

22/361

**LAW OFFICES OF
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January 24, 2008

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(202) 466 6532
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Michigan Historic Center
702 West Kalamazoo Street
P O Box 30740
Lansing, MI 48909-8240

RE: Docket No AB-364 (Sub-No 12X), *Mid-Michigan Railroad, Inc –
Abandonment Exemption-in Kent and Ionia Counties, MI*

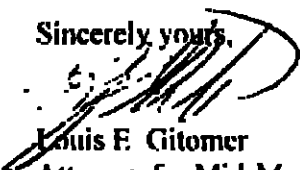
Dear Madam/Sir

On October 22, 2007, the Mid-Michigan Railroad, Inc ("MMRR") served a Combined Environmental and Historic Report (the "CEHR") concerning the abandonment of a 15.83-mile rail line between milepost 137.83, southeast of Lowell, and milepost 122.00, east of Prairie Center, the end of the line proposed for abandonment, in Kent and Ionia Counties, MI (the "Line")

The CEHR inadvertently contained the description and pictures of the wrong bridges in answers three and four to the Historic Report portion of the CEHR. Attached is a revised CEHR containing the correct information for the bridges and culverts on the Line.

If you have any questions, please contact me.

Sincerely yours,



Louis E. Gitomer

Attorney for Mid-Michigan Railroad, Inc

Enclosure

cc Acting Secretary Quinlan
Mr. Weinstein
Mr. Navecky

COMBINED ENVIRONMENTAL AND HISTORIC REPORT
(49 C F R 1105 7 and 1105 8)

Docket No AB-364 (Sub-No 12X)

**MID-MICHIGAN RAILROAD, INC –ABANDONMENT EXEMPTION–
IN KENT AND IONIA COUNTIES, MI**

Dated October 22, 2007
Revised December 18, 2007
Corrected January 24, 2008¹

ENVIRONMENTAL REPORT

(1) Proposed Action and Alternatives Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Mid-Michigan Railroad, Inc. (“MMRR”) proposes to abandon the 15.83-mile rail line between southeast of Lowell, milepost 137.83, and east of Prairie Center, milepost 122.00, the end of the line, in Kent and Ionia Counties, MI (the “Line”). Upon receipt of abandonment authority, MMRR proposes to convert the Line to interim trail use/rail banking under 16 U.S.C. § 1247(d) through the sale or lease of the Line to a third party. MMRR will salvage the track and materials from the Line, but will leave the ties, ballast, bridges and culverts in place for the use of the trail.

Abandonment of the Line will result in the removal of the rail. MMRR does not intend to disturb any sub grade or sub grade structures and does not intend to remove any bridge structures. The operations and maintenance of the line will cease. Removal of the Line will result in the elimination of nine public road crossings and 20 private crossings.

¹ MMRR has corrected the bridge information in sections 3 and 4 of the Historic Report.

- In 2006 there were two shippers using the Line, Gallagher Farm Service ("Gallagher") and Standard Lumber, both located near Ionia. Gallagher has shipped eight cars in 2004, 11 cars in 2005, 15 cars in 2006, and nine cars through June 2007. Standard Lumber has shipped one car in 2004, two cars in 2005, two cars in 2006, and one car through June 2007. Traffic on this 15.83-mile line has been very light since 2004.

There are two alternatives to a full abandonment. One alternative would be for MMRR not to abandon the Line. Limited service has been provided on the Line since 2004. The Line is a stub end track and therefore has no overhead traffic. With little traffic, MMRR has decided to seek abandonment of the Line. The other more likely alternative will be for MMRR to convert the Line to interim trail use/rail banking through the sale or lease of the Line to a third party. MMRR has engaged in negotiations with the third party, which is seeking to acquire the Line for trail use. It would be MMRR's preference to obtain authority to abandon the Line and convert it to interim trail use/rail banking through the sale or lease of the Line to the third party.

A map of the proposed abandonment is attached hereto as Exhibit 1.²

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

No passenger traffic will be diverted to other modes as a result of the proposed abandonment. Seventeen carloads were shipped over the Line in 2006 and 10 through June 2007. Hence, it appears that 17 to 20 cars of freight traffic per year would be diverted motor carrier. Accordingly, the proposed abandonment should have no adverse effects on regional or local transportation systems and patterns.

² The copy of the map that accompanied the information-gathering letter has been removed from that letter. That map was the same as the map in Exhibit 1 accompanying this report.

(3) Land Use (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U S Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

(i) MMRR considers the proposed abandonment to be consistent with existing land use plans. Other than in Ionia and Saranac, the land adjoining the Line is mainly rural in character.

MMRR contacted Kent and Ionia Counties, MI and the cities of Lowell, Saranac and Ionia, MI by letters dated October 22, 2007. See Exhibit 2. No response has been received as of this date. A copy of this Environmental Report has been mailed to the appropriate local and state agencies for their information and further comment.

(ii) MMRR does not believe that there is any prime agricultural land that will be affected. MMRR notified the United States Department of Agriculture ("USDA") Natural Resources Conservation Service (the agency succeeding to the responsibilities of the Soil Conservation Service) of the proposed abandonment by letter dated October 22, 2007, and requested assistance in identifying any potential effects on prime agricultural land. See Exhibit 2. No response has been received to date. A copy of this report is being supplied to the USDA for its information and further comment.

(iii) The Line does not pass through a designated coastal zone.

(iv) Based on discussions with local groups, MMRR believes that the Line is suitable for interim trail use/ rail banking.

(4) Energy (i) Describe the effect of the proposed action on transportation of energy resources (ii) Describe the effect of the proposed action on recyclable commodities (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why (iv) If the proposed action will cause diversions from rail to motor carriage of more than (A) 1,000 rail carloads a year, or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given

(i) The proposed abandonment will have no effect on the transportation of energy resources

(ii) The proposed abandonment will have no effect on the transportation of recyclable commodities

(iii) The proposed abandonment will have minimal effect on overall energy efficiency since there has been minimal traffic uses the Line

(iv) The proposed abandonment will not cause the diversion more than 1,000 rail carloads a year, or an average of 50 rail carloads per mile per year for any part of the Line of rail traffic to motor carriage

(5) Air (i) If the proposed action will result in either (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify the

materials and quantity, the frequency of service, safety practices (including any speed restrictions), the applicant's safety record (to the extent available) on derailments, accidents and spills, contingency plans to deal with accidental spills, and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment

(i) The proposed abandonment will not result in meeting or exceeding the specified thresholds

(ii) The proposed abandonment will not result in meeting or exceeding the specified thresholds

(iii) The proposed abandonment will not affect the transportation of ozone depleting materials

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause (i) an incremental increase in noise levels of three decibels Ldn or more, or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable

(7) Safety (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify the materials and quantity, the frequency of service, whether chemicals are being transported that, if mixed, could react to form more hazardous compounds, safety practices (including any speed restrictions), the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills, the contingency plans to deal with accidental spills, and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) The proposed abandonment will have no detrimental effects on public health and safety. MMRR will cease operating over the Line. As a result of the abandonment, MMRR will remove nine public road crossings and 20 private crossings.

