

207982

June 5, 2003



VIA U.P.S. OVERNIGHT

Surface Transportation Board
Section of Environmental Analysis
1925 "K" St., N.W., Room 504
Washington, DC 20423-0001



Attention: Victoria Rutson

RE: Proposed Abandonment of the Ankeny Subdivision from M. P. 10.7 near Ankeny to M. P. 341.1 (Equation: 23.20 = 339.60) near Slater, a distance of 14.0 miles in Polk and Story Counties, Iowa; STB Docket No. AB-33 (Sub-No. 206X)

Dear Ms. Rutson:

On June 4, 2003, your office indicated that Union Pacific's original May 23, 2003 filing in the above-referenced matter had been misplaced. Therefore, enclosed is a duplicate filing in the above-referenced docket of the original and ten (10) copies of a 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. Also enclosed is a photocopy of UPS' internet tracking of the original documents verifying delivery to your office.

Union Pacific anticipates filing a Notice of Exemption in this matter on or after June 13, 2003.

Sincerely,

Mack H. Shumate, Jr.
Senior General Attorney

ENTERED
Office of Proceedings
JUN 6 2003
Part of
Public Record

Enclosures

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

UNION PACIFIC RAILROAD
101 N. Wacker Dr., Rm. 1920, Chicago, IL 60606-1718
ph. (312) 777-2055 fx. (312) 777-2065

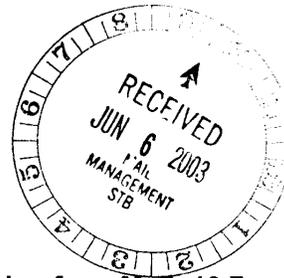
207982

May 22, 2003



VIA U.P.S. OVERNIGHT

Surface Transportation Board
Section of Environmental Analysis
1925 "K" St., N.W., Room 504
Washington, DC 20423-0001



Attention: Victoria Rutson

RE: Proposed Abandonment of the Ankeny Subdivision from M. P. 10.7 near Ankeny to M. P. 341.1 (Equation: 23.20 = 339.60) near Slater, a distance of 14.0 miles in Polk and Story Counties, Iowa; STB Docket No. AB-33 (Sub-No. 206X)

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a 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 in this matter on or after June 13, 2003.

Sincerely,

Mack H. Shumate, Jr.
Senior General Attorney

Enclosures

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Office of Proceedings

JUN - 6 2003

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Public Record

01

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

UNION PACIFIC RAILROAD
101 N. Wacker Dr., Rm. 1920, Chicago, IL 60606-1718
ph. (312) 777-2055 fx. (312) 777-2065

cc: w/enclosures

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

State Coastal Zone Management Agency

(if applicable):

Not applicable.

Head of each County:

Polk County Board of Supervisors
111 Court Avenue
County Administrative Office Building
Des Moines, IA 50309-2218

Story County Board of Supervisors
900 Sixth Street
County Courthouse
Nevada, IA 50201-2004

Environmental Protection Agency

(regional office):

U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

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 Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

**ENTERED
Office of Proceedings**

JUN - 6 2003

**Part of
Public Record**

62

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 206X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN POLK AND STORY COUNTIES, IOWA
(ANKENY SUBDIVISION)

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

Dated: May 22, 2003
Filed: May 23, 2003

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 206X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN POLK AND STORY COUNTIES, IOWA
(ANKENY SUBDIVISION)

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment and discontinuance of service from milepost 10.7 near Ankeny to milepost 341.1 (Equation: $23.20 = 339.60$) near Slater, a distance of 14.0 miles in Polk and Story Counties, Iowa (the "Line"). The Line traverses U. S. Postal Service Zip Codes 50015, 50021, and 50244.

A Notice of Exemption to abandon the Lines pursuant to 49 C.F.R. § 1152.50 (no local traffic for at least two years) will be filed on or after June 13, 2003.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letter to federal, state and local government agencies is marked **Attachment No. 2**, and hereby made a part hereof. Responses received to UP's letters to date are attached and sequentially numbered as indicated below.

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 the abandonment and discontinuance of service over the Ankeny Subdivision from milepost 10.7 near Ankeny to milepost 341.1 (Equation: $23.20 = 339.60$) near Slater, a distance of 14.0 miles in Polk and Story Counties, Iowa (the "Line"). There are no shippers on the Line. The Line was used recently by overhead traffic destined to Woodward, Iowa, but that station is now abandoned and there is no other overhead business.

The Line was constructed by the Des Moines and Minneapolis Railway in 1874. The Line is laid with an assortment of rail weights, including primarily 90-pound jointed and 115-pound welded rail, with small amounts of 100-pound jointed and 112-pound jointed and welded rail. There appear to be no reasonable alternatives to the abandonment.

Based on information in the UP's possession, the Line proposed for abandonment does not contain federally granted right-of-way. The property proposed for abandonment is not suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission because the area is adequately served by existing roads and utility lines. The Line contains reversionary property.

A map of the Line is attached as **Attachment No. 1**.

(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: There will be no effect on regional or local transportation systems and patterns and no diversion of traffic to other transportation systems or modes.

The subject Line has not been used for freight traffic for at least two years.

(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 effects 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. Polk and Story County officials have been contacted. To date UP has received no response.

(ii) The Natural Resources Conservation Services has been contacted. To date UP has received no response.

(iii) The proposed abandonment is not within a designated coastal zone.

(iv) The property proposed for abandonment is not suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission because the area is adequately served by existing roads and utility lines.

(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 in view of the absence of rail shipments on the Line.

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

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

(iv)(A)(B) There will be no 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 §§(5)(i)(A) will apply.

Response: There is no such effect anticipated.

(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.

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
Department of the Interior
1849 "C" St., N.W., #MS2540
Washington, D.C. 20240

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309-2180

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

State Historical Society of Iowa
Attn: R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
312/ 777-2055
312/ 777-2065 FAX)



May 22, 2003

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of each County:

Polk County Board of Supervisors
111 Court Avenue
County Administrative Office Building
Des Moines, IA 50309-2218

Story County Board of Supervisors
900 Sixth Street
County Courthouse
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**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
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Federal Building
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U.S. Army Corps of Engineers:

U.S. Army Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

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693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309-2180

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

State Historical Society of Iowa
Attn: R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Re: **Docket No. AB-33 (Sub-No. 206X), Union Pacific Railroad Company -
Abandonment Exemption, -- In Polk and Story Counties, IA
(Ankeny Subdivision from M. P. 10.7 near Ankeny to M. P. 341.1
(Equation: 23.20 = 339.60) near Slater) a distance of 14.0 miles.**

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

UNION PACIFIC RAILROAD
101 N. Wacker Dr., Rm. 1920, Chicago, IL 60606-1718
ph. (312) 777-2055 fx. (312) 777-2065

01

Dear Sirs:

On or after June 13, 2003, we expect to be filing with the Surface Transportation Board (STB or Board) a Notice of Exemption seeking authority to abandon and discontinue operations over the Ankeny Subdivision from M. P. 10.7 near Ankeny to M. P. 341.1 (Equation: $23.20 = 339.60$) near Slater, a distance of 14.0 miles in Polk and Story Counties, Iowa (the "Line"). The Line traverses U. S. Postal Service Zip Codes 50015, 50021, and 50244. Attached is a Combined Environmental and Historic Report which describes the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

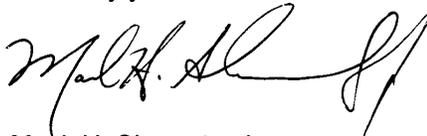
We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA) at the following address, and refer to the above-referenced Docket Numbers:

Surface Transportation Board
Section of Environmental Analysis (SEA)
1925 K Street, N.W., Room 504
Washington, D.C. 20423-0001
Telephone (202) 565-1545

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within three weeks.

The Board will consider your comments in evaluating the environmental and/or historic preservation impacts of the contemplated action. Please direct any questions concerning this proposal to our representative at the addresses and telephone numbers indicated on this letterhead.

Sincerely yours,



Mack H. Shumate, Jr.
Senior General Attorney

(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 material 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 U. S. Fish and Wildlife Service has been contacted. To date UP has received no response.

(ii) The National Park Service has been contacted. To date UP has received no 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 Iowa Department of Natural Resources has been contacted. To date UP has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted. To date UP has received no response.

(iii) It is not anticipated 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 Line is generally 100 feet in width and is adjacent to fair to good agricultural land and passes through several small towns. The topography varies from level to hilly.

(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: The State Historical Society of Iowa has been provided with photographs of the five railroad bridges included in the proposed action. A copy of the letter to the Historical Preservation Office and pictures is attached as **Attachment No. 3** and hereby made part hereof. To date UP has received no response.

(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: The bridges and their dates of construction are listed on the map, **Attachment No. 1**, and in the letter, **Attachment No 3**.

(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 the preceding pages for a brief history and description.

There have been no rail operations over the Line for at least two years. No changes in carrier operations are contemplated.

(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 believes there are no structures over fifty years old which can be found to be historic.

(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: At this time, UP knows of no historic sites or structures or archeological resources in the project area.

(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: Applicants do 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 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 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 22nd day of May, 2003.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", written in a cursive style.

UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 206X), the Ankeny Subdivision in Polk and Story Counties, Iowa was served by first class mail on the 22nd day of May, 2003 on the following:

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

State Coastal Zone Management Agency
(if applicable):

Not applicable.

Head of each County:

Polk County Board of Supervisors
111 Court Avenue
County Administrative Office Building
Des Moines, IA 50309-2218

Story County Board of Supervisors
900 Sixth Street
County Courthouse
Nevada, IA 50201-2004

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(regional office):

U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

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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 Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

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210 Walnut Street
Des Moines, IA 50309-2180

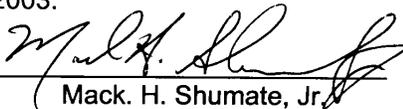
National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

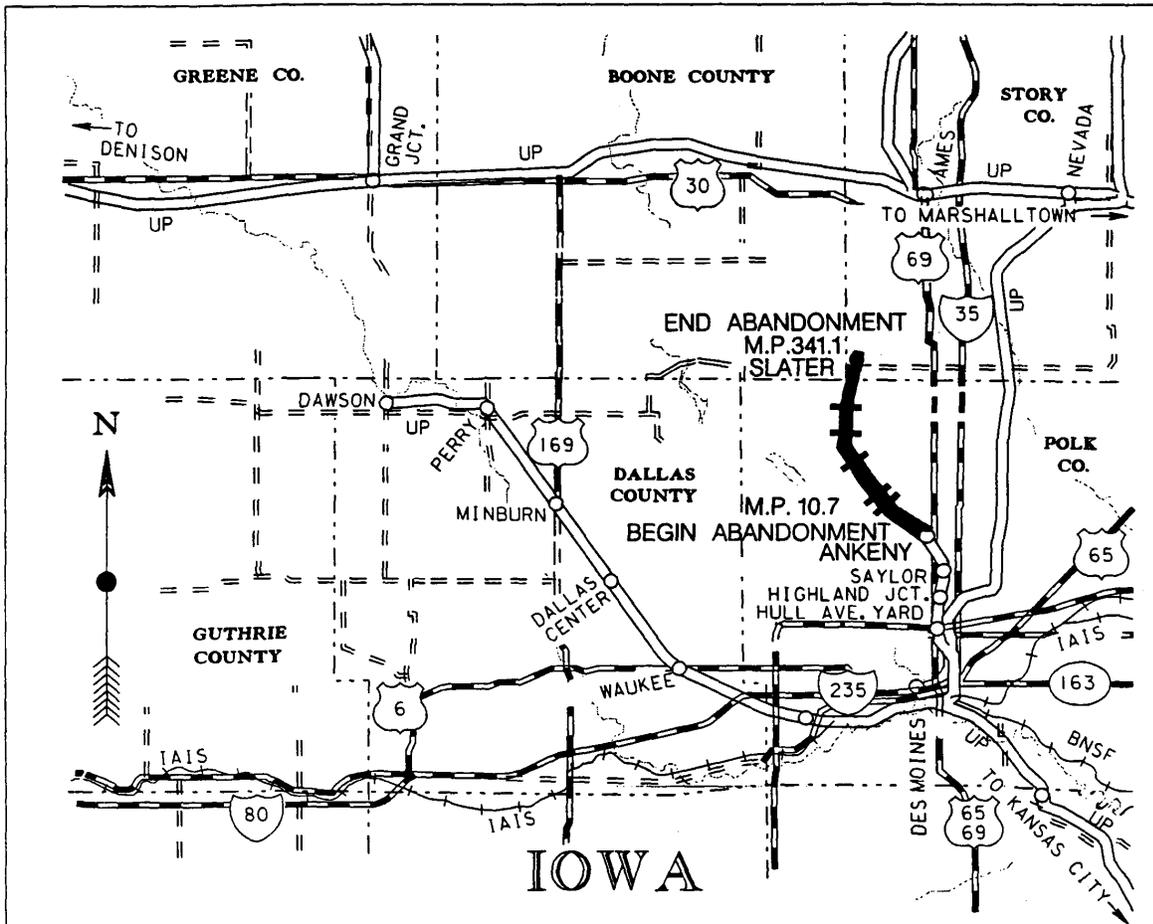
State Historic Preservation Office:

State Historical Society of Iowa
Attn: Beth Foster, R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Dated this 22nd day of May, 2003.


