

July 3, 2016

Dave Navecky
Surface Transportation Board
395 E. St. SW
Washington DC 20423-0001
Docket No. FD 35952

Dear Mr. Navecky,

I sent a letter to Mr. Patton after the May 2, 2016 meeting in Morris, IL in which he and his railroad safety man tried to answer questions about the proposed railroad.

Obviously, he does not have any plans in place for flyovers, bridges and road crossings for this railroad project. I would have thought all of this should have been planned and researched before this project was presented to the STB Board for approval. His answer to the engineering questions was "The engineering questions you pose are impossible to answer without visiting and doing an engineering water and land study of each individual site." I believe that all of this engineering work should have been completed before an application was submitted to the S.T.B. so that the people that would be affected would have known about the plan instead of later.

I contacted an excavating engineer and asked him to figure out the amount of fill needed for a flyover at the Burlington Northern Railroad east of Earlville, IL. His response was as follows:

"I figured at 30' wide for two sets of tracks at a 1 percent grade with a side slope at 1.5' to 1'. The approach to the flyover would be 3000' long on both the north and south of the BN Railroad. Each approach would require approximately 125,000 C.Y. of dirt resulting in a total of 250,000 C.Y. to build the flyover. If you had a borrow area of 5 square acres you would need to excavate the entire area straight down for 16' to get enough dirt to build each approach. Not sure how deep they will allow you to dig but you would obviously need more than 5 acres so you could slope your excavation back. That 5 acres is only for one approach so you need to double that for both. This is a rough estimate but should be pretty close. These figures do not include the amount of fill required for the spur to connect the two rail lines together which will take up more land."

The more I read and study this project, I think it will be an environmental, ecological and economic disaster.

I have read a lot of the letters that have been sent to Docket No. FD35952 and I have not read any letters in favor of this project. With all of the opposition, I hope that the S.T.B. would deny this application.

Strongly opposed,

Bill Mitchell

WM
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