(ii) The proposed abandonment will not affect the transportation of hazardous materials.

(iii) MMRR is not aware of any known hazardous waste sites or sites where there have been known hazardous materials spills on the Line

(8) Biological Resources (i) Based on consultation with the U S Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects

(i) MMRR does not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat MMRR notified the U S. Fish and Wildlife Service ("USF&W") of the proposed abandonment by letter dated October 22, 2007, and requested assistance in determining whether the proposed abandonment will adversely affect endangered or threatened species or areas designated as a critical habitat *See Exhibit 2* A copy of this Report was supplied to the USF&W for its information and further comment By letter dated October 26, 2007, the USF&W stated "[w]e do not have any concerns regarding real estate matters in the abandonments See Exhibit 5

(ii) Between Saranac and Ionia, the Line passes through the Ionia State Recreation Area MMRR does not expect the abandonment to affect the Ionia State Recreation Area since MMRR is planning to cease operations, only remove track and materials, and convert the Line to interim trail use/rail banking

MMRR is unaware of any other wildlife sanctuaries or refuges, National or State parks or forests that would be adversely affected by the proposed abandonment

MMRR notified the National Parks Service of the proposed abandonment by letter dated October 22, 2007, and requested assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests *See Exhibit 2* To date, no response to

this request has been received. A copy of this Report is being supplied to the National Park Service for its information and comment.

(9) Water (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

(i) MMRR is confident that the proposed abandonment will be consistent with applicable water quality standards. MMRR contacted the Michigan Department of Environmental Quality ("MIDEQ") and the United States Environmental Protection Agency ("USEPA") by letters dated October 22, 2007. See Exhibit 2. To date, no response to this request has been received. A copy of this Report has been supplied to the MIDEQ and USEPA for their information and comment.

(ii) MMRR believes that no permits under section 404 of the Clean Water Act are required for the proposed abandonment and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment. MMRR does not plan to salvage any of the ties, ballast, or bridges on the Line so that they can be used when the Line is converted to interim trail use/rail banking. Upon receiving abandonment authority, removal of material will be accomplished by use of the right-of-way for access, along with existing public and private crossings. No new access roads are contemplated. MMRR does not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. Debris will be transported away from the Line and will not be discarded along the right-of-way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels,

lubricants or any other pollutant materials from entering any waterways. Based upon this course of action, MMRR does not believe a permit under Section 404 of the Clean Water Act will be required.

MMRR contacted the U S Army Corps of Engineers by letter dated October 22, 2007 and has received no response to date. See Exhibit 2. A copy of this Report has been supplied to the U S Army Corps of Engineers for its information and comment.

(iii) MMRR believes that no permit under section 402 of the Clean Water Act would be required for the abandonment. MMRR does not plan to salvage any of the ties, ballast, or bridges on the Line so that they can be used when the Line is converted to interim trail use/rail banking. MMRR contacted the MIDEQ and the USEPA by letter dated October 22, 2007. See Exhibit 2. A copy of this Report has been supplied to the MIDEQ and USEPA for their information and further comment.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

MMRR does not expect any adverse environmental impact from the proposed abandonment and, therefore, see no need for any mitigating actions. MMRR will, of course, adhere to any remedial actions suggested by the recipients of this Report, which are required by the Board.

HISTORIC REPORT

1. A U S G S topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.

U S Geological Survey Maps have been supplied to the Michigan Historic Center ("MIHC"). See Exhibit 3.

2 A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area,

The 15.83-mile right-of-way is generally 100 feet wide, with some variance in towns and villages

The Line begins southeast of Lowell at milepost 137.83 at an elevation of about 642 feet, just west of Montcalm Avenue near the intersection with Riverside Drive. The Line travels in an easterly direction south of the Grand River and parallel to Riverside Drive. The Line turns northeasterly and passes through Saranac, remaining between the Grand River to the north and Riverside Drive to the south of the Line. The Line then passes through the Ionia State Recreation Area.

The Line continues easterly until it turns northeasterly again to cross the Grand River southwest of Ionia. Upon reaching Ionia, the Line turns eastward and passes through the southern part of Ionia before crossing Prairie Creek. The Line ends just east of Prairie Creek at milepost 122.0 at an elevation of about 647 feet.

3 Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area,

Photographs of the bridges on the Line that are 50 years old or older and a detailed description of the bridges are attached as Exhibit 4. MMRR is in the process of entering agreements to convert the Line into interim trail use/rail banking. MMRR expects that the trail user will require MMRR to leave the ties, ballast, and bridges intact for trail use. Therefore, MMRR will not be removing any of the ties, ballast, or bridges on the line. MMRR will only remove the track and materials from the bridges, but will leave the bridges in place for trail use.

4 The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known,

See Exhibit 4

5 A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action,

The Line was built by the Detroit & Milwaukee Railroad in 1857, which became the Detroit Grand Haven & Milwaukee Railroad (the "DGHM") The Grand Trunk Western Railroad Company ("GTW") acquired the DGHM in 1882 and merged the assets into G I W in 1928

GTW sold the Line to Straits Corporation ("SC") in 1986, which became the Central Michigan Railroad Company ("CMR") The Grand Rapids Eastern Railroad Company ("GRE") acquired the Line from CMR in 1993 GRE was controlled by RailTex, Inc In 1999, GRE was merged into MMRR RailTex merged into RailAmerica, Inc in 2000

As a result of the abandonment, MMRR proposes to stop railroad operations and convert the Line to interim trail use/rail banking

6 A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic,

MMRR possesses the valuation maps of the Line, but is not aware of any other documentation in its possession

7 An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C F R 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities),

MMRR believes that the bridges and structures on the Line are not unusual or noteworthy for inclusion on the National Register of Historic Places It is also MMRR' opinion that there are no archeological resources or other railroad related historic properties in the project area Moreover, since MMRR is agreeable to converting the Line to interim trail use/rail banking, MMRR does not plan to alter, remove or dispose of any of the bridges that are on the Line

8 A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain

MMRR believes that there are no existing records as to the nature of any known subsurface ground disturbance or fill, or environmental conditions that might affect the archeological recovery of any potential resources

9 Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e. prehistoric or native American)

MMRR does not foresee the likelihood that any additional information will need to be supplied in association with the proposed abandonment other than that information previously submitted But, if any additional information is requested, MMRR will promptly supply the necessary information

MMRR contacted MIHC See Exhibit 2 No response has been received A copy of this Report has been mailed to MIHC

