



"Coburn, David"
<DCoburn@steptoe.com>
12/13/2007 01:37 PM

To: Diana.Wood@stb.dot.gov,
Jaya_Zyman-Ponebshek@URSCorp.com
cc
bcc

Subject: Southwest Gulf Railroad

#E1-3291
FD 34284
AW

History: This message has been replied to.

Diana/Jaya -- In response to Jaya's request for a smaller version of the map of the rail loop area supplied with our November 15, 2007 letter, I have attached a PDF version of the map. The maps in these attachments show that the loading loop will remain entirely outside the floodplain, as explained in the November 15 letter. The maps (particularly one of the attached CAD files) also show the contour lines of the area, which reveal that there is no precipitous drop in the grade of the rail right-of-way in the area, as certain opponents of the rail line have claimed -- most recently in the November 14, 2007 letter from the Quihi & New Fountain Historical Society. The letter claims that a 20-30 foot drop between the rail loop and the point that the rail line crosses CR 353 would create a problematic flooding situation.

The attached map shows that the elevation in the plant area varies no more than about 20 feet over the distance between the far end of the rail loop (northwest corner) to the southeast where the rail line enters the plant area. This is a 100 plus acre area over which there is a gentle change in elevation. The plant area, in other words, is relatively flat and there are no precipitous rises and falls obviating the concerns over flooding. As the line enters the floodplain from the plant, it will be on a bridge which will elevate the line above the floodplain at an elevation that is similar to the plant site. The bridge structure will be professionally engineered, approved by the Medina County Flood Plain Administrator and will meet applicable Corps of Engineer requirements for crossing jurisdictional waterways.

Further, I have attached a letter received from Medina County Floodplain Administrator which underscores that he will be taking a hard look at the plans for the rail line, just as he has at the quarry area. SGR is working closely with him in this regard.

**Please advise if you have any questions.
Regards. David**

<<SERVER-270682644.pdf>>

<<Floodplain Administrator Letter.PDF>>

Scale
1:50,000

Vulcan Materials, Medina Quarry
Site Plan For Plant Area

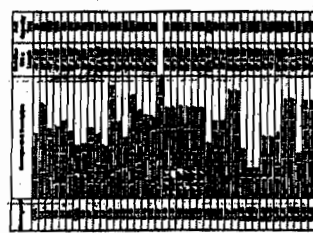
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INCORPORATED
1000 PINE STREET
SUITE 100
SAN FRANCISCO, CALIF. 94109