Mack. H. Shumate, Jr.

Attachment 1



STATION	MILE POST	AGENCY
SLATER	339.80	NO

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
BR 2074	6 SP TPT	84'	1944
BR 2076	1 SP TFT	14'	1953
BR 2081	1- 20' BEAM SPAN	20'	1914
BR 2087	1- 18' BEAM SPAN	18'	1913
BR 2103	1- 24' BEAM SPAN	24'	1913

LEGEND

- RR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

Ankeny Subdivision
M.P. 10.7 TO M.P. 341.1 (EQUATION: 23.20 - 339.60)
ANKENY SUBDIVISION A TOTAL OF 14.0 MILES
IN POLK & STORY COUNTIES, IOWA

UNION PACIFIC RAILROAD
ANKENY SUBDIVISION

INCL. 50+ YEAR OLD STRUCTURES

SCALE MILES

FEBRUARY 14, 2003.

AB0328_SLATER_ANK.DGN

Attachment 2

CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861



(402) 271-5625 (FAX)

April 21, 2003

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

State Coastal Zone Management Agency

(if applicable):

Not applicable.

Head of each County:

Polk County Board of Supervisors
111 Court Avenue
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Des Moines, IA 50309-2218

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Nevada, IA 50201-2004

Environmental Protection Agency

(regional office):

U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

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 Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
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210 Walnut Street
Des Moines, IA 50309-2180

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State Historic Preservation Office:

State Historical Society of Iowa
Attn: Beth Foster, R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Re: Proposed Abandonment of the Ankeny Subdivision from M. P. 10.7 near Ankeny to M. P. 341.1 (Equation: 23.20 = 339.60) near Slater, a distance of 14.0 miles in Polk and Story Counties, Iowa; STB Docket No. AB-33 (Sub-No. 206X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Ankeny Subdivision from M. P. 10.7 near

Ankeny to M. P. 341.1 (Equation: $23.20 = 339.60$) near Slater, a distance of 14.0 miles in Polk and Story Counties, 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, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

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.

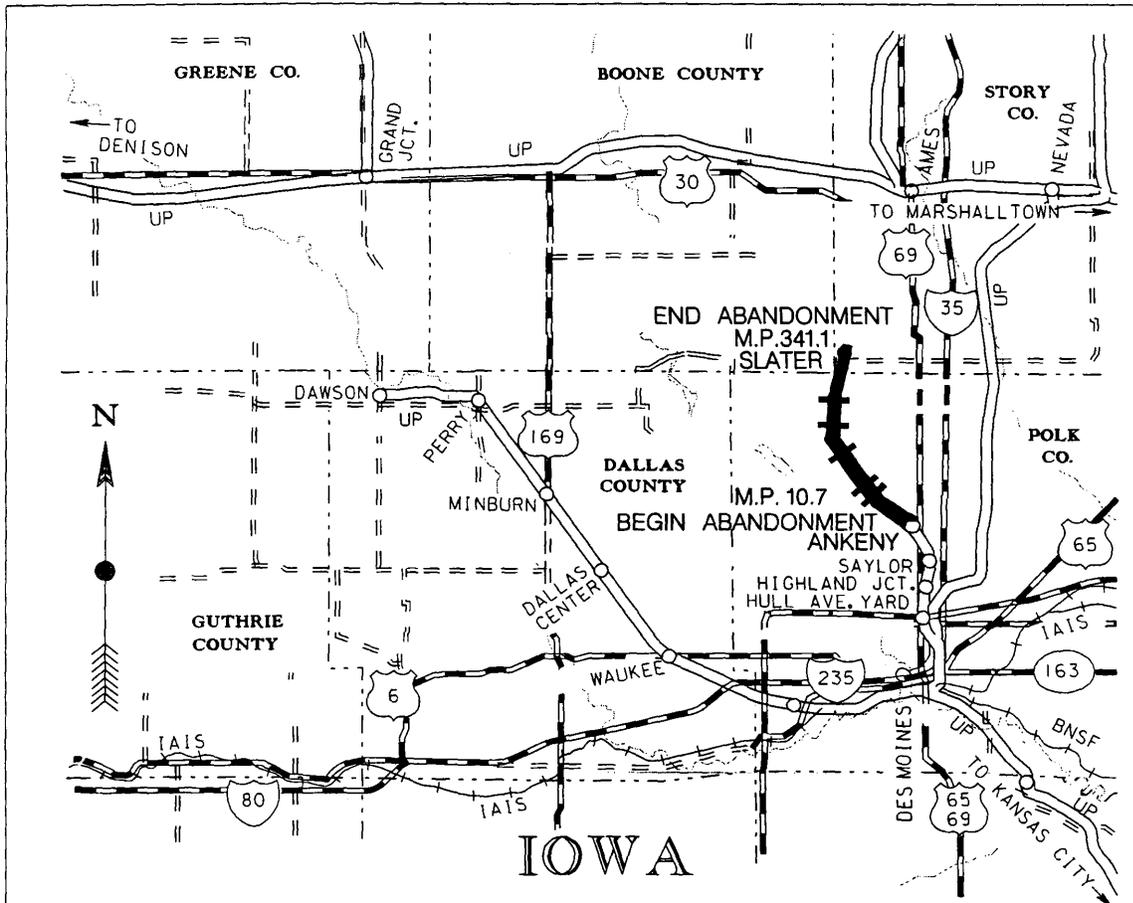
Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,


Charles W. Saylor

Attachment

20



STATION	MILE POST	AGENCY
SLATER	339.80	NO

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
BR 2074	6 SP TPT	84'	1944
BR 2076	1 SP TPT	14'	1953
BR 2081	1-20' BEAM SPAN	20'	1914
BR 2087	1-18' BEAM SPAN	18'	1913
BR 2103	1-24' BEAM SPAN	24'	1913

LEGEND

- RR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

Ankeny Subdivision
 M.P. 10.7 TO M.P. 341.1 (EQUATION: 23.20 = 339.80)
 ANKENY SUBDIVISION A TOTAL OF 14.0 MILES
 IN POLK & STORY COUNTIES, IOWA

UNION PACIFIC RAILROAD
ANKENY SUBDIVISION
 INCL. 50+ YEAR OLD STRUCTURES



FEBRUARY 14, 2003

AB0328_SLATER_ANK.DGN

Attachment 3

CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861



April 21, 2003

State Historical Society of Iowa
Attn: Beth Foster, R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

RE: Proposed Abandonment of the Ankeny Subdivision from M. P. 10.7 near Ankeny to M. P. 341.1 (Equation: 23.20 = 339.60) near Slater, a distance of 14.0 miles in Polk and Story Counties, Iowa; STB Docket No. AB-33 (Sub-No. 206X)

Dear Ms. Foster:

Enclosed for your review are photographs of the five bridges located on the Ankeny Subdivision from M. P. 10.7 to M. P. 341.1 which are 50 years or older. The bridges are described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Year Constructed</u>
13.40	6 SP TPT Total Length: 84 feet	1944
13.74	1 SP TPT Total Length: 14 feet	1953
15.70	1 - 20' Beam Span Total Length: 20 feet	1914
16.90	1 - 18' Beam Span Total Length: 18 feet	1913
18.71	1 - 24' Beam Span Total Length: 24 feet	1913

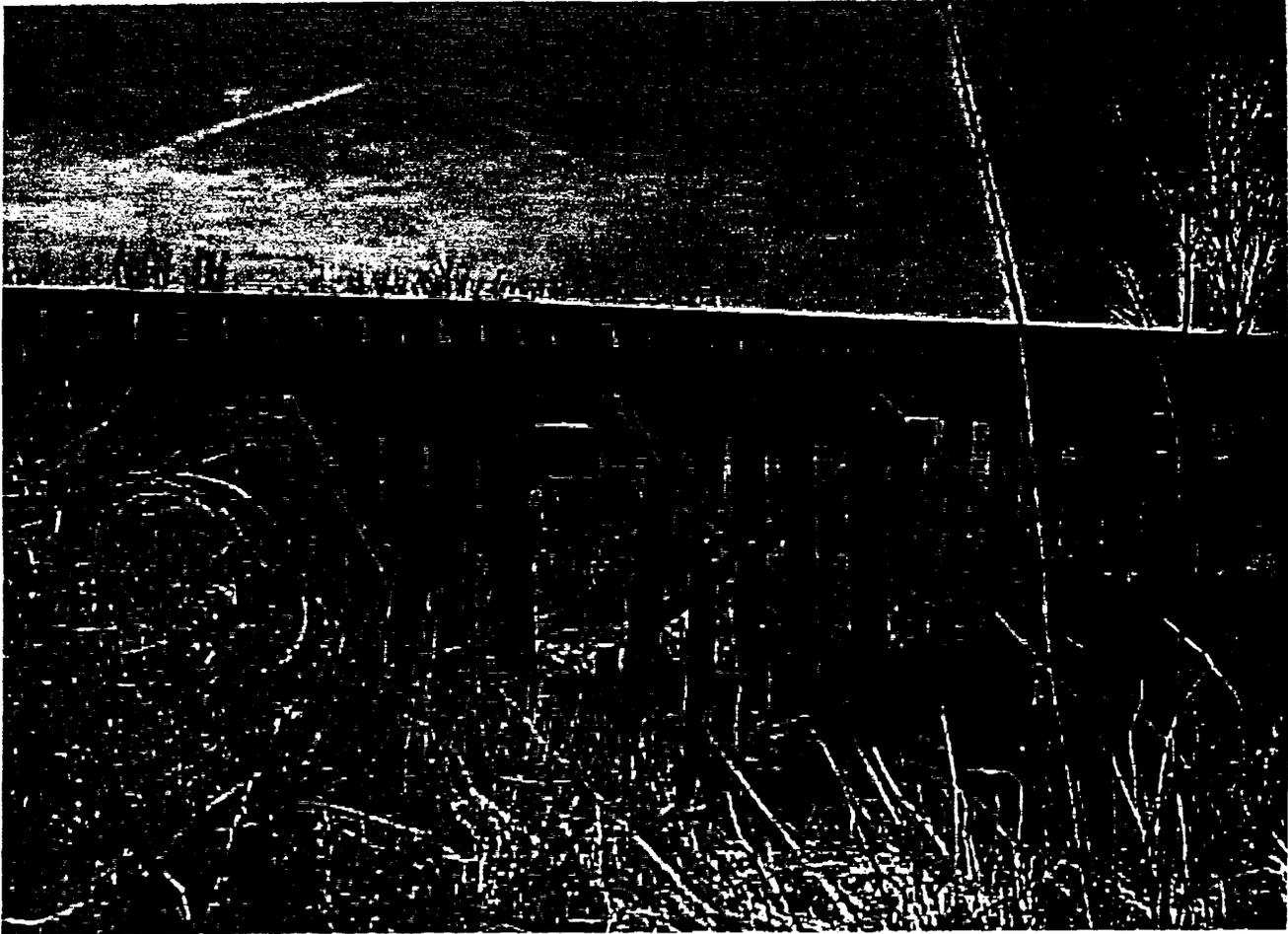
Please advise if you believe there is historical significance to any of the bridges. Thank you for your assistance.

