

Meeting Agendas/Info

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

01-415

**OFFICE OF THE CITY MANAGER
CITY OF DES MOINES, IOWA**

AGENDA:

AUGUST 6, 2001

SUBJECT:

**RAILROAD
CROSSING
IMPROVEMENT
AGREEMENT ON
INDIANOLA
AVENUE
CONNECTOR**

SYNOPSIS -

An agreement has been negotiated between the City of Des Moines and Union Pacific Railroad Company (Richard K. Davidson, President, 1416 Dodge Street, Omaha, Nebraska, 68179) for a street crossing on the Indianola Avenue Connector. Construction of this railroad crossing is necessary in order to allow traffic to use the new Indianola Avenue Connector which will soon be under construction between the SW 3rd Street Bridge and Indianola Avenue.

FISCAL IMPACT -

Cost for the construction of this railroad crossing is \$7,836 and will be funded from General Obligation Bonds in the Capital Improvement Program (CIP) - Indianola Avenue Connector.

TYPE:

**RESOLUTION
ORDINANCE
RECEIVE/FILE**

RECOMMENDATION -

Approval.

SUBMITTED BY:

**FLOYD BENTZ, P.E.
CITY ENGINEER**

BACKGROUND -

The Union Pacific Railroad Company operates a railroad upon railroad tracks known as the "Bell Avenue Industrial Lead," which will intersect the proposed Indianola Avenue Connector. The Union Pacific Railroad will grant the City a crossing on the Indianola Avenue Connector for the sum of \$7,836.

The City has been informed that the Union Pacific Railroad has or will shortly petition the Federal Surface Transportation Board (STB) for authorization to abandon the Bell Avenue Industrial Lead and to remove its tracks from the railroad right-of-way. To date, there is no decision on whether the abandonment will be approved. The agreement with Union Pacific Railroad Company provides for a crossing under both conditions of abandonment or non-abandonment.

If the STB fails to approve the abandonment of the Bell Avenue Industrial Lead, it will then be necessary to construct a surface crossing over the railroad tracks for the project. This agreement specifies the Railroad will be responsible to design and construct a new street crossing at the Indianola Avenue Connector. The City will reimburse the Railroad for actual costs for the new crossing and the grade crossing protective signals and gates. The estimated cost to design and construct the grade crossing, signals, and gates is \$302,000 to be funded out of the CIP Budget for the Indianola Avenue Connector.

If the STB approves abandonment of the Bell Avenue Industrial Lead, and if the Union Pacific Railroad removes its railroad tracks, it will not be necessary to construct a surface crossing.
