

David K. Wollgast
2490 S. Verona Rd.
Verona, IL 60479
(815) 287-2036

June 28, 2016

Mr. Dave Navecky
Surface Transportation Board
Attn: Docket No. FD-35952
395 E. Street SW
Washington, DC 20423-0001

Re: Great Lakes Basin Railroad
Docket No. FD-35952

Mr. Navecky,

I am writing you in concern with disruption the Great Lakes Basin Railroad (GLBR) potentially would have on the Nuclear Regulatory Commission's Emergency Response Plan for an onsite event at Exelon Generation Company's LaSalle County Station. The proposed route of the GLBR runs directly through Exelon's LaSalle Station's emergency planning zone (EPZ). The only way for the GLBR to avoid being in LaSalle County Station's EPZ would be if the route crossed the Illinois River within the city limits of Morris. No alternate or improved route of the GLBR would avoid running through the LaSalle Station's EPZ.

According to the NRC's 2012 LaSalle County Station EPZ ETE Analysis which utilized housing data from the 2010 U.S. Census, the permanent resident population within the LaSalle EPZ is estimated to be 17,491. Currently the south side of LaSalle's EPZ has the ever busy BNSF Railroad running through it. The BNSF line has an average of 96 trains running through this zone on a daily basis. If the GLBR were to come though on the proposed route or anywhere close to it, the two railroads would intersect in the south east section of LaSalle's EPZ. Mr. Patton has predicted the GLBR to bring an average of 24 trains a day through the area for the first year, which this number will increase consecutively (unless the numbers aren't predicted to increase and therefore the project would not be a necessity). Currently it is very common for road traffic to wait upwards of 5 minutes for a train to pass on the BNSF at a road intersection. It is also common to have to wait at an intersection for 2 trains to pass going in opposite directions. In some instances, there have been times where road traffic has had to wait for 3 trains to pass through an intersection without being able to progress across increasing the wait time to upwards of 15 minutes. This high volume of rail traffic on the BNSF will surely be affected by the intersection with the GLBR and the trains from one or the other rail lines will have to slow or wait at the intersection of the two. Any additional rail traffic from GLBR will create more railroad crossing wait times and an increased occurrence of rail blocked roadways within the EPZ.

My concern is the NRC's emergency response plan for LaSalle Station lists the longest evacuation time from within the 10 mile EPZ as 3 minutes 50 seconds for the quickest time of 100% evacuation under prime conditions and 5 minutes for 100% evacuation under adverse conditions during the busiest time of day. The planned evacuation route for these zones is to head south to Pontiac, IL. If the GLBR were to divide the east side of this zone there would be a great potential for delays on either or both the BNSF and GLBR cutting off evacuation for most of the east, east south east, south east, and south south east zones of the EPZ. According to the NRC's population zone map there would be 405 people who would have their recommended evacuation route cut off by the BNSF and GLBR intersection. In the event of an emergency, these people, with any delays at railroad intersections, would be forced to at least double their exposure time or, in the worst case scenario, have to travel back into the EPZ in order to find another route around the railroad blocked intersections. With the prevailing west winds in the Midwest, most likely the people in these zones would be the most at risk for exposure during a nuclear event without the threat of having their escape route blocked and doubling or tripling their exposure time.

Also with the construction of the GLBR there would be many roads severed of which numerous ones would be left as dead end roads without a crossing. This would completely eliminate a direct evacuation route for many homes during a nuclear event. Regardless of rail traffic, these families would be forced to drive back deeper into the EPZ in order to attempt to evacuate, which would only intensify their exposure and prolong their exposure time.

The GLBR stands to complicate the emergency response in the course of a nuclear event from the LaSalle Station and could potentially put hundreds of people's lives at risk during an event where travel time out of the area is critical. I would request that this matter be looked into more thoroughly and even discussed with the Nuclear Regulatory Commission and Exelon's LaSalle County Station before the project is finalized to ensure the route will not be needlessly placing people's health and safety at risk.

Sincerely,

A handwritten signature in black ink, appearing to read 'David K. Wollgast', with a long horizontal flourish extending to the right.

David K. Wollgast

Dave Wollgast
2490 S. Verona Rd.
Verona, IL 60479

3 SUBURBAN IL 604

07 JUL 2015 PM 5 L



Mr. Dave Navecky
Surface Transportation Board
ATTN: Docket No. FD-35952
395 E. Street SW
Washington, DC 20423-0001
20423-0001