EXHIBIT 1 – MAP

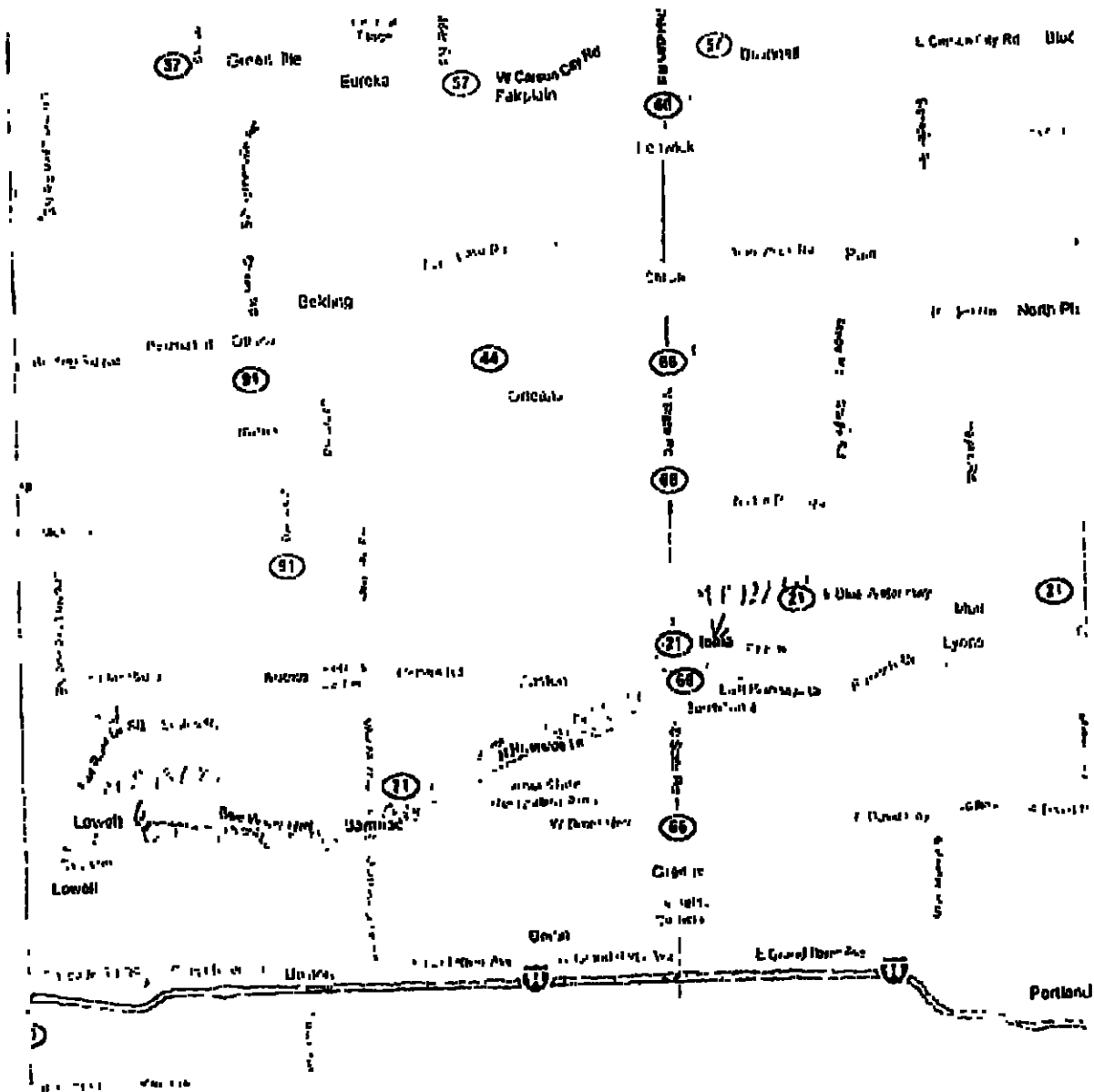


EXHIBIT 2 – LETTERS

**LAW OFFICES OF
LOUIS E. GITOMER**

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October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204-4022
(202) 466-6532
FAX (410) 332-0885

National Oceanic and Atmospheric Administration
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

RE: Docket No AB-364 (Sub-No 12X), *Mid-Michigan Railroad, Inc. -
Abandonment Exemption-in Kent and Ionia Counties, MI*

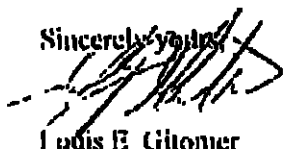
Dear Madam/Sir,

On or about November 13, 2007, we expect to be filing with the Surface Transportation Board ("STB") a petition for exemption seeking authority for Mid-Michigan Railroad, Inc. ("MMRR") to abandon a 15.83-mile rail line between milepost 137.83, southeast of Lowell, and milepost 122.00, east of Prairie Center, the end of the line proposed for abandonment, in Kent and Ionia Counties, MI.

Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423, telephone 202-245-0295 and refer to the above Docket No AB-364 (Sub-No. 12X).

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within 3 weeks. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Louis E. Gitomer who may be contacted by telephone at 410-296-2250, email at Lou_Gitomer@verizon.net, or mail at Law Offices of Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

Sincerely yours,


Louis E. Gitomer
Attorney for Mid-Michigan Railroad, Inc.

Enclosures

LAW OFFICES OF
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October 22, 2007

THE ADAMS BUILDING, SUITE 301
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U S. Fish and Wildlife Service
Region 3
One Federal Drive
BHW Federal Building
Fort Snelling
Twin Cities, MN 55111

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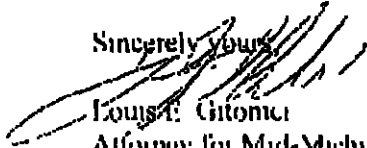
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Attorney for Mid-Michigan Railroad, Inc

Enclosures

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October 22, 2007

U S Environmental Protection Agency
Region 5
Metcalf Building
Office of Strategic Environmental Analysis
77 West Jackson Boulevard
Mailcode B-19J
Chicago, IL 60604

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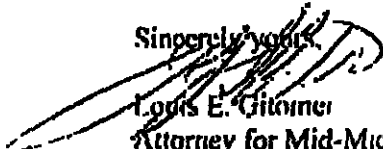
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USDA Natural Resources Conservation Service
3001 Coolidge Street
East Lansing, MI 48823-6350

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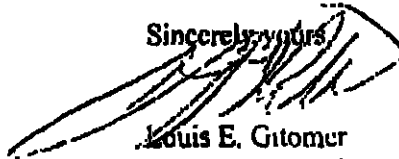
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Sincerely yours



Louis E. Gitomer
Attorney to: Mid-Michigan Railroad, Inc

Enclosures

**LAW OFFICES OF
LOUIS E. GITOMER**

LOUIS E. GITOMER
LOU_GITOMER@VERIZON.NET

October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204 4022
(202) 466 6532
FAX (410) 332 0885

Detroit District Headquarters
U S Army Corps of Engineers
Detroit District
477 Michigan Ave.
Detroit, MI 48226

RE: Docket No AB-364 (Sub-No. 12X), *Mid-Michigan Railroad, Inc -
Abandonment Exemption-in Kent and Ionia Counties, MI*

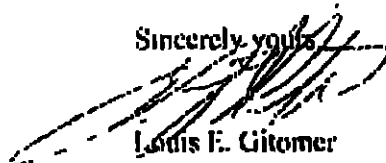
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Attorney for Mid-Michigan Railroad, Inc

Enclosures

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LOUIS E. GITOMER
LOU_GITOMER@VERIZON.NET

