

June 10, 2016

Mr. Dave Navecky
Docket No. FD 35952
Surface Transportation Board
Office of Environmental Analysis
395 E Street SW
Washington DC 20423-0001

Mr. Navecky,

We are writing to express our concerns regarding the Great Lakes Basin Transportation Corp, LLC Project.

We live in the southeast area of Monroe Township in Ogle County. ^{of IL} One of our concerns is the stubbing of Telephone Road, a road only about 1½ miles long. This road is a hard surfaced road with nine (9) residences lining it, and school buses from the Meridian School District picking up children from homes on the entire road. Stubbing this road will make the school buses (that come from Stillman Valley, IL) have to work their way around other roads. The proposed railroad will be crossing Bennett Road between E Quarry Road and E. Telephone Road, stubbing E. Telephone Road between N. Bennett Road and Mulford Road, and will also be crossing E Baseline Road between N. Bennett Road and Mulford Road. In order to pick up all the school age children, the school buses will have to cross the proposed railroad several times morning and evening. Crossing the rail with trains travelling so fast and so many times a day will present a greatly increased danger and will increase travel times to and from school. Telephone Road is a road that many of most of which are gravel. During the winter with blowing and drifted snow, Telephone Road is the best way to travel to the west as it doesn't get as high of drifts. Stubbing this road will be a great inconvenience.

Fog can also be very dense out in this area. Sometimes you can barely see in front of the car – if there are quiet zones, with no horns blowing well in advance of crossings, trains travelling at high speeds will not be visible and those trying to cross the rail will be in great danger.

Monroe Township Fire Department and Ambulance (our emergency services) and sheriff departments will have considerably longer response times because of many roads being crossed or stubbed by the railroad.

Fire Departments will also need extensive training in case of derailments of cars carrying dangerous products. Many of our fire departments are manned by volunteers. Who will pay for the needed equipment and training?

There are also drainage issues for the many farms, not just those the railroad goes through, but farms especially to the north and east of the proposed rail line. Farms have extensive tile lines and waterways – The water from this area drains in a southwesterly direction and eventually gets

directed to the Kilbuck Creek a considerable distance south of Lindenwood, then flows north through Lindenwood and eventually into the Kishwaukee River. During years with heavy spring rains – part of Lindenwood becomes flooded and there have been years where the road runoff water going to go if tile lines are cut by the railroad?

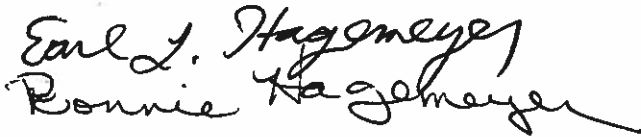
The proposed GLBT rail line is proposed to go through some of the best and richest soils that are available in the United States to grow agricultural products. There are many areas in which the soil is not as good – couldn't that be checked on? When all the best soil has been used, more cannot be created.

The railroad will also divide some farm fields making it hard to farm all of the remaining fields. Accessing those parcels will also be a problem.

Is this railroad really needed at this time? We have travelled from our home, through Boone County, to north of Clinton, Wisconsin many, many times in the last month, crossing or driving by many railroad tracks – never seeing a train anywhere! If all these rail road tracks are not being used a lot, why do we need more railroad tracks using up more farmland? Couldn't the current tracks that are barely being used, be upgraded, made wider, and be used to transport products faster rather than destroying more valuable farm land? There are several railroad tracks that sit idle the majority of the time and many have been abandoned or dismantled. Some have tried to convert the former railroad track areas back to farmland, but the soil doesn't produce well.

Thank you for your consideration.

Respectfully submitted,

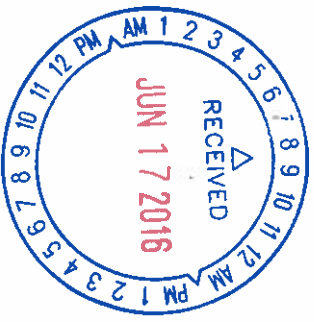
The block contains two handwritten signatures in black ink. The first signature, "Earl L. Hagemeyer", is written in a cursive style. The second signature, "Bonnie Hagemeyer", is also in cursive and appears to be written below the first one.

Earl and Bonnie Hagemeyer
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