

04/21/16

Surface Transportation Board

395 E Street, S.W.

Washington, DC 20423-0001

Docket # FD35952

Dear Mr. Navecky,

I am writing regarding the proposed Great Lakes Basin Railroad project. I am asking you to deny their request. This line would have many serious environmental and community implications.

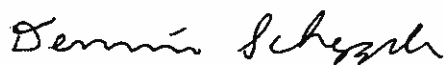
1. At or near mile 133 on the GLB map this line will cross an oil pipeline. This pipeline could be damaged by construction or by the trains passing over it. If the pipeline was dug up to be reinforced this would cause valuable farmland to once again be disturbed, the land was scarred once and does not need harmed again. This crossing increases the risk of a pipeline spill or worse.
2. Mile 133 is land that has been in my family for over 120 years, I am very familiar with it, this area houses the main tile lines for the field drainage system. This line serves not only my family's field but thousands of acres of additional land, as well as the new subdivision on North 40th Road. Damage to this tile line would result in acres of land being flooded during rains and this flooding would harm crop production and will result in flooded homes as well.
3. The proposed line in this area will result in Hoxsey Road, the major North/South road for the area, connecting the Ottawa and Somonauk areas being crossed. GLB plans on lights and gates for this crossing. This would result in an extremely dangerous crossing. Besides being the major route for residents, this road is the major route for the Community Unit School District Number 2's buses to reach its pupils and first responders. Given this line dissects the school district; buses will have no choice but to cross this dangerous line daily. My former bus route would cross this line 6 times going to and coming from school, assuming all the roads crossed are granted a crossing. This is an unacceptable and dangerous situation.
4. The GLB map shows many roads not being granted crossing. This is placing the area in grave harm. Besides school buses having to re-route, our brave first responders will be delayed and re-routed. This area is serviced by a volunteer fire and ambulance department, and every road matters as the crew can traverse faster on side roads. They will be delayed as they wait to cross the tracks going to the fire station and leaving the fire station. These delays will place people's lives in danger. We need every road available in the event of an emergency.
5. Our fire departments rely solely on water tanker trucks to fight fires; the area does not have the ability to handle major fires, especially those from a train derailment. Our fire crews are also unable to handle a major chemical spill from a derailed train. With the nearest emergency response train crew over 2 hours away; this area is in grave danger of serious contamination from a spill. Our area hospitals do not have the capacity to handle many of the most toxic chemical exposures, forcing victims to be transport great distances to a hazmat hospital.
6. The train line is proposed to be dangerously close to the Community Unit School District Number 2 schools, within one mile of the main campus in Serena, which houses the grade and

high schools, and within 2 miles of the Sheridan Grade School campus, as well as less than a ½ mile from the Sheridan Correctional Facility, which houses close to 2,000 inmates. In the event of a chemical spill or other emergency caused by a train derailment, the area has no way to simultaneously evacuate, the three affected schools and the prison complex. Additionally, where would the prisoners go? There is no nearby alternative facility. A derailment in this area is placing thousands of people in harms way. Many chemical spills require a 5 mile evacuation radius; this area has no way to comply with this given the unique situation of having a State Prison nearby.

7. This area is home to portions of the Sandwich Fault Line, an off-shoot of the New Madrid Fault Line. Having a train line of this magnitude in an area that has earthquakes is unwise.
8. The area is home to many endangered species and wildlife is prevalent. Our farm has recently begun having Wild Turkeys on it and has several nesting Cooper Hawks, as well as having in the last two years its first sightings of Bald Eagles. Our proximity to Starved Rock and their famed eagles is thankfully expanding to our area. Foxes have also begun to re-emerge in the area. This line would harm wildlife, and would affect their normal migration patterns.
9. This line will dissect fields and for some farmers will prevent them from accessing their land. Not every farm has multiple easements for access, some farm land will become blocked and this puts the farm families a great economic loss. Farmers will be diverted onto main roads to access the other side of their field. This diversion of slow moving tractor traffic onto busy main roads, by not only field dissection but road closings, places everyone at risk for more car accidents. Slow moving tractors do not mix well with fast moving cars.
10. The area will have severe soil compaction and disruption due to construction and the line itself. Foreign material will need to be used to construct the line and its many raised rail beds, the introduction of foreign materials will further change the natural environment of the area.
11. This train will alter the rural lifestyle. Gone will be the peace and solitude as the train will create extreme noise. Wildlife will be scared off and the beauty of the rural landscape will be tainted by the trains rumbling past. We need to keep rural Illinois rural.
12. This line affects existing businesses, the land may seem "undeveloped" but it is not. A farm is a developed business and we need our farms. We need to continue to be the food supplier to the world, as this protects our national security, other nations need our exported crops and this line will reduce our nation's ability to do so. Prime farmland, the highest quality in the world will be lost under the train, field tiles will be broken resulting in flooding and crop loss, and fields will be dissected resulting in reduced yields.

This proposal is unneeded and environmentally harmful and I urge you to deny the Great Lakes Basin Railroads request to destroy rural Illinois.

Sincerely,



Dennis Scheppler
212 N. Owen, Mount Prospect, IL 60056

ATTN: Dave Navecky -Docket No. FD35952

Surface Transportation Board
Office of Environmental Analysis
395 E Street SW
Washington, DC 20423-0001

Dear Mr. Navecky:

I would like to express my concerns over the proposed Great Lakes Basin Transportation, LLC rail line project. Docket # FD-35952. I oppose the project and ask the Surface Transportation Board to deny the proposal. My concerns are:

I am concerned for the environment. The Cooper's Hawks have just returned to the area. It would disrupt their nesting patterns.

There are not appropriate resources for chemical spills or any other train emergencies. They do not have the resources, training or facilities to deal with such a problem.

Respectfully Submitted by (signature) James J. [Signature] (ph#) 847-207-0546

(address) 1059 Deerport, Ct, Wheeling, IL 60090

Date: 6/6/16

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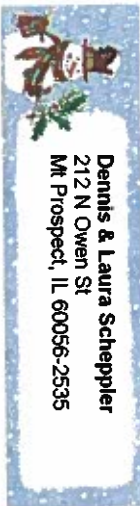
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I don't like the farmland being split
to provide transportation. I feel that
there are better alternatives.

Respectfully Submitted by (signature) Rui Porco (ph#) 847-543-9886

(address) 336 Big Horn

Date: 6-5-16



Dennis & Laura Scheppeler
212 N Owen St
Mt Prospect, IL 60056-2535



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Att'n: Dave Navecky

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