October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204 4022
(202) 466-6532
FAX (410) 332 0885

Mayor Charles Myers
301 East Main Street
Lowell, MI 49331

Re: Docket No AB-364 (Sub-No 12X), *Mid-Michigan Railroad, Inc.*
Abandonment Exemption—in Kent and Ionia Counties, MI

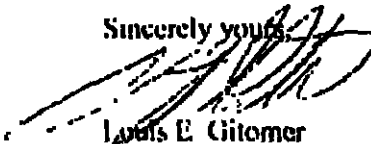
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Louis E. Gitomer
Attorney for Mid-Michigan Railroad, Inc

Enclosures

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LOUIS E. GITOMER
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October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204-4022
(202) 466 6532
FAX (410) 332-0885

Michigan Historic Center
702 West Kalamazoo Street
P O Box 30740
Lansing, MI 48909-8240

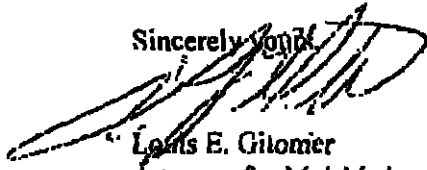
RE: Docket No AB-364 (Sub-No 12X), *Mid-Michigan Railroad, Inc -
Abandonment Exemption-in Kent and Ionia Counties, MI*

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Attorney for Mid-Michigan Railroad, Inc

Enclosures

**LAW OFFICES OF
LOUIS E. GITOMER**

LOUIS E. GITOMER
LOU_GITOMER@VERIZON.NET

October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204 4022
(202) 466 6432
FAX (410) 332 0885

Michigan Department of Environmental Quality
P O Box 30473-7973
Lansing, MI 48909

RE: Docket No AB-364 (Sub-No. 12X), *Mid-Michigan Railroad, Inc -
Abandonment Exemption-in Kent and Ionia Counties, MI*

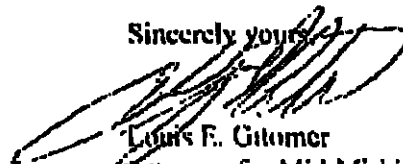
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Attorney for Mid-Michigan Railroad, Inc

Enclosures

**LAW OFFICES OF
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LOUIS E. GITOMER
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October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204 4022
(202) 466-6532
FAX (410) 332-0885

Manager, Federal Project Review
Michigan Department of Commerce
Michigan Neighborhood Builders Alliance
P O Box 30242
Lansing, MI 48909

RE: Docket No AB-364 (Sub-No 12X), *Mid-Michigan Railroad, Inc*
Abandonment Exemption in Kent and Ionia Counties, MI

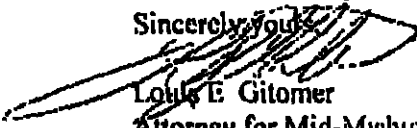
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Attorney for Mid-Michigan Railroad, Inc

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October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON MARYLAND 21204 4022
(202) 466 6532
FAX (410) 332 0895

Honorable Daryl J. Delabbio
County Administrator
Kent County
County Administration Building
300 Monroe Avenue, NW
Grand Rapids, MI 49503-2206

RE: *Docket No. AB-364 (Sub-No. 12X), Mid-Michigan Railroad, Inc. -
Abandonment Exemption-in Kent and Ionia Counties, MI*

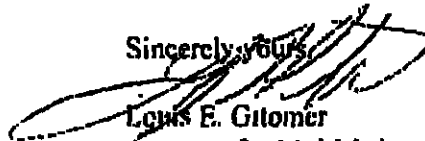
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October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204-4022
(202) 466 6532
FAX (410) 332 0885

Jerry Benz
President, Village of Saranac
10 Bridge Street
PO Box 312
Saranac, MI 48881-0312

RE: Docket No. AB-364 (Sub-No. 12X), *Mid-Michigan Railroad, Inc.* -
Abandonment Exemption-in Kent and Ionia Counties, MI

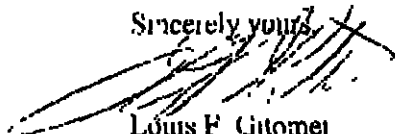
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October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204 4022
(202) 466 6532
FAX (410) 312 0885

Mr. James Banks
Chairman
Ionia County Board of Commissioners
602 Sixth Avenue
Lake Odessa, MI 48849

RE: Docket No. AB-364 (Sub-No. 12X), *Mid-Michigan Railroad, Inc. -
Abandonment Exemption-in Kent and Ionia Counties, MI*

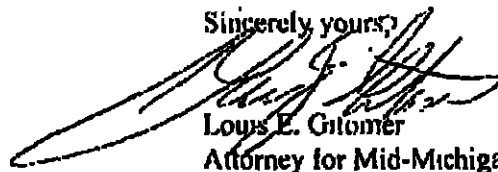
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Attorney for Mid-Michigan Railroad, Inc.

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LOU_GITOMER@VERIZON.NET

October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204 4027
(202) 466 6532
FAX (410) 332-0885

Honorable Dan Balice
Mayor, Ionia, Michigan
114 N Kidd St
Ionia, MI 48846

RE: Docket No. AB-364 (Sub-No. 12X), *Mid-Michigan Railroad, Inc., -
Abandonment Exemption-in Kent and Ionia Counties, MI*

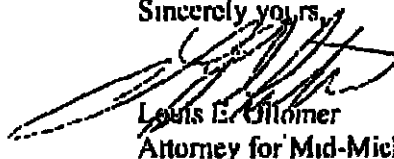
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Louis E. Gitomer
Attorney for Mid-Michigan Railroad, Inc

Enclosures

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LOUIS E. GITOMER
LOU_GITOMER@VERIZON.NET

October 22, 2007

THE ADAMS BUILDING, SUITE 301
600 BALTIMORE AVENUE
TOWSON, MARYLAND 21204 4022
(702) 466 6532
FAX (410) 332 0845

U S National Park Service
Midwest Region
1709 Jackson Street
Omaha, NE 68102

RE: Docket No AB-364 (Sub-No 12X), *Mid-Michigan Railroad, Inc -
Abandonment Exemption-in Kent and Ionia Counties, MI*

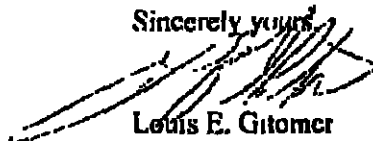
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Sincerely yours,