Sincerely,

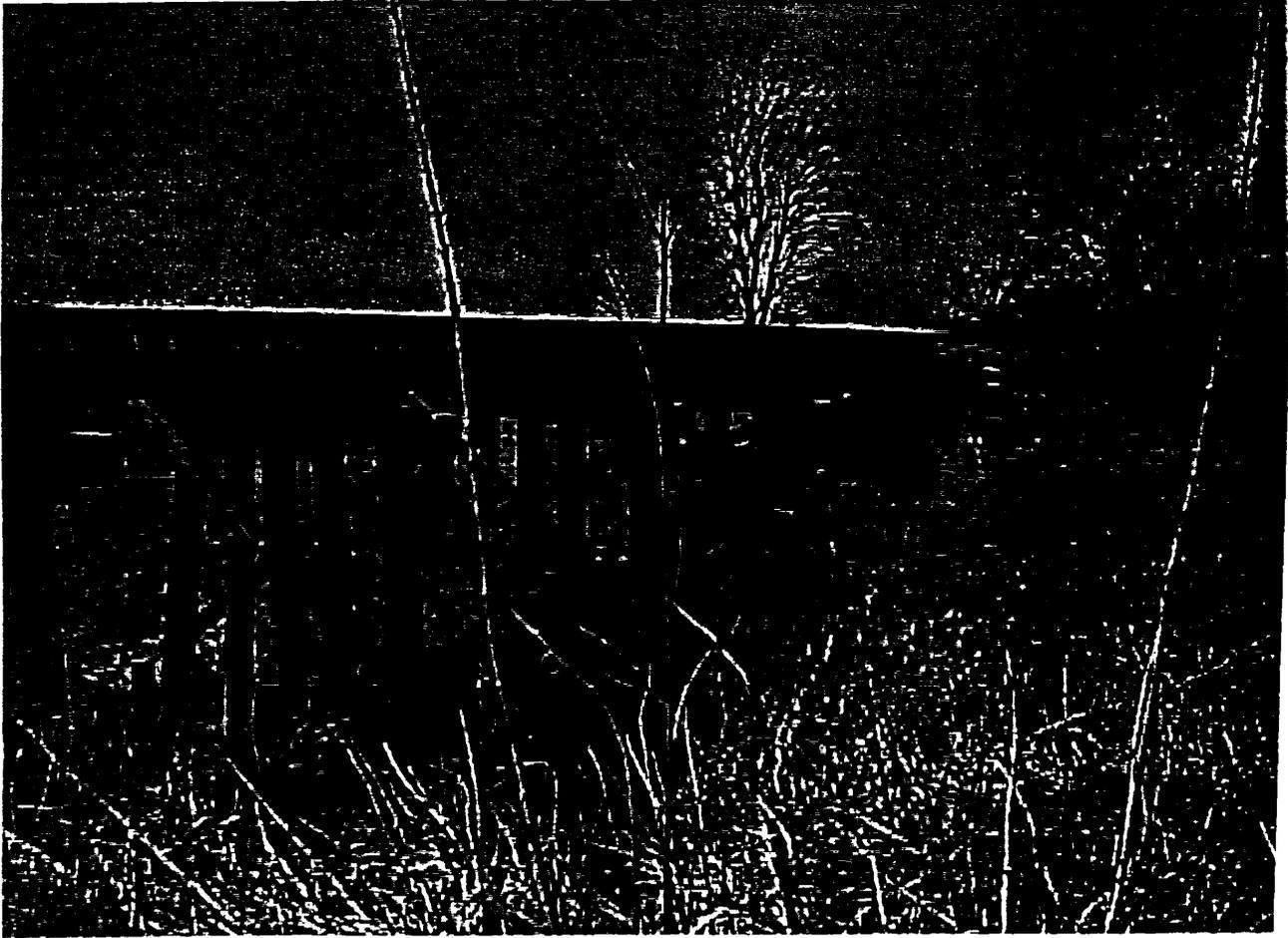
A handwritten signature in cursive script that reads "Charles W. Saylor".
Charles W. Saylor
(402) 271-4861



