

FD 34284

received 1/24/07

#E1-2685
R9

Jan 14, 2007

Surface Transportation Board
Case control unit, STD Docket no. FD34284
Washington D.C. 20423-001

Attn: Rini Ghosh

1) I live in San Antonio, Bexar County, Texas but I am a concerned landowner in Upper Quihi, Medina County, Texas. I will be severely impacted by the Vulcan quarry operation if the Eastern Bypass Route (EBR) or the MCEAA Medina Dam Alternative (MMDA) is chosen for the SGR. Both of these routes pass through my property. (Atch. 1 #1)

2) I understand Vulcan's pursuit of the proposed railroad route and am in concurrence since it effects fewer landowners than the alternative routes. I feel that Vulcan can and should continue to work to mitigate any problems or divert the route where necessary to get through any sensitive areas.

3) The following comments, recommendations and/or suggestions apply to the SEA's preferred routes. They are referred to in the SDEIS as the Eastern Alternative known as:

- A. The SGR's Modified Medina Dam Route (SMMDR)
- B. The Eastern Bypass Route (EBR)
- C. The MCEAA Medina Dam Alternative (MMDA)

These comments are provided for your consideration prior to approval of a SGR route to the Vulcan quarry in Medina County.

4) The EBR crosses my property immediately east of FM 2676 (Atch. 1, #1), in the northeast section of Quihi's historic district (Atch. 2). I have a circa 1860's limestone house, with additions, in which my grandparents lived and which I was planning to restore. (Atch. 1, #2 and the SDEIS appendix F1, pg 16, figure 14). This historic house is in the path of this EBR as are two other residences (considered high impact areas by SDEIS) immediately west of FM 2676 (Atch. 1, #3&4). Additionally, this route would cut off a large portion of my already limited frontage on FM 2676 (the only road frontage) thus significantly reducing the value of my property. It would have the same effect on my neighbors on the west side of FM 2676.

Request this route not be selected for the above reasons.

5) Even though the MMDA also crosses my property on the east end (cutting off approximately 60 acres without any road frontage) and would also significantly reduce my property value, I request you allow me to propose an additional route using portions of the MMDA and the SMMDR (Atch. 1, highlighted)

*** Follow MMDA north to where it intersects SMMDR; then turn west and follow SMMDR as already proposed. ***

This would not cause any additional study of new properties since these routes, separately, have already been considered.

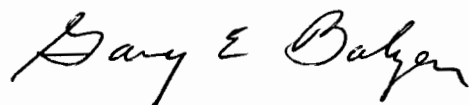
While I would rather not see either of these routes used for the SGR; this route would be less intrusive to me than the EBR as discussed in para. 4. I also believe this route would be better than the EBR or MMDA since it would effect fewer landowners (EBR has 32). It would avoid the eastern section of the Quihi historic district including a historic house (Atch. 1, #2). It would also avoid high impact residences on the EBR (Atch. 1, # 3&4) and on the northern portion of the MMDA (Atch. 1 # 5,6&7).

Additionally, it would avoid crossing the high traffic unfenced CR 265 (Atch. 1).

This route would also allow two landowners who own property on the SMMDR immediately to the east and west of FM 2676 (Atch. 1, # 8&9) and who also own land in the quarry site and will be receiving financial benefits from the quarry operation, to provide railroad right-of-way like all the neighbors would be required to do. This could help to appease those neighbors who will receive no benefits from the quarry.

6) Your consideration of the above comments and proposal, prior to final selection of the SGR route, is appreciated. I am looking forward to hearing from you. Thanks.