Louis E. Gitomer
Attorney for Mid-Michigan Railroad, Inc

Enclosures

EXHIBIT 3 – USGS MAPS

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STATE ROAD AREA

STATE ROAD AREA

Gravel Pit

RIVER

MD 137 8.3

100000

100000

100000

Gravel Pit

100000

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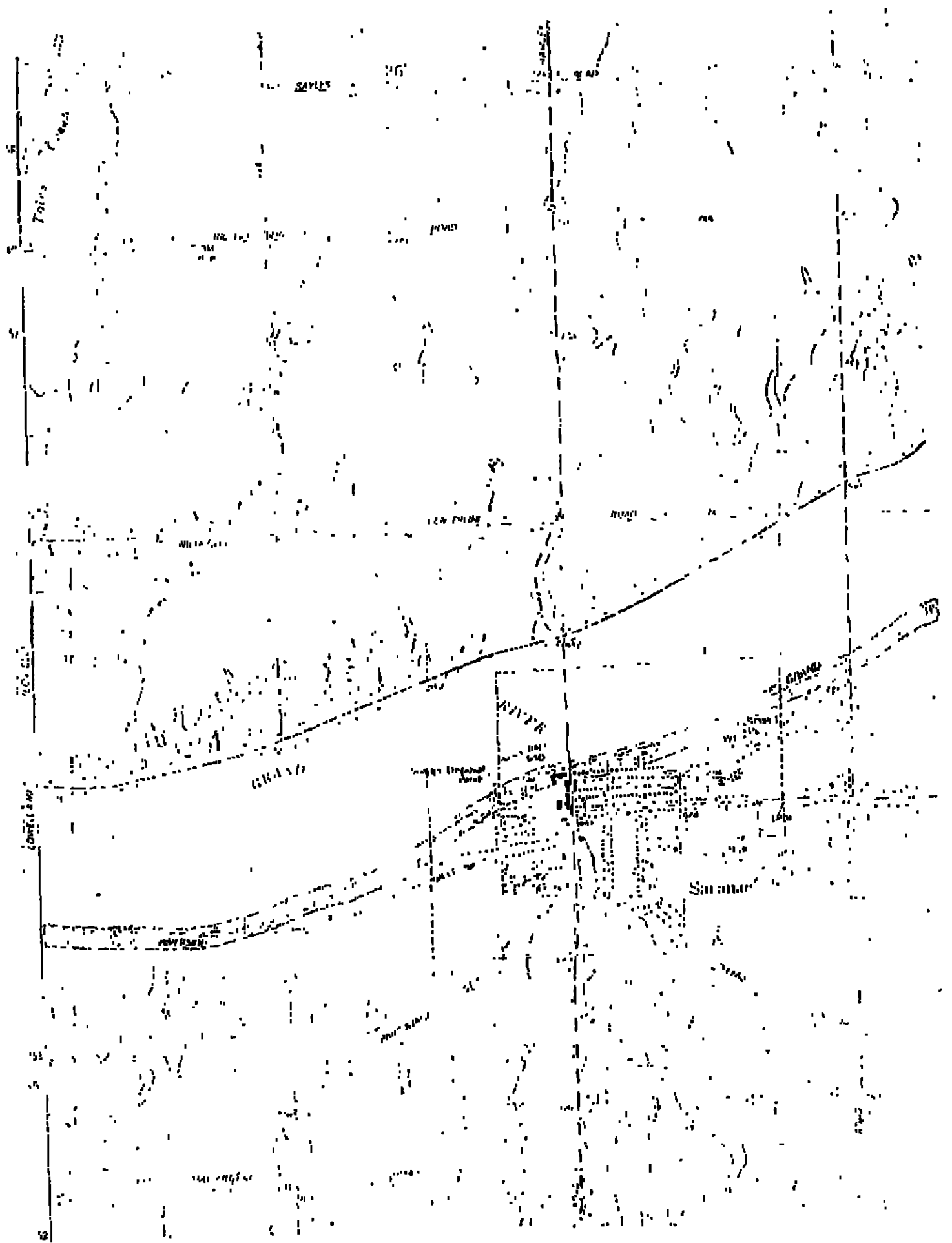
Gravel Pit