Bridge - MP 13.4



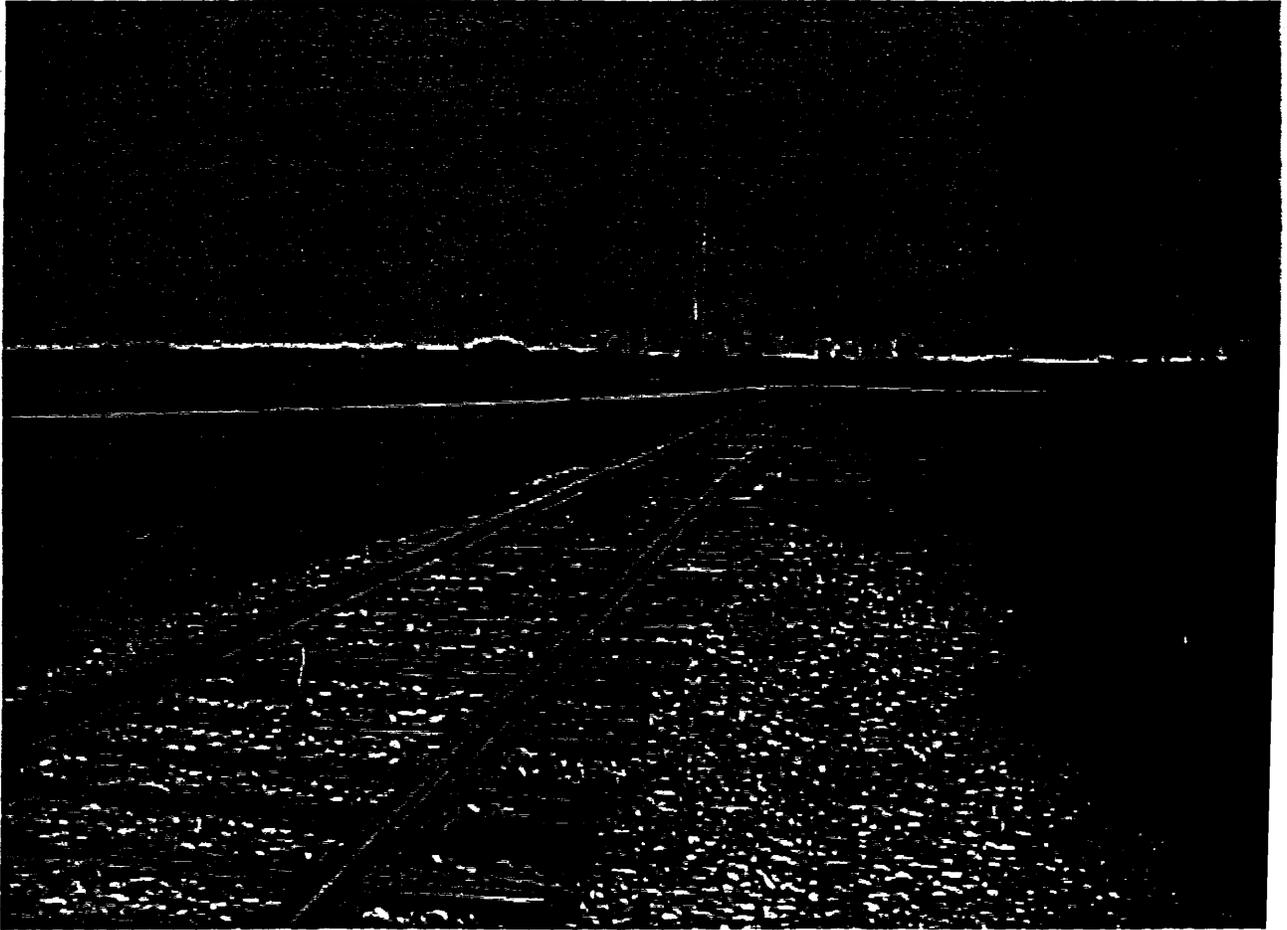
Bridge - MP 13.4



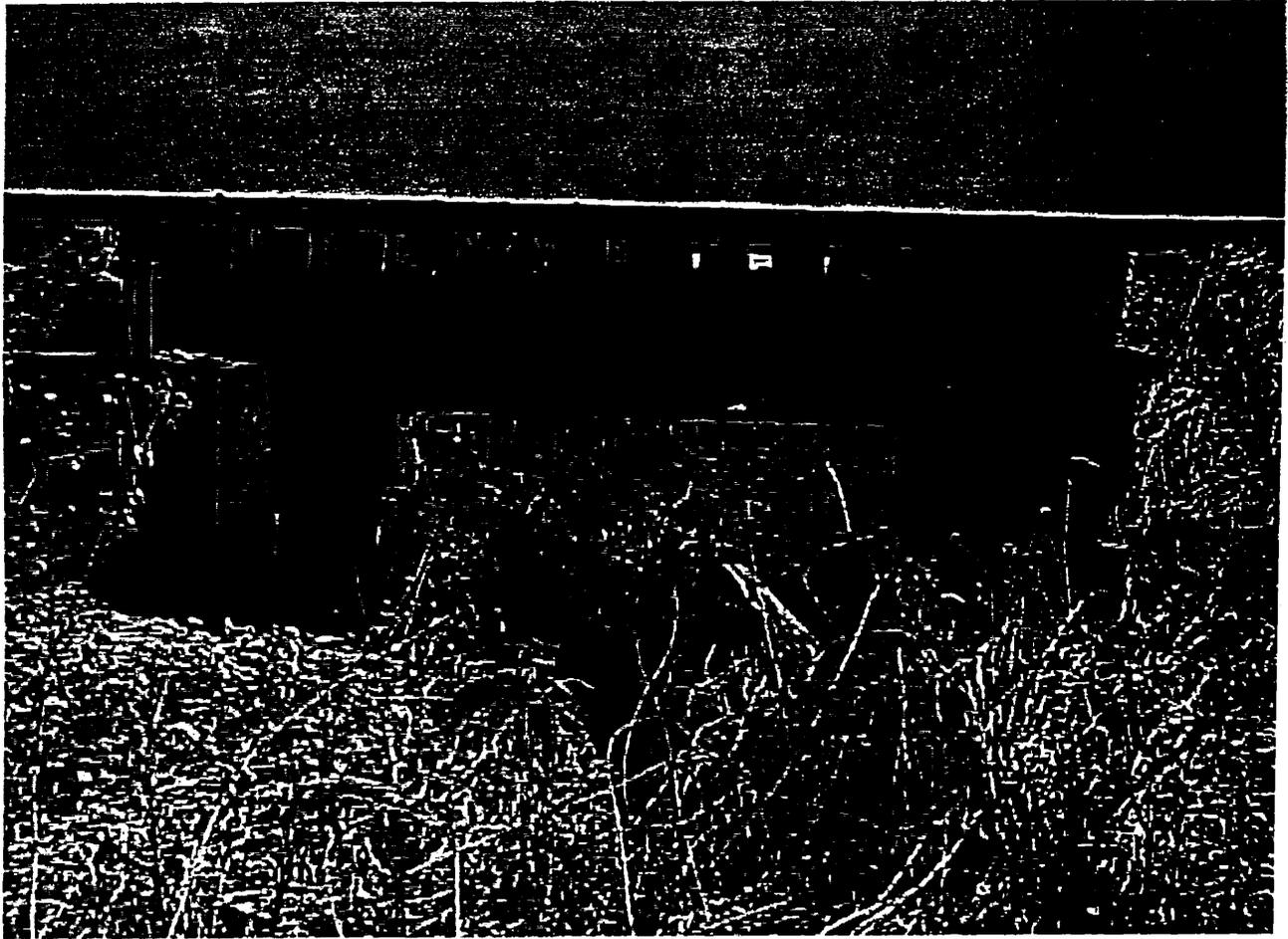
Bridge - MP 13.4



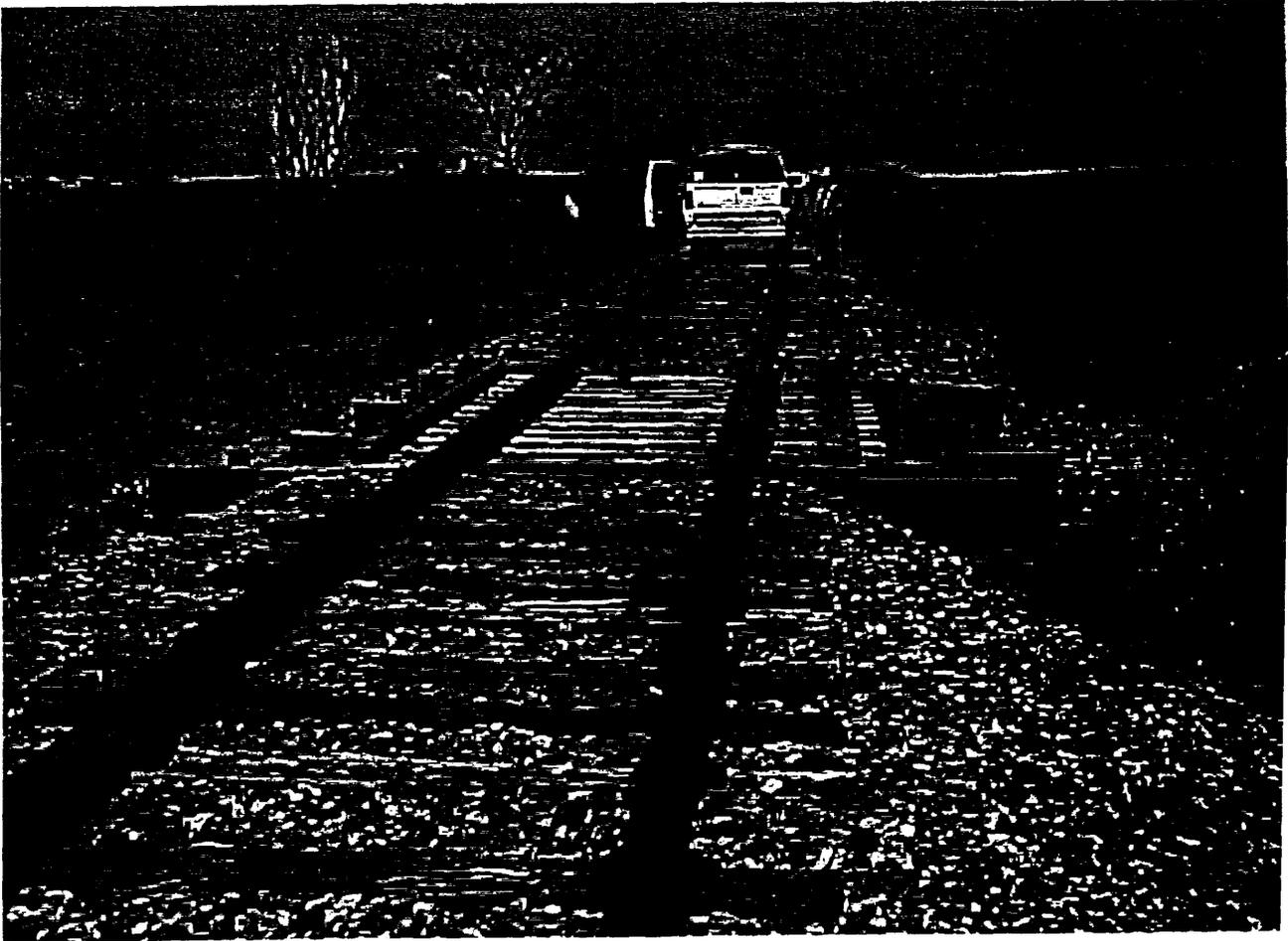
Bridge - MP 13.4



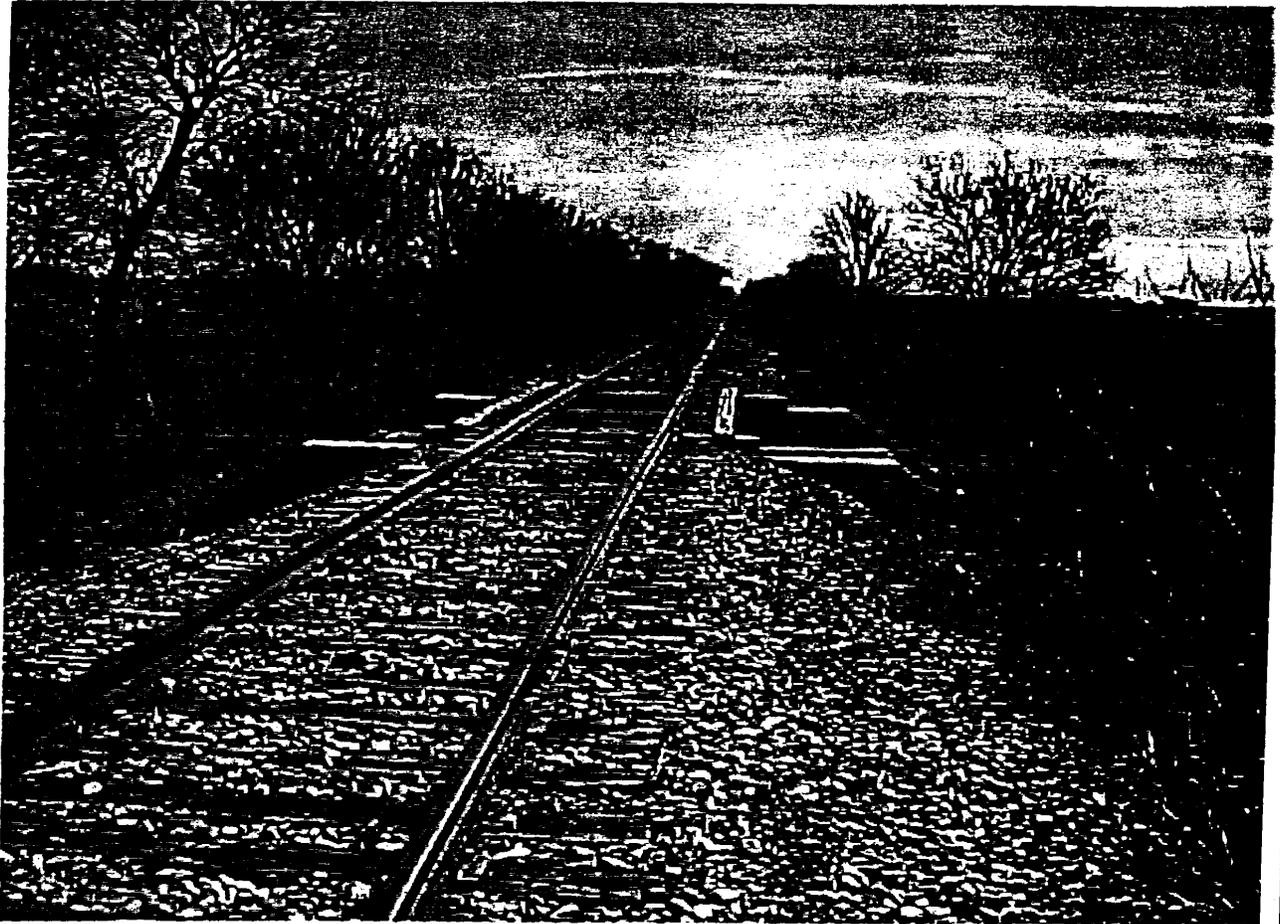
Bridge - MP 13.74



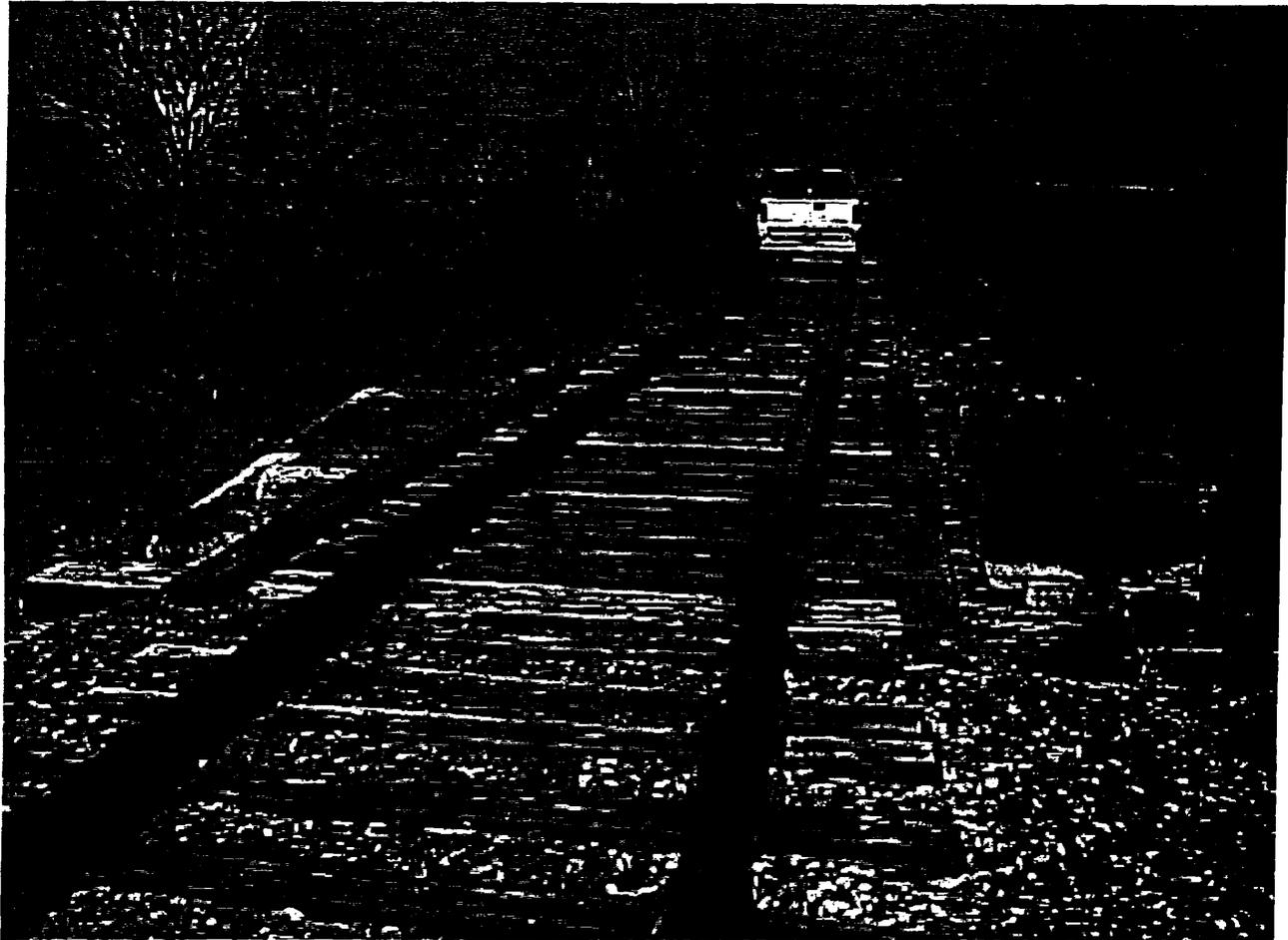