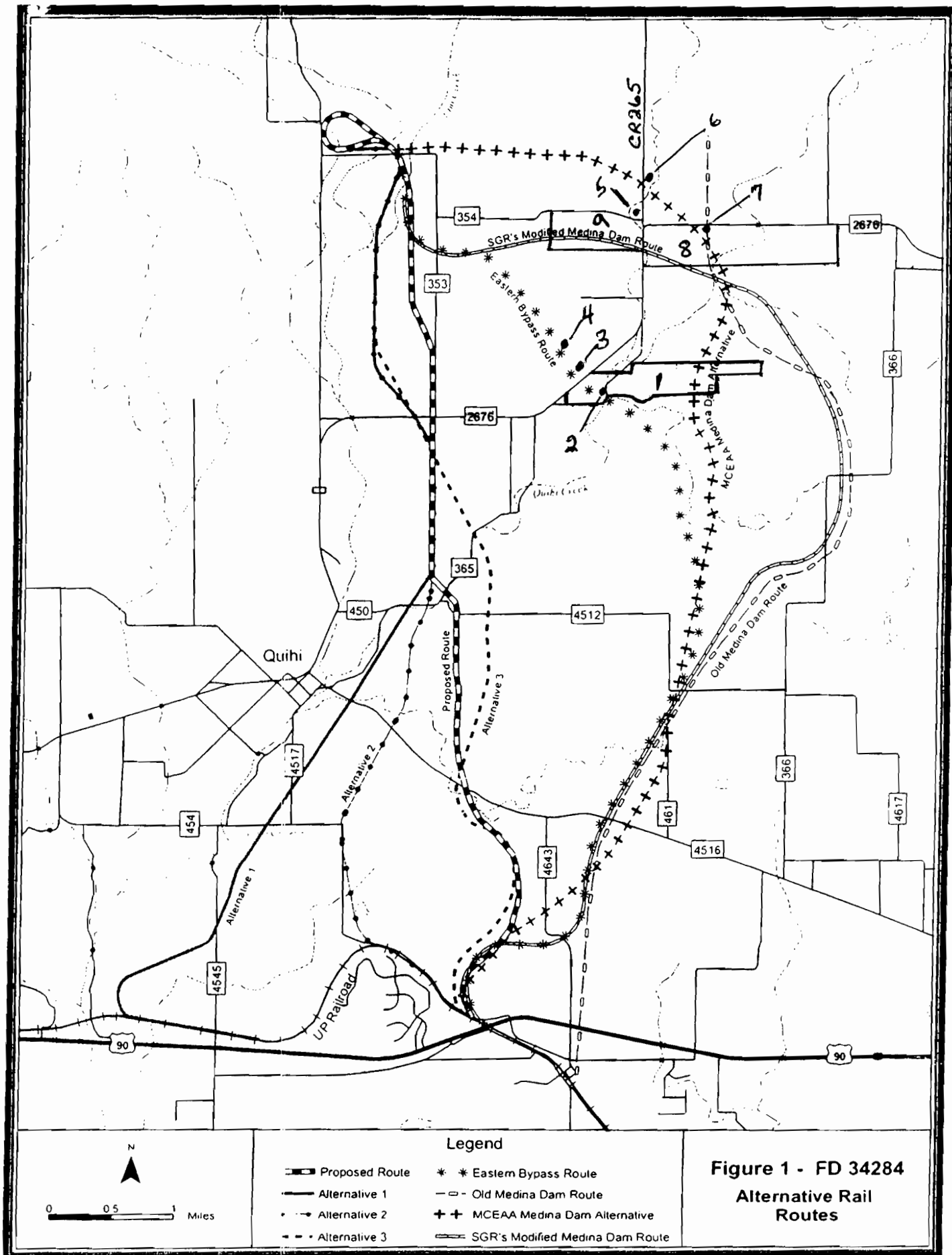
Sincerely,



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Attachments 2



Atch 1

LEGEND

■ = EXISTING RESIDENCE

 NEW & PLANNED SUBDIVISIONS

 PROPOSED VULCAN 1760 AC QUARRY

 TEXAS FAMILY LAND HERITAGE RANCH

 HISTORIC DISTRICT

 CRITICAL AREA OF RAIL LINE CROSSING FLOOD PLAIN IN HISTORIC DISTRICT

 PROPOSED RAIL LINE ROUTES

 FLOOD PLAIN PER FEMA FLOOD MAPS

FM 2676

Atch 2