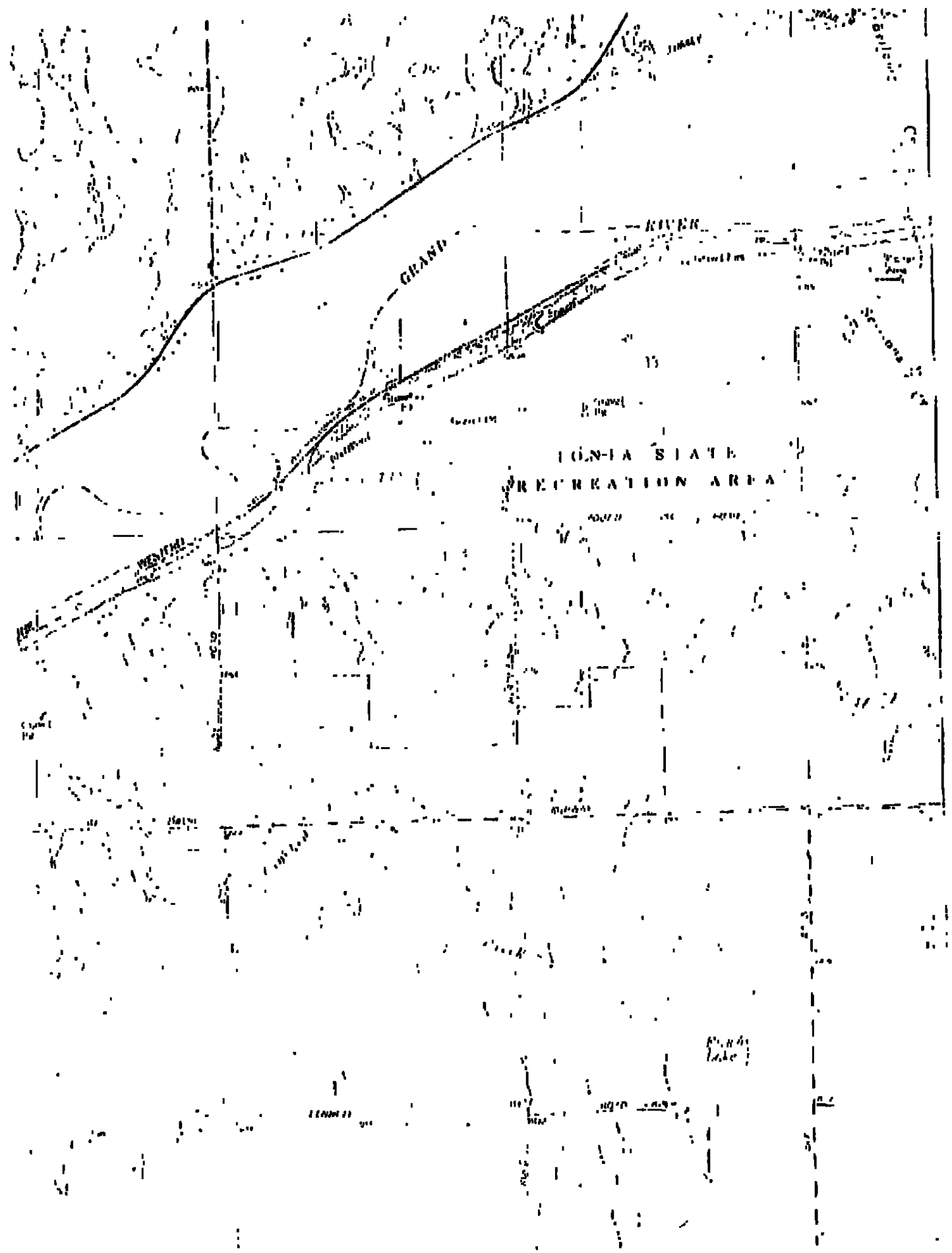
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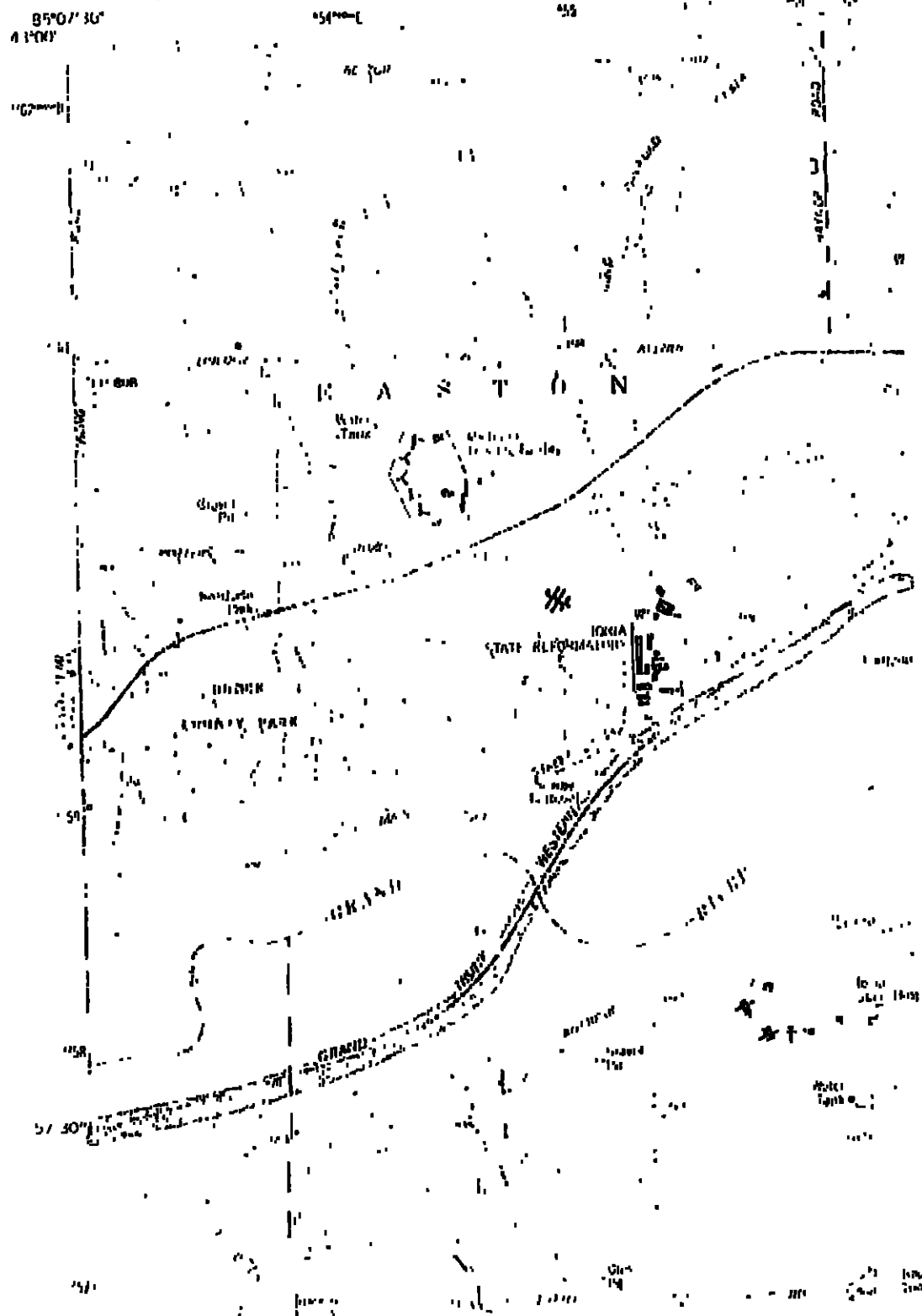




EXHIBIT 4 – BRIDGE PHOTOGRAPHS AND DESCRIPTIONS

Grand Rapids 122.21

		Bridge Inspection Report				
		Mid-Michigan Railway Grand Rapids Michigan				
Inspected By: Stan Reimer		Inspection Date: May 22, 2006		DELCAN		
Steel Structure (Girders/Beams)						
Structure	DPG	Deck Typ.	Open	Crossing	Stream	
# Spans	2	Length	232	Access	< 1/2 mile	
# Tracks	1	Height		Flow Dir	L - R	
Year Built	?	Alignment	T			
Grand Rapids 122 21 Prairie Creek						
General		G/F/P/B	Superstructure		G/F/P/B	
Scour		Fair	Stringers		Fair	
Channel/Road		Fair	Floor Beams		Fair	
Approach		Poor	Girders/Truss/Slab		Fair	
Deck		G/F/P/B	Top Flange		Fair	
Ties (Open Deck)		Bad	Bottom Flange		Fair	
Tie Spacers		Poor	Web/Diagonals		Fair	
Track		Fair	Bearing Stiffeners		Fair	
Footwalk			Bracing			
Handrail			Bearings		Poor	
			Bridge Seats/Caps		Poor	
			Abuts/Backwalls		Fair	
			Piers, Towers, Bents		Fair	
			Misc		G/F/P/B	
			Guard Rail			
			Overall Rating		Poor	
COMMENTS						
Photo #	Remarks					
P03	Delcan 2006 Notes:					
P01,P03	- Open deck - 61 reject ties counted this year					
P05-P11	- Brush overgrowing track near first abutment					
	- Monitoring timber bearing blocks - OK for now					
	Delcan 2005 Notes:					
	- 76/102 reject ties (75%)					
	Delcan 2004 Notes:					
P01	- Approaches low					
P03	- 67/102 reject ties (66%)					
P10	- Abutment 2 - backwall tie is also reject					
P06,P07	- Timber bearing blocks in poor condition					
	- Bridge is at the end of the Grand Rapids line and used only for storage					
	UMA 2003 Notes:					
	26 of 51 and 31 of 51 ties are poor. Replace deck within 1 year. AB 1 timber bearing blocks are cracked and need repair within 1 year. Pier 1 and AB2 are fair.					
MAINTENANCE RECOMMENDATIONS						
Urgency	Description					
1 year	Replace all ties, backwall ties and tie spacers - \$50,000					
	- Alternately spot and replace 60 ties - \$30,000					
6 years	Replace timber bearing blocks - \$3,000					