Bridge - MP 13.74



Bridge - MP 13.74



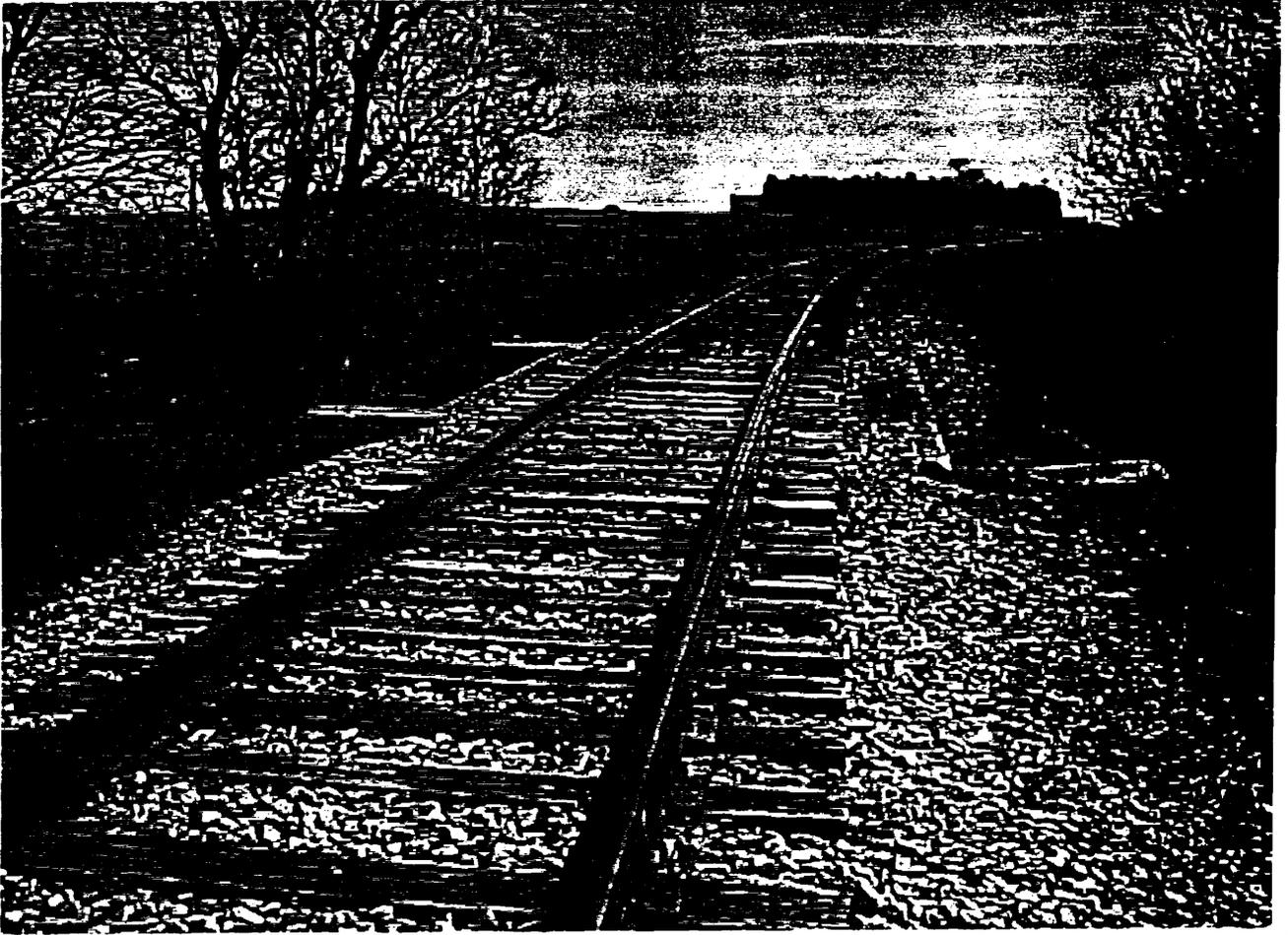
Bridge MP 15.7



Bridge MP 15.7



Bridge MP 15.7



Bridge MP 16.9



Bridge MP 16.9



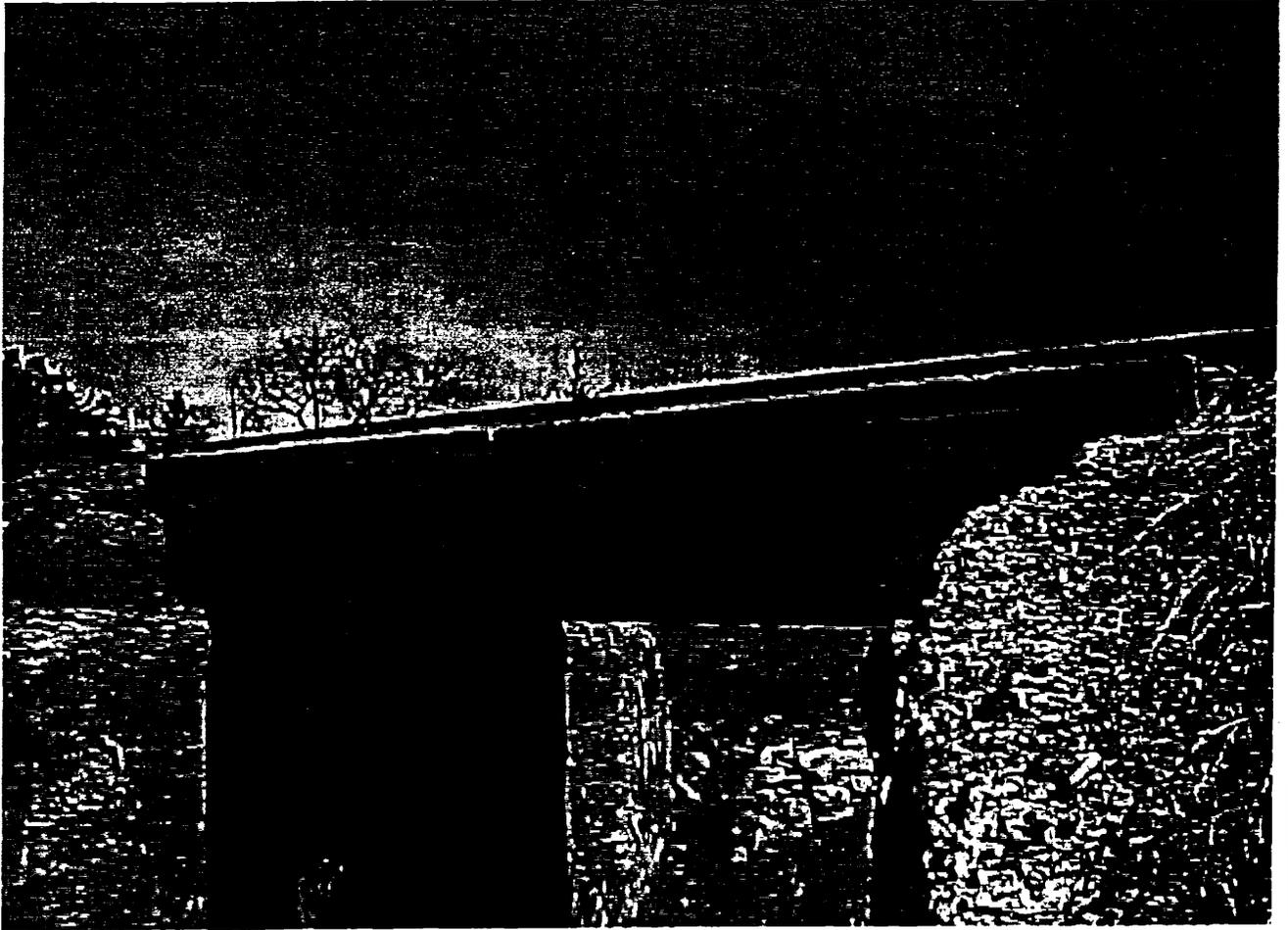
Bridge MP 16.9



Bridge - MP 18.71



Bridge - MP 18.71



Bridge - MP 18.71



