

May 23, 2017

Chief, Section of Administration
Surface Transportation Board
Docket No. FD 35952
395 E Street SW
Washington, DC 20423-0001

RE: Docket No. FD 35952 Great Lakes Transportation, Corp. LLC Project

To the Chief, Section of Administration

We respectfully request that the STB deny the above referenced project for the following reasons:

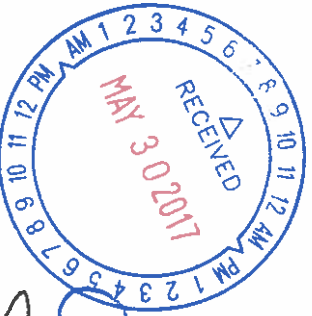
1. We are residents and landowners of LaPorte County, Indiana, living one fourth mile north of the Norfolk Southern Railroad at 0465 South County Road 500 West, in Pinola. The proposed GLBTRL would ultimately connect to the Norfolk Southern Railway approximately one mile west of our location. This location currently experiences a high volume of rail traffic daily. Increasing the volume by up to 100 or more trains daily would have a definite negative impact on the flow of vehicular traffic not only on the road where we live, but also five miles to the east, through downtown LaPorte, Indiana, which currently has only one rail overpass and multiple crossings.
2. Along the entire path of the GLBTRL, township roads may be closed impacting access times for emergency responders, school bus routes, snow removal operations, commute times, and access to businesses and residences. Farm equipment would have to use alternate routes adding both time and fuel usage to farm operations.
3. Longer response times for police, fire and ambulance vehicles would have tragic consequences.
4. Thousands of acres of prime farmland would be permanently destroyed and also create severed farm parcels, landlocked parcels, and uneconomical remnants of farmland. Irrigation systems and existing field tile lines would be disabled. The noise and land vibrations would have a negative effect on dairy herd production and create negative issues with other livestock. These impacts would lead to decreased land values for surrounding properties as well as homes and businesses.
5. The natural grade of the land will be altered thereby disrupting the natural flow of surface water and potentially creating artificial ponds and wetlands. Ground water could also become contaminated due to spills and/or derailments.
6. It has not been stated how the maintenance of proposed overpasses, crossings, and other infrastructure will be funded by each locality.
7. CREATE, approved in February, 2016, is a first-of-its-kind partnership between U.S. DOT, the State of Illinois, City of Chicago, Metra, Amtrak, and the nation's freight railroads. A project of national significance, CREATE will invest billions in critically needed improvements to increase the efficiency of the region's passenger and freight rail infrastructure and enhance the quality of life for Chicago-area residents. CREATE is already working on congestion and is a combined effort of many. Further rail lines should not be created in the countryside destroying farmland and existing properties as well as displacing landowners, homeowners, business owners, and residents in general.
8. News releases during the last week of May, 2016, indicate that neither the Norfolk Southern nor the Union Pacific railroads have an interest in the usage of the proposed GLBTRL. This would lead one to believe early on that a necessity for the proposed GLBTRL does not really exist when railroad companies listed in the proposals are indeed not interested. Common sense would hope for denial of a railway which may not be used and which would have a plethora of negative impacts.

In conclusion, these and other reasons too numerous to mention point to the poor planning and serious consequences of the GLBT proposal for railway and/or tollway. Its purposes do not appear to be documented in a manner which proves its necessity. It would truly be a catastrophe if construction for the project were to take place, then ultimately to be abandoned due to lack of support. It could be obsolete at its outset. This would be a travesty for all of the land and environment in the proposed areas.

Please consider our request seriously,



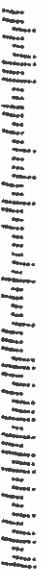
Robert A. and Joyce F. Koselke
0465 South 500 West
LaPorte, IN 46350



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