

FD 35952

Great Lakes Basin Application

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The GLB project is inconsistent with public necessity. The Illinois Department of Transportation indicates daily traffic counts along Route 34 near Earlville, Illinois to be over 2,100 cars per day, GLB plans to cross this road. Route 23 between Earlville and Harding Illinois to be over 2,000 cars per day, Route 52 outside of Serena, Illinois to be over 2,000 cars per day, Route 71 outside of Norway, Illinois to be over 5,000 cars per day. These are all people who will be negatively impacted by this route. And these figures do not include the tens of thousands of cars using county roads daily. The GLB project will cause increased travel times, increased fuel costs, delayed First Responders, and worse a huge increase in risk. Union Pacific basically states the only good rail crossing is no rail crossing and GLB plans to build hundreds of risky rail crossing of roads and an indeterminable number of rail crossing in fields. These rail crossings are completely inconsistent with public necessity. GLB has provided no proof this line is in the public's interest, and their attempts to say all rail lines are in the public's interest is as flawed as their business plan.