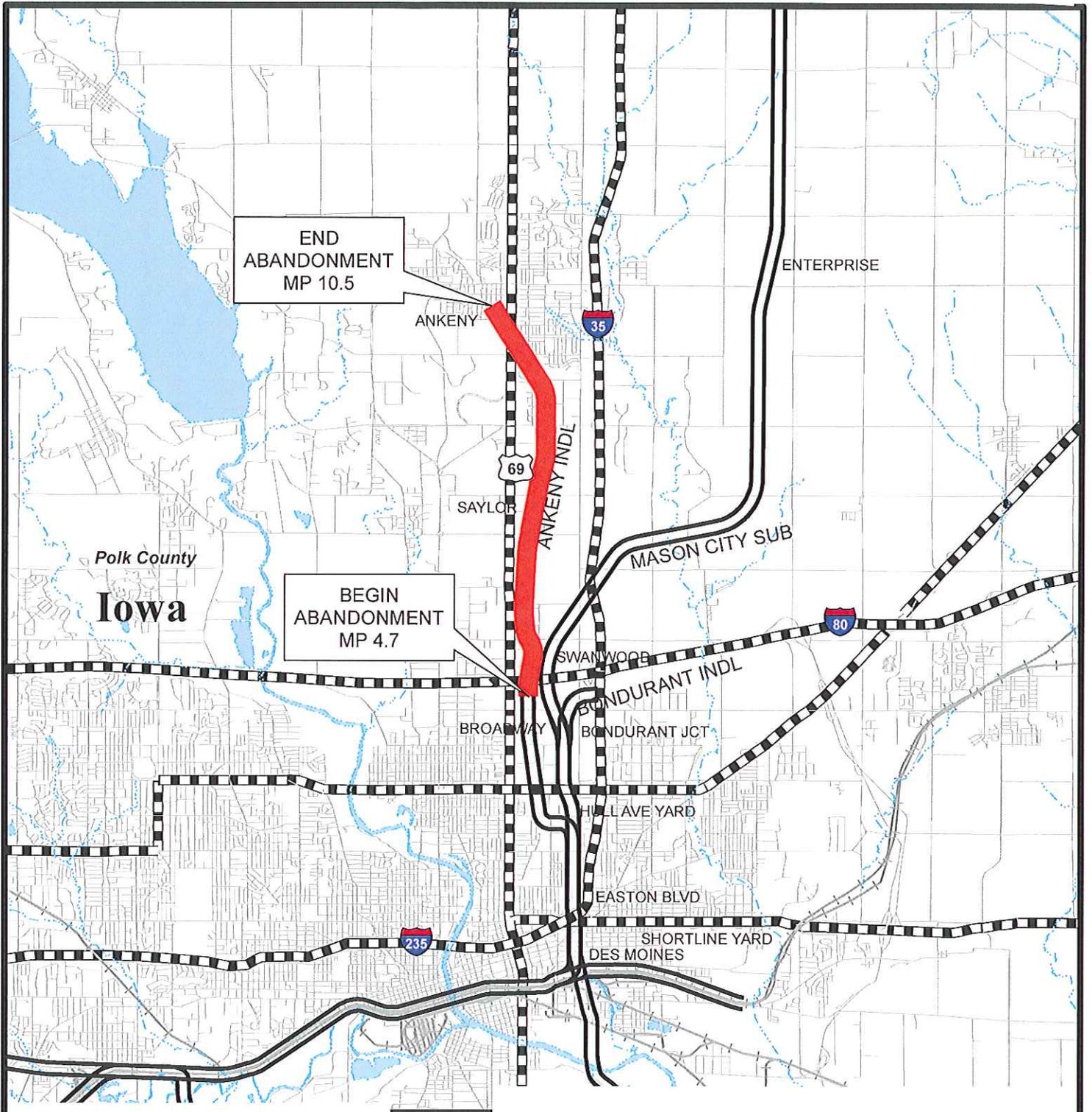
101 North Wacker Drive, #1920

Chicago, Illinois 60606

Tel: 312-777-2055

Fax: 877-213-4433

mackshumate@up.com



### ANKENY INDUSTRIAL LEAD

MP 4.7 TO MP 10.5  
TOTAL OF 5.8 MILES IN POLK COUNTY  
IN IOWA

NOTE : THERE ARE NO 50+ YEAR OLD STRUCTURES  
UNION PACIFIC RAILROAD CO.  
ANKENY INDUSTRIAL LEAD  
IOWA

INCLUDING 50+ YEAR OLD STRUCTURES



### Legend

-  UPRR TO BE ABANDONED
-  OTHER UPRR LINES
-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS

UNION PACIFIC RAILROAD  
1400 Douglas Street Omaha, Nebraska 68179

April 23, 2012

**State Clearinghouse (or alternate):**

Kathy Mabie  
Iowa Department of Management  
State Capitol Building Room G12  
1007 E Grand Avenue  
Des Moines, Iowa 50319

**State Environmental Protection Agency:**

Iowa Environmental Protection Agency  
210 Walnut St # 827  
Des Moines, IA 50309-2105

**Head of County:**

Polk County Board of Supervisors  
111 Court Ave # 300  
Des Moines, IA 50309-2214

**Environmental Protection Agency  
(Regional Office):**

U.S. Environmental Protection Agency  
Region 7  
901 N. 5<sup>th</sup> St.  
Kansas City, KS 66101

**State Historic Preservation Office:**

State Historic Society of Iowa  
Community Programs Bureau  
600 East Locust  
Des Moines, IA 50319-0290

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 3  
One Federal Drive  
Fort Snelling, MN 55111-4056

**U.S. Army Corps of Engineers:**

U. S. Army Corps of Engineers  
Ankeny District  
8250 Horseshoe Dr.  
Ankeny, IA 50021

**National Park Service:**

National Park Service  
Midwest Region  
601 Riverfront  
Omaha, NE 68102

**U.S. Natural Resources Conservation Service:**

State Conservationist  
Natural Resource Conservation Service  
1918 Greene St # 2  
Adel, IA 50003-1609

**National Geodetic Survey:**

National Geodetic Survey  
SSMC-3 #9209  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

Re: Proposed Out of Service Exemption to Abandon of Ankeny Industrial Lead from Milepost 4.7 near Des Moines to 10.5, the end of the line in Ankeny, a total distance of 5.8 miles in Polk County, Iowa; STB Docket No. AB-33 (Sub-No. 310X)

Dear Gentlepersons:

Union Pacific Railroad Company ("Union Pacific") plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Ankeny Industrial Lead from Milepost 4.7 near Des Moines to 10.5, the end of the line in Ankeny, a total distance of 5.8 miles in Polk County, Iowa. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F.R. Part 1105.7, Union Pacific requests, as indicated in the paragraphs below, your assistance in identifying any potential adverse effects of this proposed abandonment. Union Pacific does not anticipate any adverse environmental impacts. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate such adverse environmental impacts. Please provide Union Pacific with a written response that can be included in an Environmental Report, which will be sent to the STB.



UNION PACIFIC RAILROAD  
1400 Douglas Street Omaha, Nebraska 68179

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to the undersigned.

Sincerely,



Colleen K. Graham  
Paralegal  
Union Pacific Railroad  
Law Department  
1400 Douglas St., Stop 1580  
Omaha, NE 68179  
(w) 402-544-1643  
cgraham@up.com

CKG/

Enclosure(s)





# 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

April 26, 2012

Ms. Colleen K. Graham  
Paralegal  
Union Pacific Railroad Law Department  
1400 Douglas Street, Stop 1580  
Omaha, Nebraska 68179

Dear Ms. Graham:

Thank you for the opportunity to comment on the proposed abandonment of service on 5.8 miles of railroad line between Milepost 4.7 near Des Moines and Milepost 10.5 in Ankeny; in Polk County, Iowa, STB Docket No. AB-33 (Sub-No. 310X).

We have researched our ownerships in the vicinity and have determined we do not own any lands or interests in land in the vicinity of the proposed rail line abandonments. We do not have any concerns regarding real estate matters in the abandonments.

