

**CITY COUNCIL
COMMUNICATION**

:

03-593

AGENDA:

DECEMBER 8,
2003

SUBJECT:

MEMORANDUM
OF AGREEMENT
FOR REMOVAL OF
THE CHICAGO,
BURLINGTON &
QUINCY
RAILROAD
BRIDGE (AKA
BURLINGTON
NORTHERN
SANTA FE
RAILROAD
BRIDGE) OVER
THE RACCOON
RIVER NORTH
AND EAST OF
GRAY'S LAKE
PARK

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

JEB E. BREWER,
P.E.
CITY ENGINEER

ITEM _____

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

SYNOPSIS —

Approval of a Memorandum of Agreement (MOA) with the State Historic Society of Iowa, Federal Highway Administration, and Iowa Department of Transportation detailing mitigation procedures for removal of the Chicago, Burlington & Quincy Railroad Bridge (aka Burlington Northern Santa Fe Railroad Bridge) over the Raccoon River north and east of Gray's Lake Park, a structure determined eligible for the National Register of Historic Places.

FISCAL IMPACT —

The cost of implementing this MOA (\$17,000 in consulting fees) and removing the bridge is included in the current Martin Luther King, Jr. (MLK) Parkway budget: MLK Parkway, Account 543080, Fund CP038, Organization ENG99000, Project STR039.

RECOMMENDATION —

Approval

BACKGROUND —

In 2003, the Union Pacific Railroad abandoned the rail line into the Bell Avenue lead yards. This abandonment then rendered the Burlington Northern and Santa Fe Railway bridge across the Raccoon River, near Gray's Lake Park, obsolete, as there was no connecting service. This bridge historically known as the CB&Q No. 89, has been damaged by previous floods and fire, and is unusable for rail traffic. In addition, the railroad bridge sits low over the Raccoon River, causing backwater at certain river flows.

After careful hydraulic analysis, it was determined that the removal of the Burlington Northern and Santa Fe Railway bridge would improve the river flows to the extent that the proposed MLK-Raccoon River channel shaping will not be necessary. The upfront costs between the channel shaping and bridge demolition would essentially be the same; however, there would be significant long-term operation and maintenance cost savings realized by eliminating the periodic removal of silt and debris to maintain the new river channel shaping and from eliminating the

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maintenance of an existing levee closure. In addition, numerous riverbank trees will not need to be removed since the channel shaping has been eliminated.

Since federal funds are being used for the MLK Parkway project, the CB&Q No. 89 must be surveyed in accordance with the National Historic Preservation Act of 1966 before being removed. This survey process has resulted in an MOA between the City of Des Moines, Iowa Department of Transportation, and the Federal Highway Administration that complies with requirements of the State Historical Preservation Office. This MOA includes measures for the recordation and documentation of the bridge and notification of State Historical Preservation Office if unanticipated archaeological materials are found. Tallgrass Historian of Iowa City will be used to perform the recordation and documentation at a cost of \$17,000.

