

April 14, 2025

SENT ELECTRONICALLY TO STB WEBSITE

Surface Transportation Board

ATTN: Adam Assenza

DOCKET NO. FD 36815

395 E Street SW

Washington, D.C.

Per instructions on notice to Agency Representatives, we include our written comments and objections to the railroad proposed by Texas Materials Group Docket #36815:

- We have owned 373 Acres in north Burnet County, Texas since late 1990s.
- We have our retirement home (occupied), barns and livestock operation on the property.
- The map provided is difficult to read but it appears the proposed railroad will cross our land in the Northwest portion.
- The old Georgetown railroad path, trestle and berm have not been used for over 75 years and as such, are completely gone or dilapidated.
- **We received no prior notice from any government entity or Texas Materials. Our calls to Texas Materials went unanswered.**
- The proposed railroad track will pass within approximately 100 yards of our residence and also our water source.
- **WE STRONGLY OPPOSE THE PROPOSED RAILROAD TRACK ROUTE FOR THE FOLLOWING REASONS:**
 1. The railroad and its cargo (crushed rock/limestone) will result in environmental damage, safety issues, potential aquifer contamination/damage, noise pollution, dust, livestock loss and possible loss of access to approx. 1/3 rd of our land.
 2. Our sole entrance to main gate from Hwy 281 could be blocked or limited.
 3. We might lose access to a portion of our land for livestock and agricultural use. Livestock would be in danger or could wander freely off land.
 4. The tracks pose a safety hazard to children and grandchildren.
 5. Per the Project Description on your letter, Texas Materials proposes 1.64 trains per day, 6400 feet long (1.24 miles), 120 open top rail cars with 4 engines needed. The weight of this type of load, particularly containing dense, non-dolomitized limestone would be enormous. It would be much

heavier than tank cars, liquids, freight cars or flat transport cars. **The dust and noise alone will be major nuisances and health hazards.**

6. **The ground and sub-surface strata over our land cannot support this type of load! There is cavern under my property and rock outcrop on the proposed route. In fact, we cannot run any heavy equipment over this area per our insurance company requirements.**
7. **This cavern will likely collapse under this load. Further, our aquifer water source could be contaminated.**
8. There are endangered species present in the above mentioned cavern that will be threatened.
9. Our land and home property values will be irreparably harmed. Damages will result from the construction and operation.
10. We would strongly encourage use of common corridor like roads versus a rural track near over 100 homes.

H. Craig & Donna Clark