Grand Rapids 123.81

		Bridge Inspection Report Mid-Michigan Railway Grand Rapids Michigan				
		Inspected By: Stan Reimer Inspection Date: May 22, 2006	DELCAN			
Timber Trestle Structure						
Structure	PT	Deck Typ.	Ballast	Crossing	Stream	
# Spans	1	Length	6	Access	Road	
# Tracks	1	Height		Flow Dir	R - L	
Year Built	?	Alignment	C			
Grand Rapids 123.81 Ionla Creek						
General		G/F/P/B	Superstructure		G/F/P/B	Substructure
Scour		Fair	Stringers		Fair	Bridge Seats/Caps
Channel/Road		Fair	Floor Beams			Abuts/Backwalls
Approach		Fair	Girders/Truss/Slab			Piers, Towers Bents
Deck		G/F/P/B	Top Flange			Misc
Ties		Fair	Bottom Flange			Guard Rail
Tie Spacers			Web/Diagonals			
Track		Fair	Bearing Stiffeners			
Footwalk			Bracing			
Handrail			Bearings			
Overall Rating						Fair
COMMENTS						
Photo #	Remarks					
	Delcan 2006 Notes - No change in condition since 2005					
	Delcan 2005 Notes - No change in condition since 2004					
	Delcan 2004 Notes. - Approaches OK					
P01	- Masonry abutments with timber stringers					
P04	- Some masonry joints opening up					
	UMA 2003 Notes. Masonry abutments Could be replaced with culvert and fill.					
MAINTENANCE RECOMMENDATIONS						
Urgency	Description					
	No action necessary					

Grand Rapids 124.95

		Bridge Inspection Report				
		Mid-Michigan Railway Grand Rapids Michigan				
Inspected By Inspection Date		Stan Reimer May 22, 2006				
Timber Trestle Structure						
Structure	PT	Deck Typ	Ballast	Crossing	Hwy	
# Spans	4	Length	48	Access	Road	
# Tracks	1	Height		Flow Dir		
Year Built	?	Alignment	T			
Grand Rapids 124.95 Farm Access Road						
General		Superstructure		Substructure		
G/F/P/B		G/F/P/B		G/F/P/B		
Scour		Stringers		Bridge Seats/Caps		
Channel/Road		Floor Beams		Abuts/Backwalls		
Approach		Girders/Truss/Slab		Piers, Towers, Bents		
Deck		Top Flange		Misc		
Ties		Bottom Flange		Guard Rail		
Tie Spacers		Web/Diagonals				
Track		Bearing Stiffeners				
Footwalk		Bracing				
Handrail		Bearings				
				Overall Rating		
				Poor		
COMMENTS						
Photo #	Remarks					
	Delcan 2006 Notes					
P04,P05	- Stringer 10 crushing at bent 1					
P10	- Stringer 10 bulging between bents 1 and 2					
P18	- Stringer 1 of span 3 is also rotten					
P04-P16	- All pile caps are rotten and need replacement					
P16	- Bent 4 - post 1 is rotten					
P16	- Bent 3 - post 6 is hollow					
	Delcan 2005 Notes					
P04	- Span 1 - stringer 10 crushed					
P05-P14	- All pile caps are deteriorated					
	Delcan 2004 Notes					
P01	- Approaches a bit low					
P02	- 1 lane under each of 2 center bents					
P04	- Stringer 10 is crushing at bent 1					
P05,P06	- Bent 1 cap is rotten both ends					
P07,P08	- Bent 2 cap is rotten both ends					
P09	- Bent 3 cap is rotting on left					
P10	- Bent 4 cap is rotting on left					
P11,P12	- Bent 5 cap is rotting both ends					
MAINTENANCE RECOMMENDATIONS						
Urgency	Description					
1 year	Replace all 5 pile caps - \$25,000					
Urgent	Replace stringer 10 at bent 1 and stringer 1 of span 3 - \$10,000					

		Bridge Inspection Report				
		Mid-Michigan Railway Grand Rapids Michigan				
Inspected By		Stan Reimer		DELCAN		
Inspection Date		May 22, 2006				
Culvert						
Structure	9' X 9' RCB	Deck Typ	-	Crossing	Stream	
# Spans	0	Length	0	Access	< 1/2 mile	
# Tracks	1	Height	-	Flow Dir	-	
Year Built	?	Alignment	T	-	-	
Grand Rapids 125.96 Culvert						
General		G/F/P/B	Superstructure		G/F/P/B	
Scour		Fair	Stringers		-	
Channel/Road		Fair	Floor Beams		-	
Approach		Fair	Girders/Truss/Slab		Fair	
Deck		G/F/P/B	Top Flange		-	
Ties (Open Deck)		Fair	Bottom Flange		-	
Tie Spacers		-	Web/Diagonals		-	
Track		-	Bearing Stiffeners		-	
Footwalk		-	Bracing		-	
Handrail		-	Bearings		-	
Substructure		G/F/P/B	Bridge Seats/Caps		-	
Abuts/Backwalls		Fair	Piers, Towers, Bents		-	
Misc		G/F/P/B	Guard Rail		-	
Overall Rating		Fair				
COMMENTS						
Photo #	Remarks					
P01	Delcan 2006 Notes: - Approaches a bit low this year					
P01	Delcan 2005 Notes: - Approaches OK					
P02	Delcan 2004 Notes: - Approaches low					
P02	- Concrete box culvert in fair shape with minor spalling at inlet and outlet - Timber wingwalls OK for now					
	UMA 2003 Notes: Slightly efflorescent. Low mileage left and right retaining walls are rotating out and need repair within 3 years					
MAINTENANCE RECOMMENDATIONS						
Urgency	Description					
	No action necessary					

Grand Rapids 126.28

		Bridge Inspection Report				
		Mid-Michigan Railway Grand Rapids Michigan				
Inspected By Stan Reimer		May 22, 2006		DELSCAN		
Steel Structure (Girders/Beams)						
Structure	DPG	Deck Typ	Open	Crossing	River	
# Spans	6	Length	447	Access	0	
# Tracks	1	Height		Flow Dir		
Year Built	?	Alignment	T			
Grand Rapids 126 28 Grand River						
General		G/F/P/B	Superstructure		G/F/P/B	
Scour		Fair	Stringers		Fair	
Channel/Road		Fair	Floor Beams		Fair	
Approach		Fair	Girders/Truss/Slab		Fair	
Deck		G/F/P/B	Top Flange		Fair	
Ties (Open Deck)		Poor	Bottom Flange		Fair	
Tie Spacers		Poor	Web/Diagonals		Fair	
Track		Fair	Bearing Stiffeners		Fair	
Footwalk			Bracing		Fair	
Handrail			Bearings		Poor	
			Overall Rating		Fair	
COMMENTS						
Photo #	Remarks					
P03	Delcan 2006 Notes:					
P04-P10	- Open deck - only 85 reject ties this year					
P10	- Monitoring timber bearing blocks					
P11	- Monitoring pier 5 left bearing seat spalling - OK for now					
	- Monitoring pier 4 left bearing seat crack - OK for now					
	Delcan 2005 Notes:					
P01	- Second approach is low					
P06	- 99/406 reject ties (25%)					
	Delcan 2004 Notes:					
P01	- Approaches a bit low					
P03	- 97/406 reject ties (24%)					
P04	- Timber tie spacers are rotting					
P11-P24	- Timber bearing blocks deteriorating with weeds growing from them					
P14	- Pier 5 cracking below left bearing - monitor					
	UMA 2003 Notes:					
	2 of 25, 21 of 86, 12 of 87, 10 of 87, 13 of 87, 11 of 26 ties of span 1 to 6, respectively, are poor. Plan for spot tie replacement. Approaches are fair. Steel is all fair with no hole. AB2 and Pier 1, 2 & 4 timber blocks are poor and need to be replaced within 3 years.					
MAINTENANCE RECOMMENDATIONS						
Urgency	Description					
3 years	Replace timber blocking - \$15,000					