Bridge MP 18.2



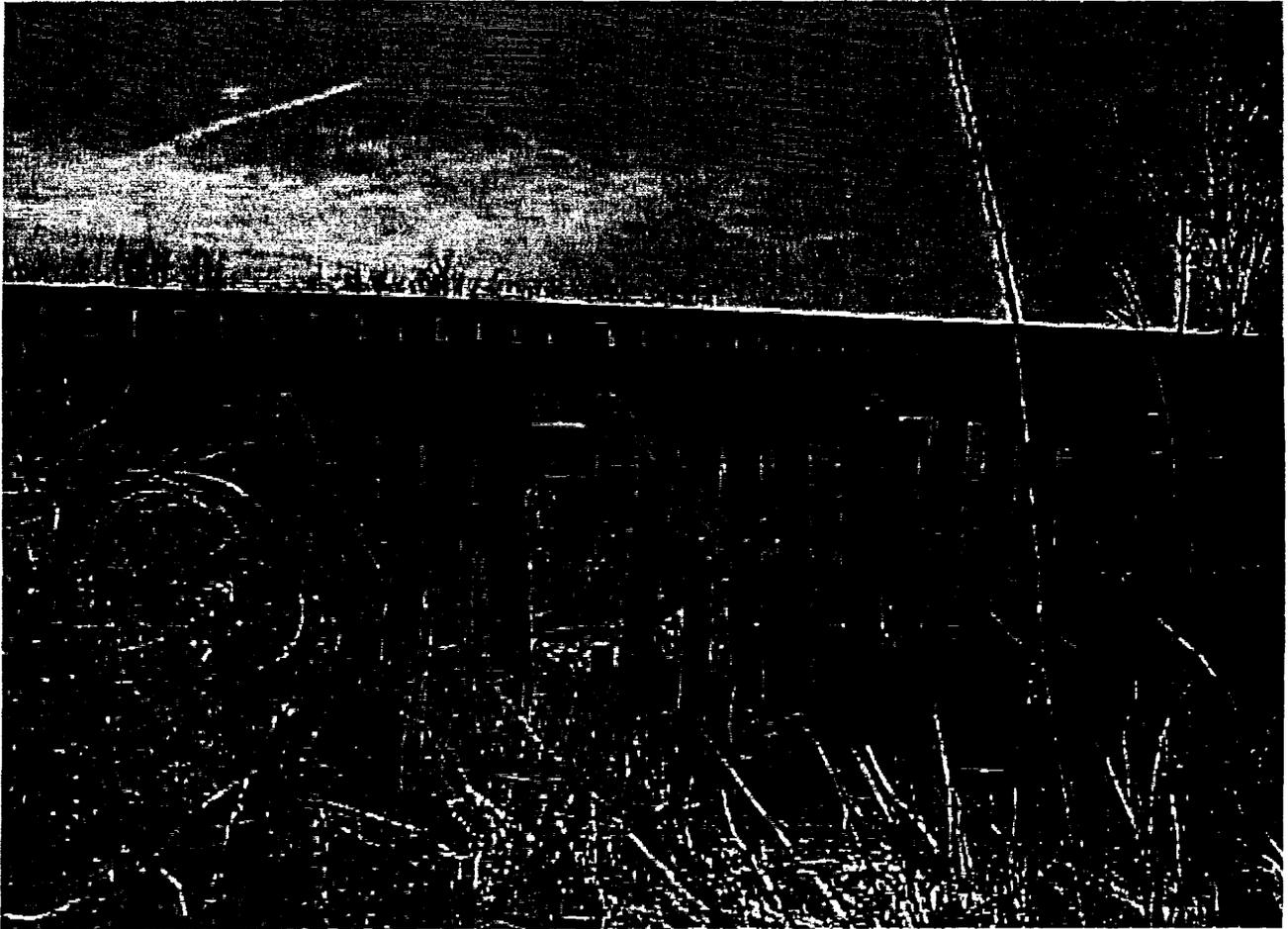
Bridge MP 18.2



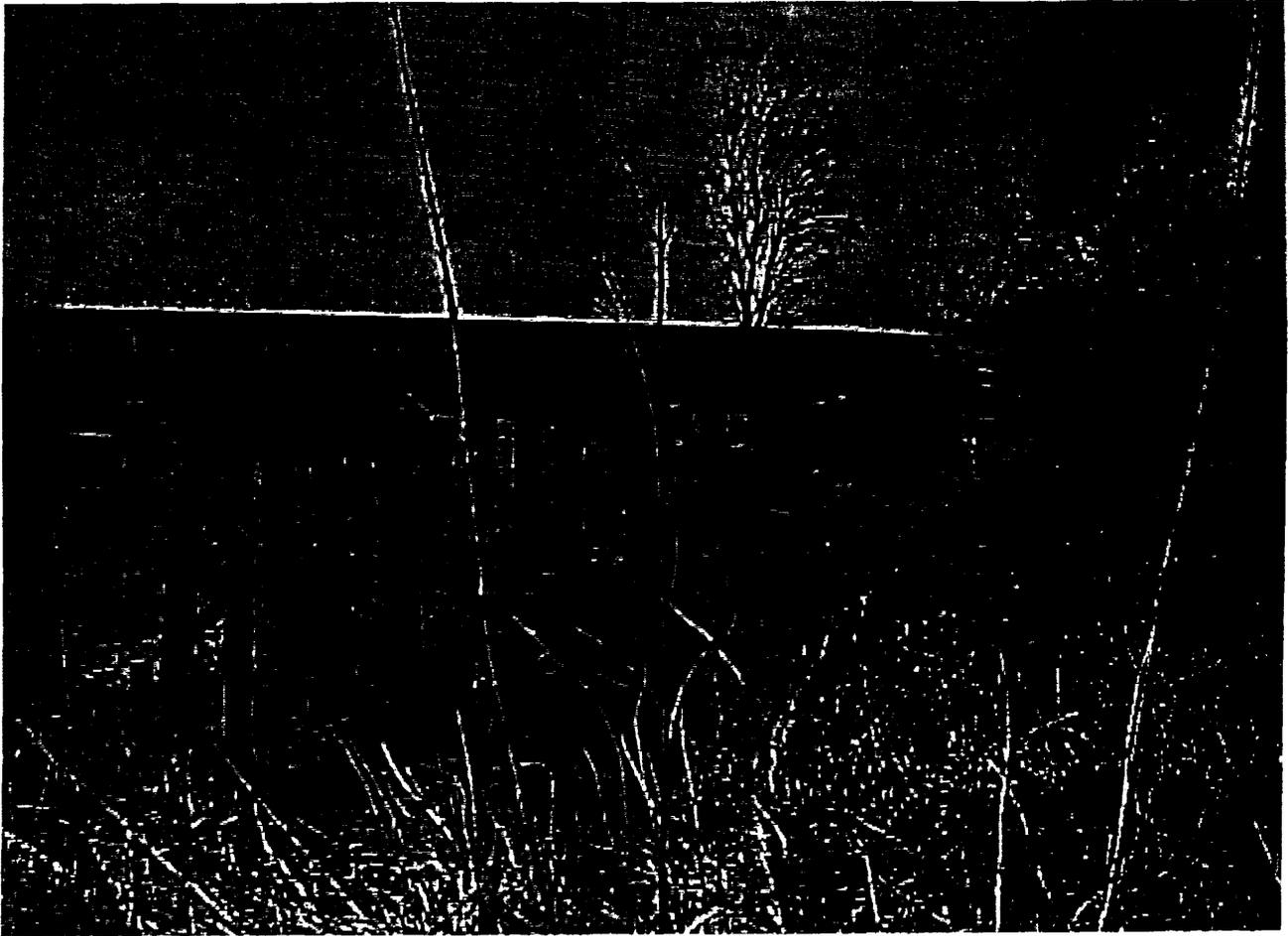
Bridge MP 18.2



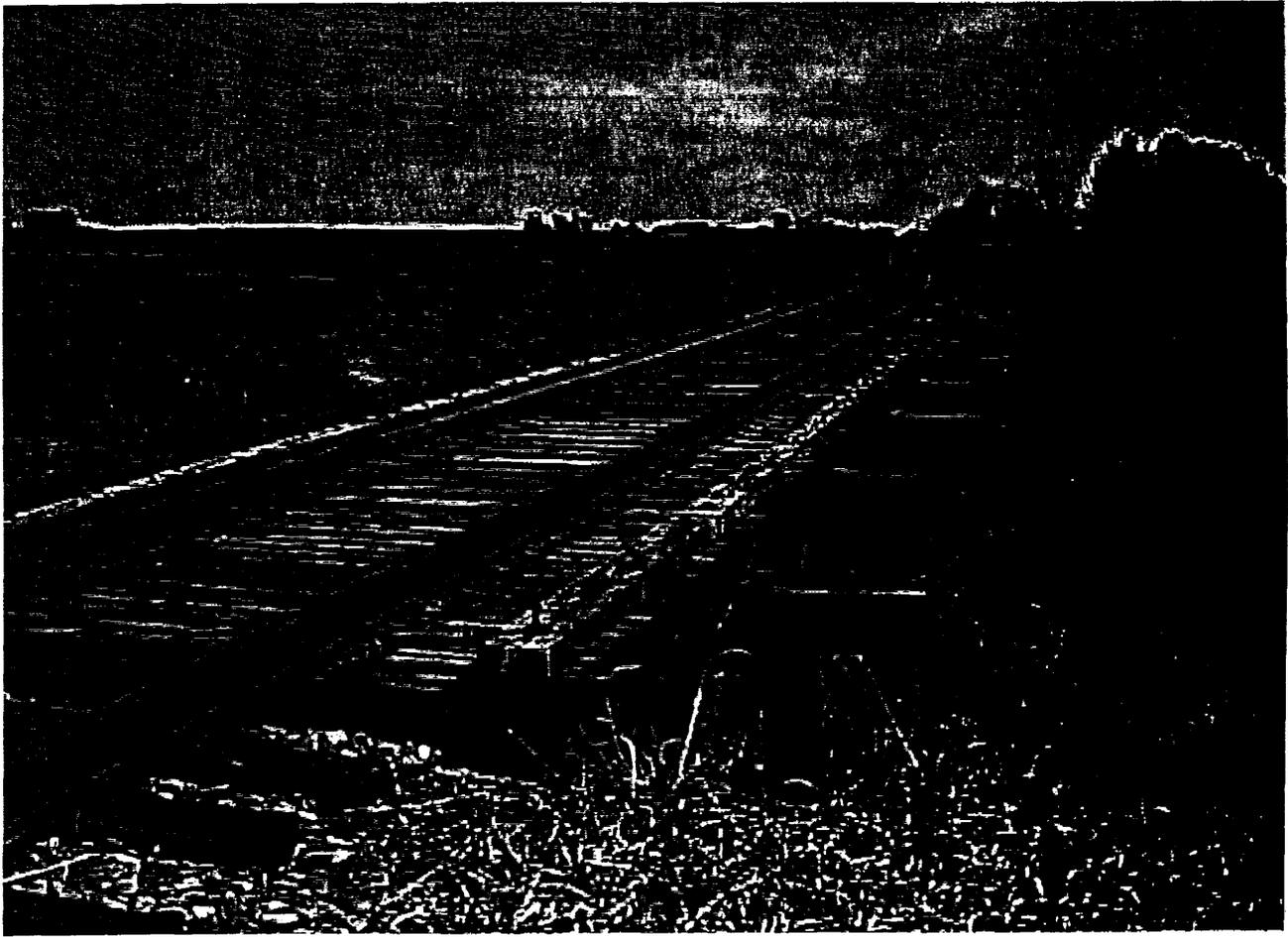
Bridge - MP 13.4



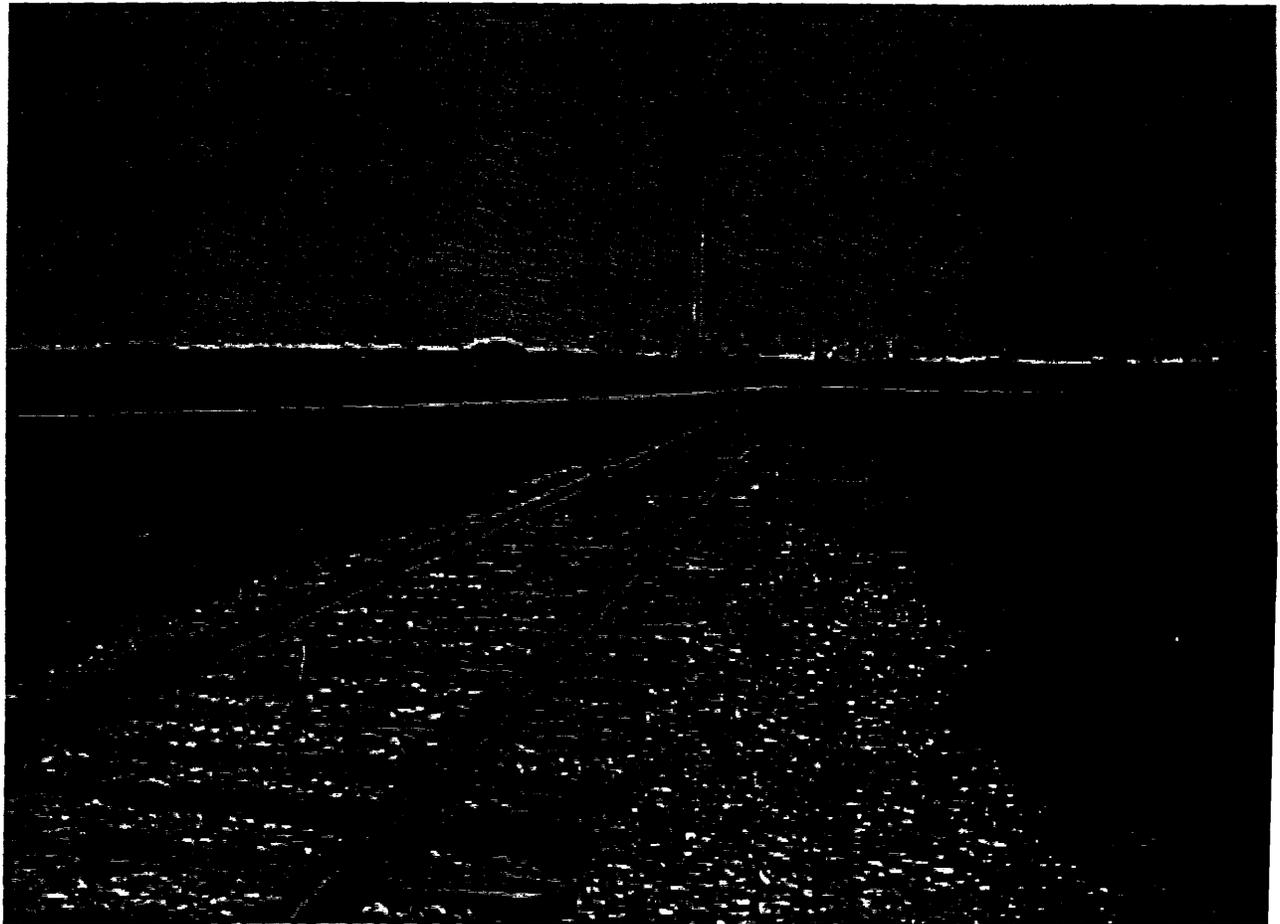
Bridge - MP 13.4



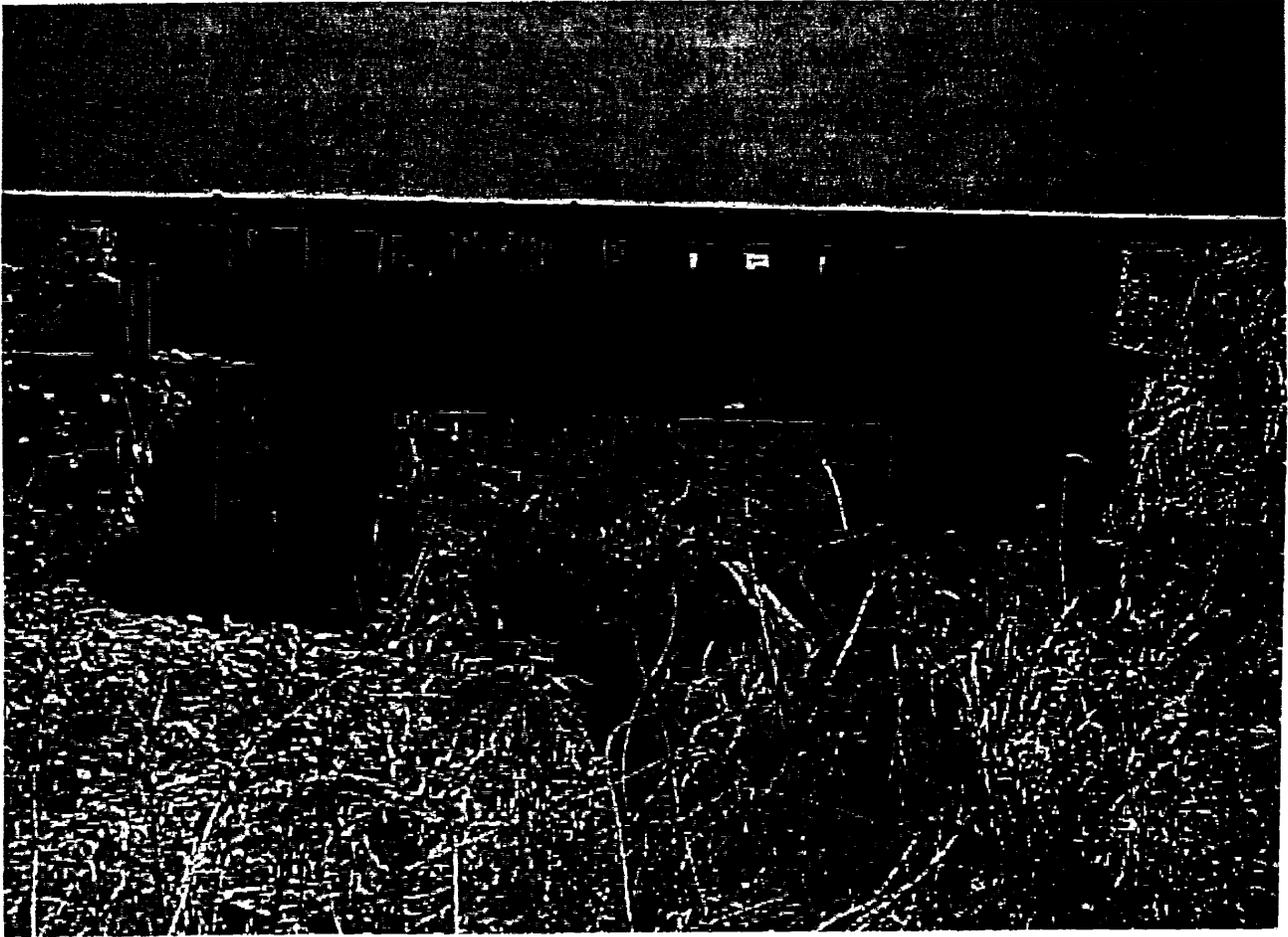