Sincerely,

*For*

Patrick G. Carroll  
Senior Realty Officer  
Division of Realty

IOWA DEPARTMENT OF

# CULTURAL AFFAIRS

MARY TIFFANY COWNIE, DIRECTOR

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

May 15, 2012

In reply refer to:  
R&C#: 980600043

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

Raymond E. Allamong, Jr., Senior Manager Rail Line Planning  
Union Pacific Railroad  
1400 Douglas Street  
Stop 1350  
Omaha, NE 68179

RE: STB – BUENA VISTA, CLAY AND POCAHONTAS COUNTIES – UNION  
PACIFIC RAILROAD CO. – STB DOCKET NO. AB-33 (SUB-NO.304X) –  
(ROCK ISLAND) – PROPOSED ABANDONMENT OF THE ROYAL  
INDUSTRIAL LEAD FROM MILE POST 475.15 TO MILE POST 477.10  
NEAR LAURENS – ADDITIONAL INFORMATION

Dear Mr. Allamong,

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.

Given the location and scope of the proposed undertaking, and considering the landuse history of the parcel involved, 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. Also, there appears to be little likelihood that the undertaking will encounter or adversely impact archaeological properties that may be eligible for listing in the National Register of Historic Places. Therefore, we would be able to concur with an agency's (STB) determination that **No Historic Properties will be Affected** by the implementation of this undertaking. Please forward a copy of the agency's letter of determination to our office upon its publication so that we can issue our formal concurrence and conclude our consultation on this project.

**Be advised that the successful conclusion of consultation with the SHPO in no way abrogates the agency's responsibility to consult with other parties that may have an interest in properties that may be affected by this project. Nor does it subjugate the sovereign status of federally recognized American Indian Tribes in the Section 106 consultation process.**

If design changes are made for this project which would involve undisturbed new rights-of-way or easements, please forward additional information to our office for further comment along with the Agency Official's determination of effect. If project activities uncover an item(s) that might be of archeological, historical or architectural interest, or if important new archeological, historical or architectural data should be encountered in the

project APE, the contractor should make reasonable efforts to avoid further impacts to the property until an assessment can be made by a qualified archaeologist.

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,

A handwritten signature in black ink that reads "Douglas W. Jones". The signature is written in a cursive, flowing style.

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  
Colleen K. Graham, Paralegal, Union Pacific Railroad

**CERTIFICATE OF SERVICE**

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 310X), the Ankeny Industrial Lead in Polk County, Iowa was served by First Class U.S. Mail, postage prepaid, on the 2nd day of July, 2012, on the following parties:

**State Clearinghouse (or alternate):**

Iowa Department of Management  
State Capitol Building Room G12  
1007 E Grand Avenue  
Des Moines, IA 50319

Division for Community Progress  
Iowa Department of Economic  
Development  
200 East Grand Avenue  
Des Moines, IA 50309

**State Environmental Protection**

**Agency:**

State Environmental Protection Agency  
210 Walnut St # 827  
Des Moines, IA 50309-2105

**Head of each County:**

Polk County Board of Supervisors  
111 Court Ave., #300  
Des Moines, IA 50309-2214

**Environmental Protection Agency**  
**(Regional Office):**

U.S. Environmental Protection Agency  
Region 7  
901 N. 5<sup>th</sup> St.  
Kansas City, KS 66101

**State Historic Preservation Office:**

State Historic Society of Iowa  
Community Programs Bureau  
600 East Locust  
Des Moines, IA 50319-0290

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 3  
One Federal Drive  
Federal Building  
Fort Snelling, MN 55111

**U.S. Army Corps of Engineers:**

U.S. Army Corps of Engineers  
Rock Island District  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-2004

**National Park Service:**

Planning and Compliance Office  
National Park Service  
Midwest Region  
601 Riverfront Dr.  
Omaha, NE 68102-4226

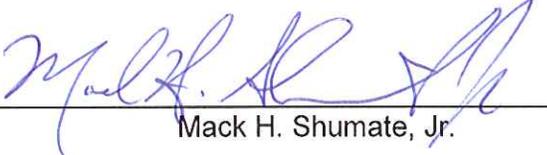
**U.S. Natural Resources Conservation**  
**Service:**

Natural Resource Conservation Service  
State Conservationist National  
Resources Service  
1918 Greene St., #2  
Adel, IA 50003-1609

**National Geodetic Survey:**

National Geodetic Survey  
Geodetic System Division  
SSMC-3 #9209  
NOAA/NGS 2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

Dated this 2nd day of July, 2012.

  
Mack H. Shumate, Jr.