

#E1-2876
DFW



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>

To diana.wood@stb.dot.gov

cc

bcc

04/09/2007 02:25 PM

Subject STB Finance Docket No. 34284

Please respond to
C Eisenhower

<ceisenhauer@peoplepc.com>

History:

📧 This message has been replied to.

Hello Diana,

I have attached a letter regarding the proposed rail line in the Quihi area. Please review this letter and consider my points when making the final decision. In addition, I feel my wife and I should be invited to the April 20th meeting as our home will be directly affected if an eastern route is chosen. To this date, we have not been contacted at all regarding the rail line.

Thank you,
Carl Eisenhower

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<http://www.peoplepc.com> Letter Carl - Diana Woods.doc

April 5, 2007

Diana F. Woods
Section of Environmental Analysis
Surface Transportation Board
395 E. Street S.W. Room 1110
Washington, DC 20423

Re: STB Finance Docket No. 34284
Southwest Gulf Railroad Company
Construction and Operation Exemption
Medina County, Texas

Dear Ms. Woods,

I AM A HOMEOWNER THAT WILL BE DIRECTLY AFFECTED IF AN EASTERN ROUTE IS CHOSEN. I, ALONG WITH MY HUSBAND SHOULD BE INVITED TO ATTEND THE MEETING ON APRIL 20, 2007. AFTER REVIEWING THE INFORMATION PROVIDED FROM THE STB, I DO NOT FEEL THAT MY HOUSE WAS CONSIDERED IN THE STUDY.

Just as concluded in the Supplemental Draft Environmental Impact Statement, I feel that the most feasible route would be the original Proposed Route that crosses the fewest roadways and private property. Please consider this question when making your final decision; "Why are falling down 'historical' structures (which were not previously considered 'historic' until the railroad was proposed) more valuable than my home that I have maintained and lived in for nine years?" The MCEAA is only using the term 'historic' as a crutch to push the railroad onto their landowning neighbors. They are playing a 'smoke and mirrors' game to push the railroad east.

The following chart clearly shows that the number of families affected by the eastern route highly outnumbers the original proposed route.

Route	Divided	Partially Divided	On Boundary
Original Proposed	9	2	5
Eastern Routes			
Eastern Bypass	20	8	0
SGR Modified Medina Dam	20	8	2
MCEAA Medina Dam	21	0	0

The below are excerpts from a letter I previously sent in on January 9, 2007.

I reside in the Castroville West Subdivision, which is located at the southeast corner of County Road 4516 and County Road 4643. This subdivision is in very close proximity to the

SGR's Modified Medina Dam Route, the Eastern Bypass Route and the MCEAA Medina Dam Alternative Route.

The Castroville West Subdivision is a deed restricted subdivision in which the people that reside here have taken pride in their properties and conformed to the restrictions since the subdivision was formed. This subdivision has a Declaration of Restrictions that are filed in the Medina County Records Volume 219, Page 839. The houses located in this subdivision were not considered when the eastern routes were studied. In addition, there are school bus stops along the stretch of County Road 4516 close to the proposed rail crossings for the kids whose parents reside in the subdivision. This creates a very unsafe situation to have children, who are often times unsupervised, waiting for or being dropped off within walking distance to the proposed tracks.

The above stated routes traverse both County Roads 4516 and 4643. These two crossings are in very close propinquity to each other and the probability that both roads could be blocked at any one given time is almost a certainty. If there were to be an emergency situation such as the need for medical services or the fire department, my home could not be reached in a reasonable amount of time. My home could burn to the ground before the fire department could arrive or a member of my family could die due to the delay in the response time of the medical service units.

Another major concern not addressed is that County Road 4516 has grown to be a very heavily traveled thoroughfare for a barely two lane, pot hole ridden, county road. The idea that the proposed train would cross at an unlighted area of the road where there is an abrupt left curve, while simultaneously dropping 50-75 feet in elevation and completely blocking the driver's visibility scares me. I drive this road on a daily basis and have seen and heard of many horrible wrecks, some that have resulted in deaths.

In the Supplemental Draft Environmental Impact Statement, it states that my home will not be impacted by the 'noise and vibration' emitted from the train. I strongly disagree with the stated findings. I can clearly hear the existing train that follows the Highway 90 rails, which are approximately 1.5 miles from my home. By stating this fact, how can you stand behind the findings in your report? In addition, was it considered that my home fronts County Road 4516, the point at where the proposed trains will cross and therefore will blow their horn with greater intensity and for longer periods of time to warn the crossing traffic? Again, I do not feel that my home was considered on the studies performed on the Eastern Routes.

As a child, my parent's home was located across from a rail line. The noise from the train was loud and disruptive both during the day and especially at night. I am a hard working professional that needs sufficient sleep to ensure a productive day. The above noted proposed train routes will cause sleepless periods during the night and as a result hinder my productivity during the day. In addition, we like to entertain family and friends at our house. Having a train interrupt our gatherings will be disruptive, annoying, embarrassing and destroy the atmosphere that we value as part of living in the country.

There are many other concerns that have already been brought to your attention by other concerned property owners. These include, but are not limited to, dust and train emissions, the destruction of the economic livelihood of the area farmers and the devaluation of property. In conclusion, as the Supplemental Draft Environmental Impact Statement suggests, the most feasible route would be the original Proposed Route that crosses the fewest roadways and private property.

Thanks you for taking the time to read this letter and considering some of the very serious concerns that I have for my property and my family.

Sincerely,

Carl K. Eisenhower

CC: Mr. Rick Perry, Governor of Texas