Bridge - MP 13.4



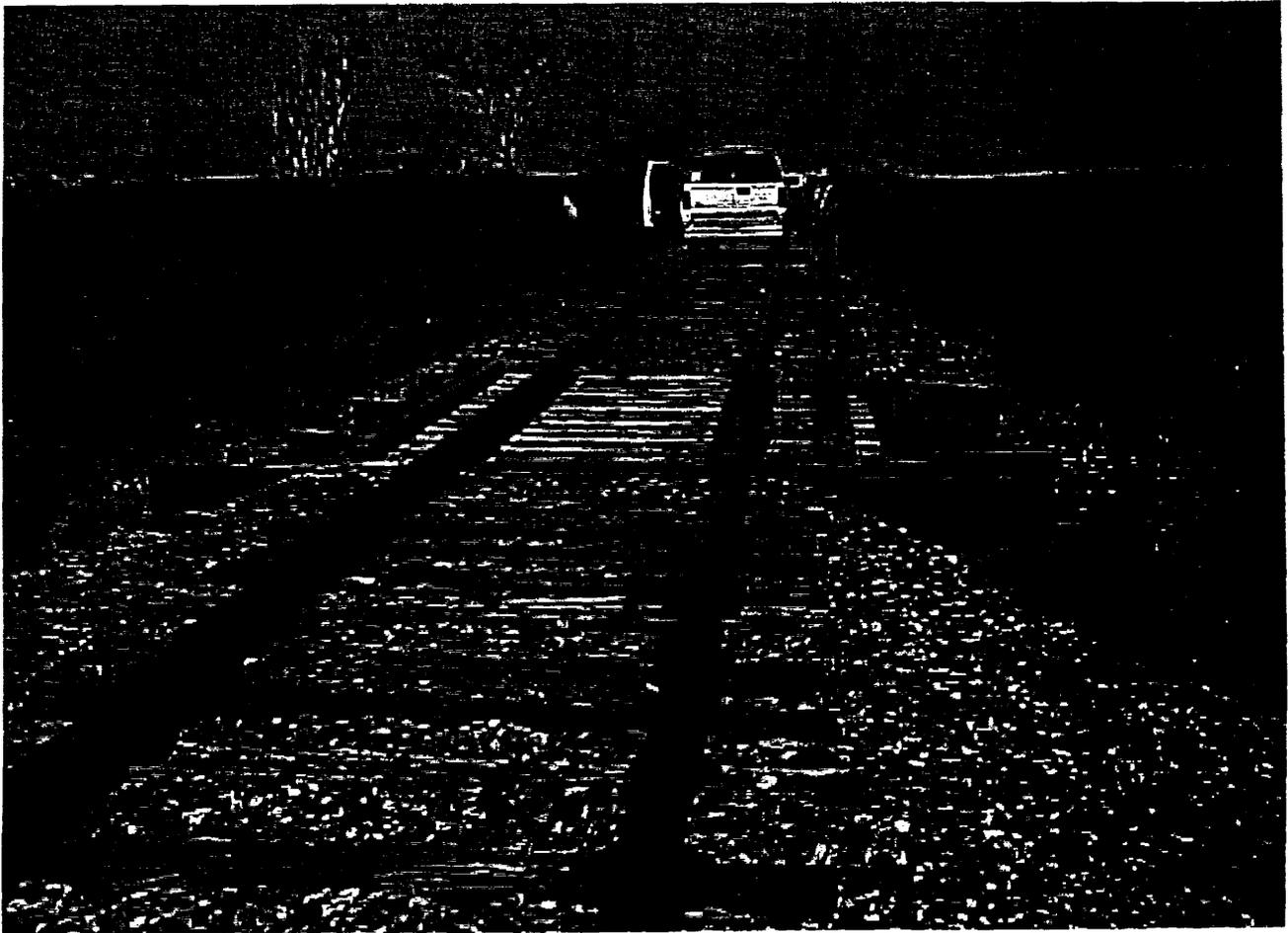
Bridge - MP 13.4



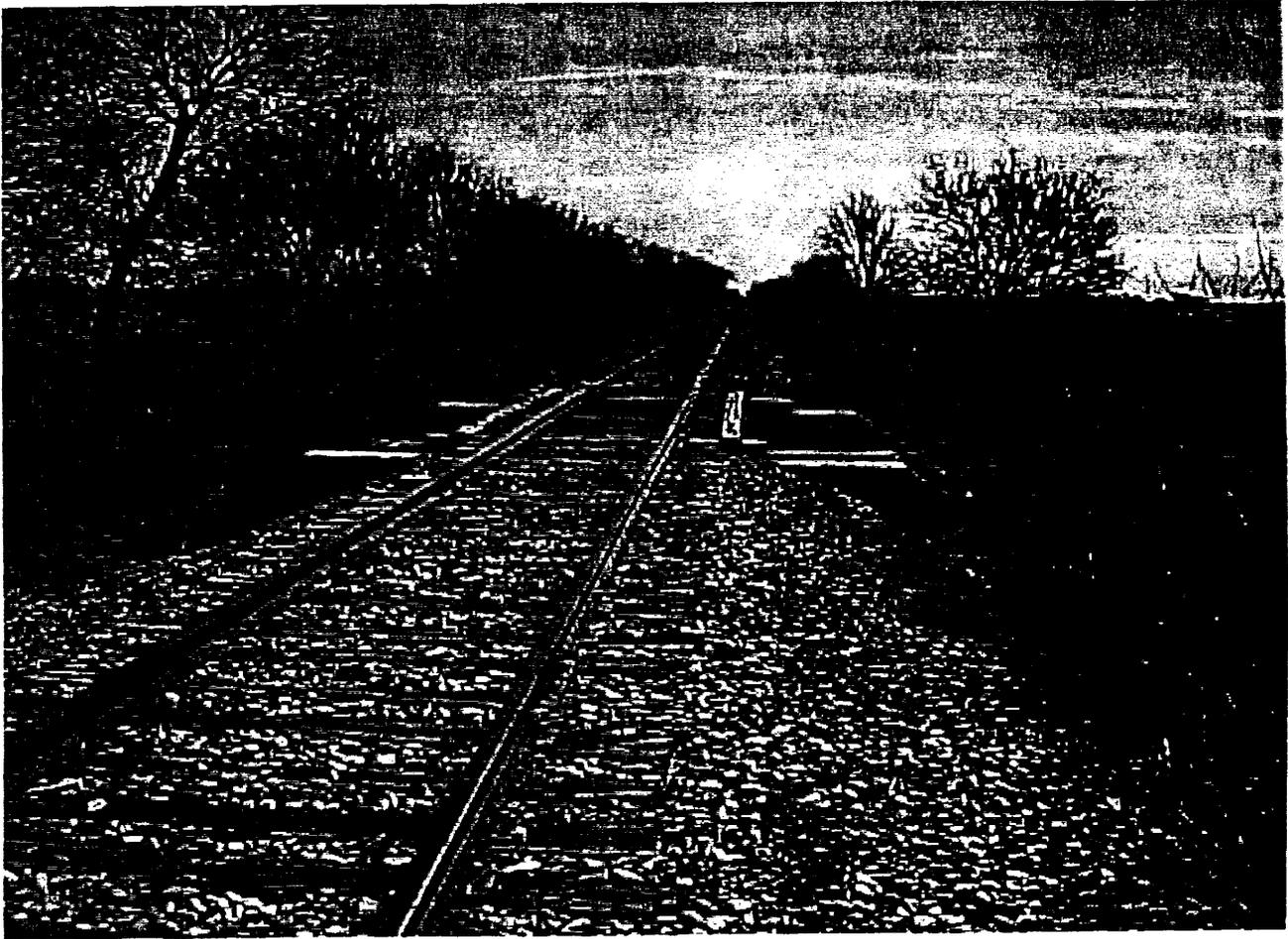
Bridge - MP 13.74



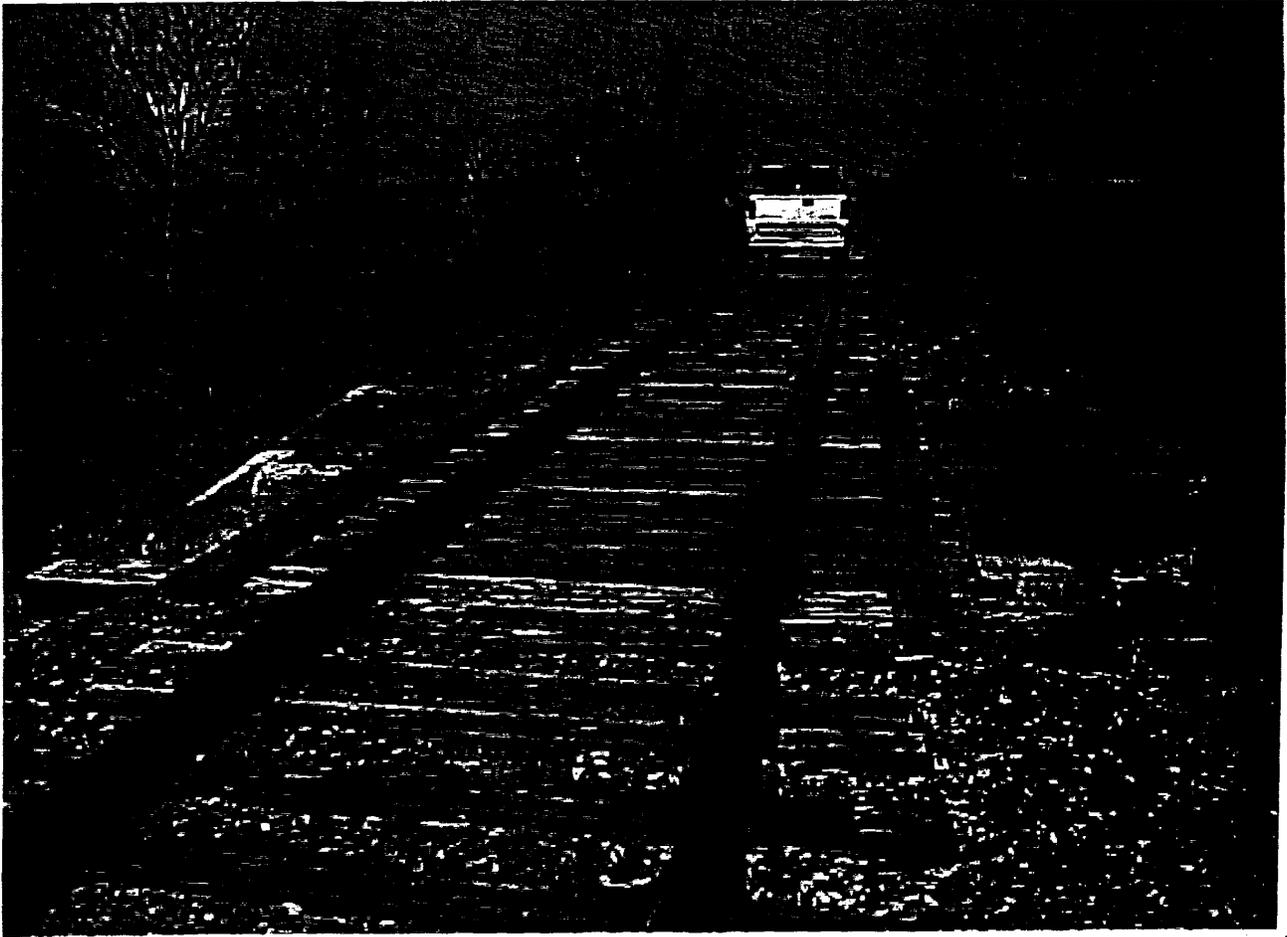
Bridge - MP 13.74



Bridge - MP 13.74



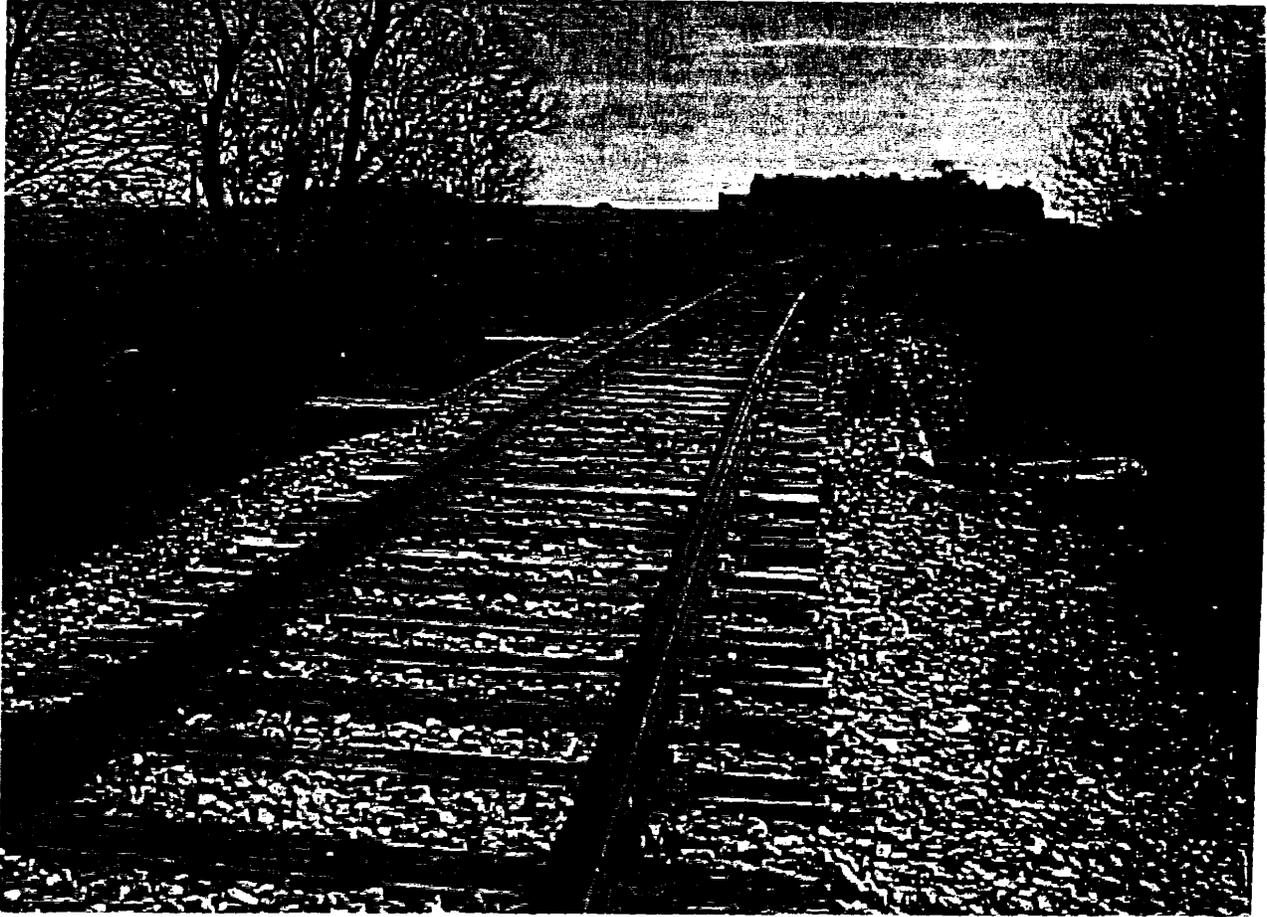
Bridge MP 15.7