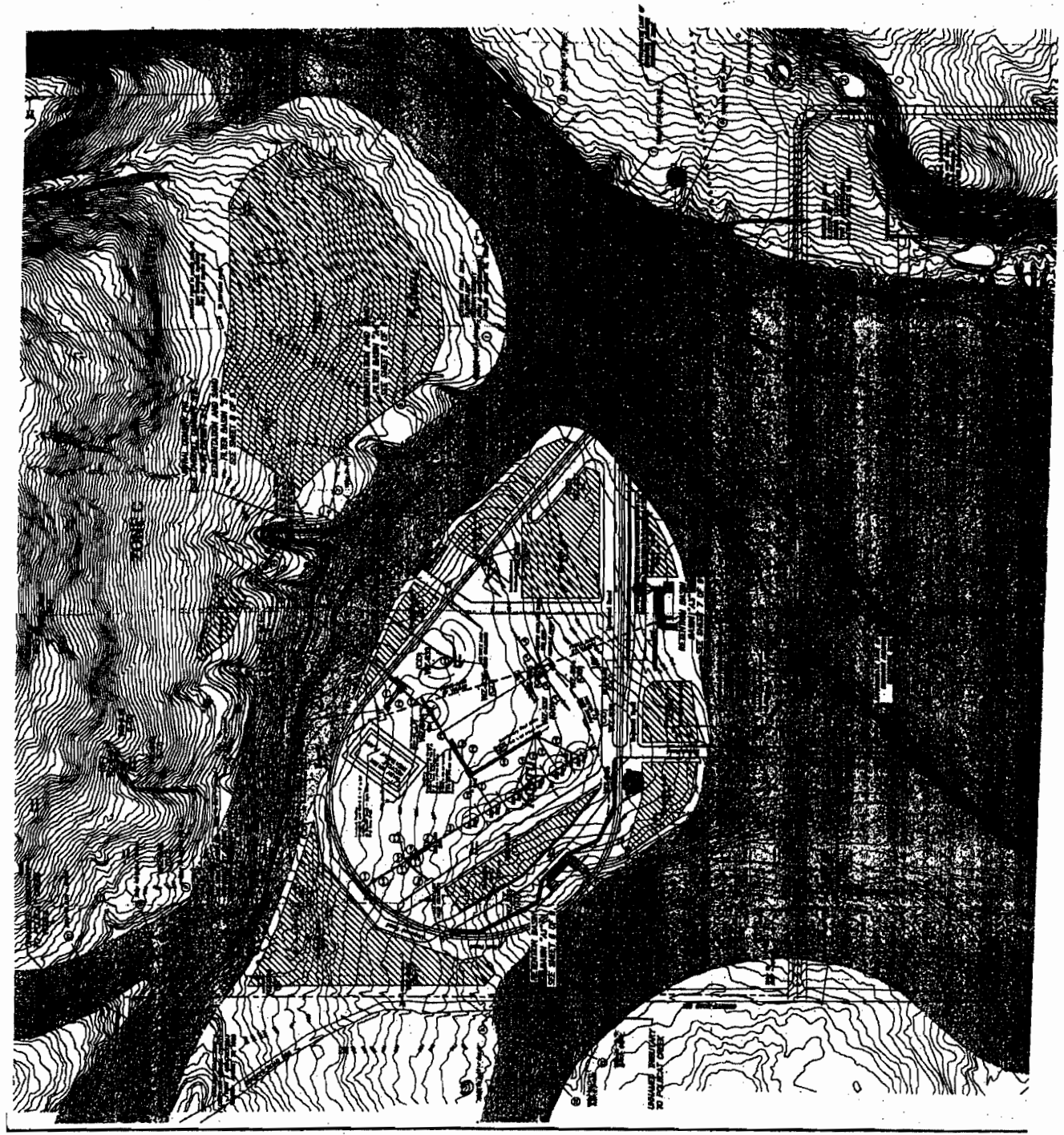
John E. Kelly

LEGEND

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Scale
1:50,000





Medina County Environmental Health Floodplain Administrator

709 Ave. Y • Hondo, Texas 78861 • Office 830-741-6195 • Fax 830-741-6099
"Protecting Medina County's Air and Water Resources through Reducing and Preventing
Pollution."

November 15, 2007

Vulcan Materials Company
1706 Avenue M
Hondo, TX 78861
Attention: Erik Remmert
Subject: CR 353 Vulcan Site Meeting, October 7th, 2007.

Eric, I did appreciate the opportunity to meet with you, Diana Wood, Surface Transportation Board, Jaya Zyman-Ponebshek, URS, and Tom Bugenhagen, Vulcan Materials. Ms. Wood was interested in the Floodplain rules enforced by Medina County as they apply to the proposed rail line. We made a visit to the Vulcan Quarry site and the proposed rail routes. During the discussion Eric Remmert stated that Vulcan would be complying with all required permitting processes including Floodplain and Army Corps of Engineers 404 permitting. I explained that we are very concerned about development and the effects on drainage and we, Medina County, want to make sure that any development within the County does not exacerbate flooding conditions. On a previous Quarry site visit on October 25, 2007, Mr. Remmert and I walked the boundaries of the floodplain as delineated by Pape-Dawson Engineers. The quarry site is outside the boundaries of the FEMA mapped floodplain with the exception of access roads and the proposed rail line access/egress. The vehicle access road crossing will be at grade so will have a no adverse impact effect on the floodplain. The rail route is yet to be determined so we will study the rail crossings when a route is decided upon.

Sincerely

A handwritten signature in dark ink, appearing to read "Pat E. Brawner".

Pat E. Brawner CFM