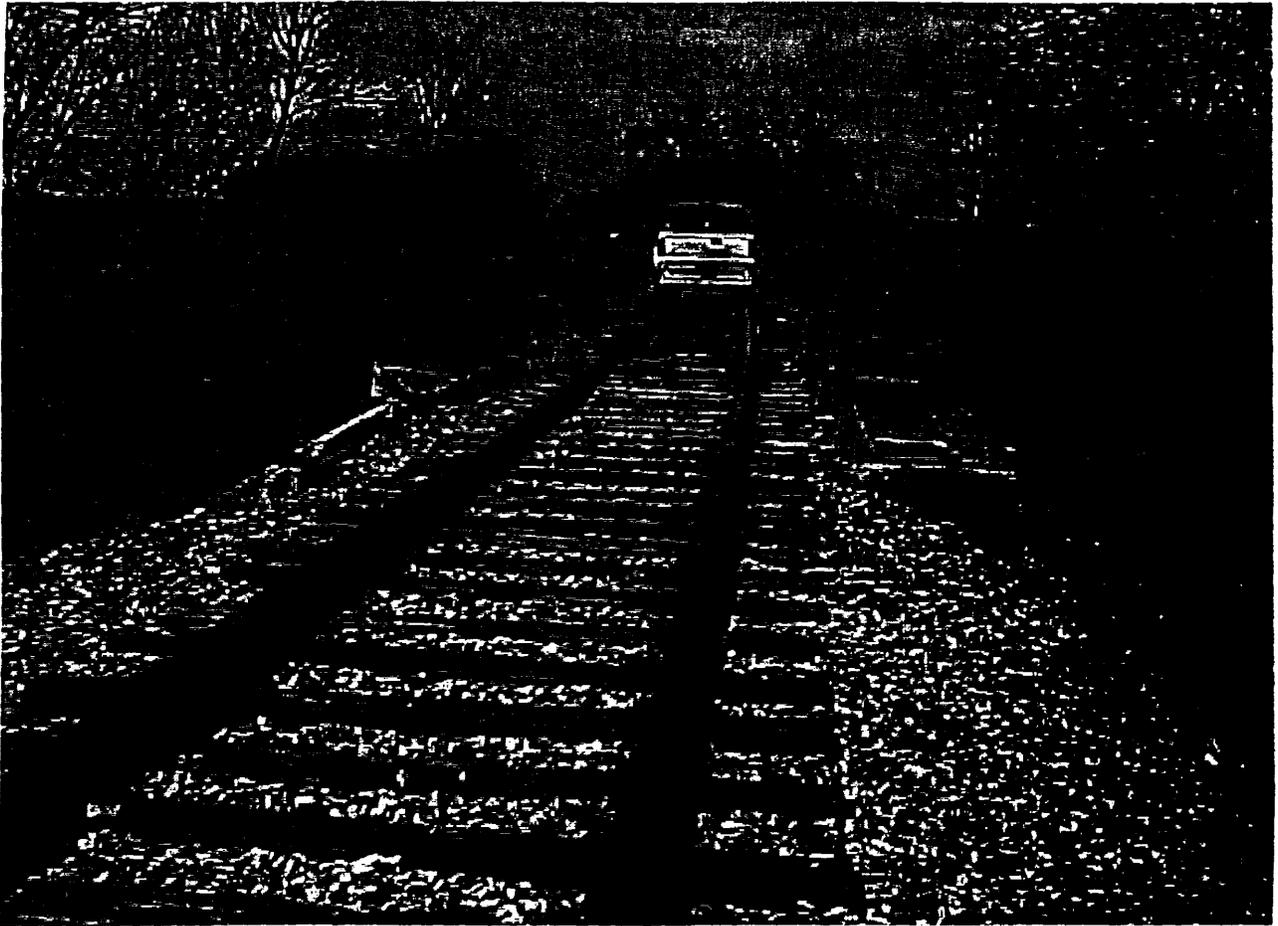
Bridge MP 15.7



Bridge MP 15.7



Bridge MP 16.9



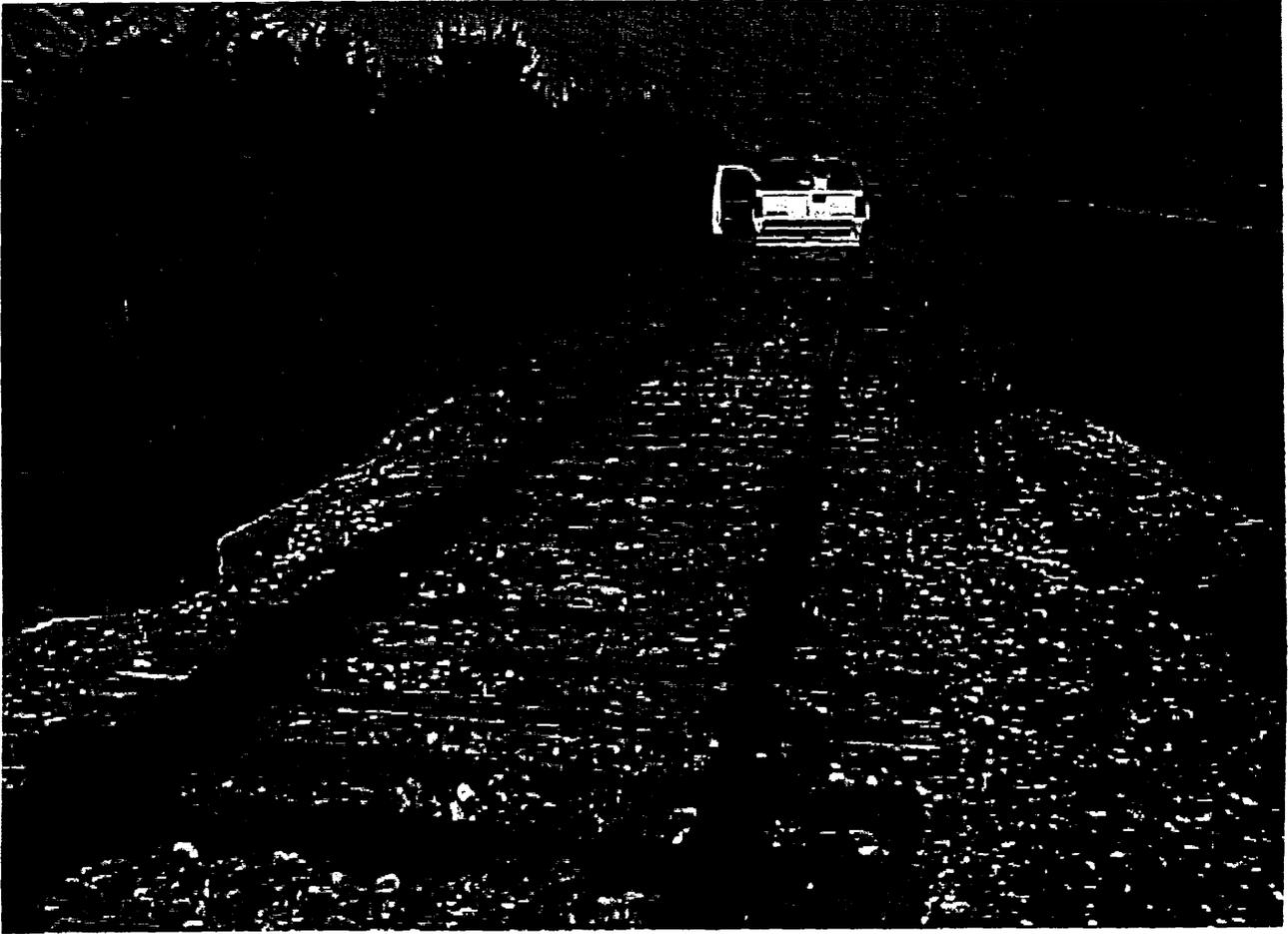
Bridge MP 16.9



Bridge MP 16.9



Bridge - MP 18.71



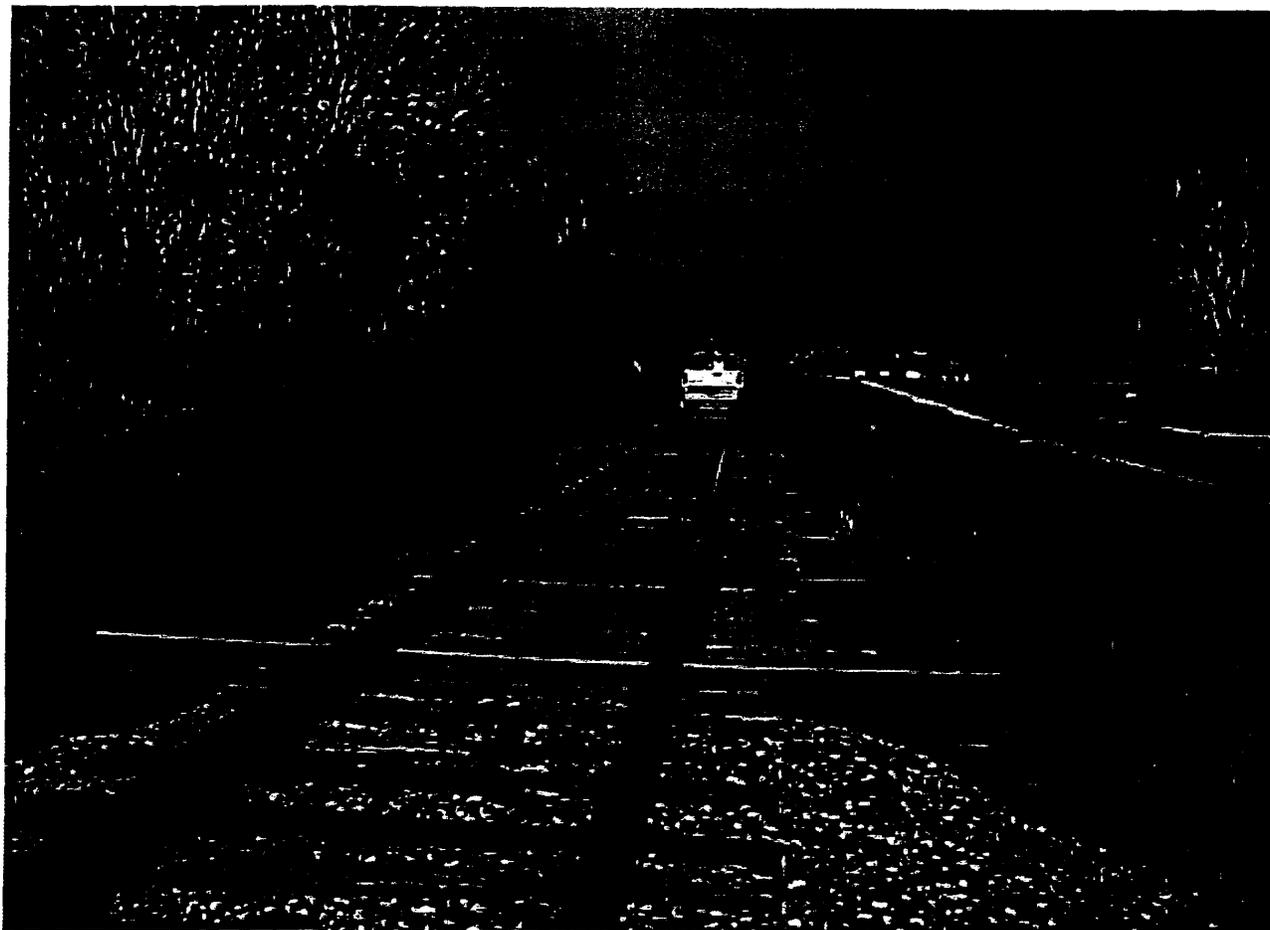
Bridge - MP 18.71



Bridge - MP 18.71



Bridge MP 18.2



Bridge MP 18.2