Grand Rapids 126.56

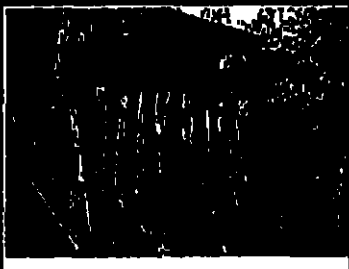
		Bridge Inspection Report				
		Mid-Michigan Railway Grand Rapids Michigan				
Inspected By: Stan Reimer		Inspection Date: May 22, 2006		DELCAN		
Steel Structure (Girders/Beams)						
Structure	DPB	Deck Typ	Open	Crossing	River	
# Spans	2	Length	128	Access	Road	
# Tracks	1	Height		Flow Dir	L - R	
Year Built	?	Alignment	T			
Grand Rapids 126.56 Grand River Flats						
General		Superstructure		Substructure		
G/F/P/B		G/F/P/B		G/F/P/B		
Scour	Fair	Stringers	Fair	Bridge Seats/Caps	Fair	
Channel/Road	Fair	Floor Beams	Fair	Abuts/Backwalls	Fair	
Approach	Fair	Girders/Truss/Slab	Fair	Piers, Towers, Bents	Fair	
Deck		Top Flange		Misc		
G/F/P/B		Fair		G/F/P/B		
Ties (Open Deck)	Fair	Bottom Flange	Fair	Guard Rail		
Tie Spacers	Poor	Web/Diagonals	Fair			
Track	Fair	Bearing Stiffeners	Fair			
Footwalk		Bracing	Fair			
Handrail		Bearings	Poor	Overall Rating:		
COMMENTS						
Photo #	Remarks					
	Delcan 2006 Notes					
P03	- Open deck - only 18 reject ties this year					
P04-P08	- Monitoring timber bearing blocks					
P10	- Pack rust between back-to-back bracing angles - typical					
P06, P08	- Bearing seats dirty - typical					
	Delcan 2005 Notes					
P08	- 19/114 reject ties (16%)					
	Delcan 2004 Notes					
P01	- Approaches OK					
P03	- 11/114 reject ties (10%)					
P04	- Timber tie spacers rotting					
P05	- Abutment 1 backwall tie crushed					
P06-P11	- Timber bearing blocks deteriorating with weeds growing from them					
	UMA 2003 Notes:					
	18 of 57 and 22 of 57 ties of span 1 & 2 are poor and need spot replacement within 3 years All timber bearing blocks are in poor condition - replace within 3 years Approaches are crushed 3 ties are broken					
MAINTENANCE RECOMMENDATIONS						
Urgency	Description					
5 years	Replace timber blocking - \$10,000					

		Bridge Inspection Report			
		Mid-Michigan Railway Grand Rapids Michigan			
Inspected By.		Stan Reimer		DELCAN	
Inspection Date.		May 22, 2006			
Timber Trestle Structure					
Structure	PT	Deck Typ	Ballast	Crossing	Stream
# Spans	5	Length	62	Access	< 1/2 mile
# Tracks	1	Height:		Flow Dir	L - R
Year Built	?	Alignment	T		
Grand Rapids 127 77 Stream					
General		G/F/P/B	Superstructure		G/F/P/B
Scour		Fair	Stringers		Poor
Channel/Road Approach		Fair	Floor Beams		
		Fair	Girders/Truss/Slab		
Deck		G/F/P/B	Top Flange		Misc
Ties		Poor	Bottom Flange		Guard Rail
Tie Spacers			Web/Diagonals		
Track		Fair	Bearing Stiffeners		
Footwalk			Bracing		Fair
Handrail			Bearings		
					Overall Rating
					Poor
COMMENTS					
Photo #	Remarks				
	Delcan 2006 Notes				
P02	- Moss growing in deck plank ends				
P04	- Bent 1 cap split				
P05	- Bent 2 pile cap split				
P07,P08	- Bent 4 sill plate cracked along entire length				
P09-P10	- Bent 5 cap cracked on left but OK for now				
P11,P12	- Bent 6 cap split both ends				
	Delcan 2005 Notes				
P02,P04	- Bent 1 cap is rotten				
P06	- Bent 2 sill plate is split and rotten on right and burned on left				
P08	- Bent 4 - stump 1 hollow, stump 5 punky				
P09-P10	- Bent 6 cap split and rotten				
P11-P13	- Bent 4 - sill plate split and rotten, post 6 rotten				
	Delcan 2004 Notes				
P01	- Approaches OK				
P03	- Ballast deck ties poor				
P04,P06	- Bent 1 - cap is split on right only - monitor, post 6 is hollow				
P05,P07	- Bent 2 - cap split on right and rotten on left, post 1 split and to be banded				
P08	- Bent 3 - stump 1 hollow				
P09	- Bent 5 - cap is split on left only - monitor				
MAINTENANCE RECOMMENDATIONS					
Urgency	Description				
1 year	Replace pile caps for bents 1, 2 and 6 and bent 4 sill plate - \$20,000				
	Banding Program - bent 2 - post 1				

		Bridge Inspection Report			
		Mid-Michigan Railway Grand Rapids Michigan			
Inspected By:	Stan Reimer		DELCAN		
Inspection Date	May 22, 2006				
Timber Trestle Structure					
Structure # Spans	PT 3	Deck Type Length	Open 38	Crossing Access	Stream Road L - R
# Tracks	1	Height	T	Flow Dir	
Year Built	?	Alignment			Grand Rapids 127.83 Stream
General G/F/P/B		Superstructure G/F/P/B		Substructure G/F/P/B	
Scour Channel/Road Approach Good		Stingers Floor Beams Girders/Truss/Slab		Bridge Seats/Caps Good	
Deck G/F/P/B		Top Flange Bottom Flange Web/Diagonals Bearing Stiffeners Bracing Bearings		Abuts/Backwalls Piers, Towers, Bents Misc Guard Rail Overall Rating Good	
Ties (Open Deck) Tie Spacers Track Footwalk Handrail					
COMMENTS					
Photo #	Remarks				
	Delcan 2006 Notes - No change in condition since 2005				
	Delcan 2005 Notes - No change in condition since 2004				
P01	Delcan 2004 Notes - Approaches OK				
P03	- 0/38 reject ties (0%)				
P02	- Bridge recently replaced by Osmose - as new condition				
	UMA 2003 Notes: Bridge was repaired 2 years ago All in good condition. No action required				
MAINTENANCE RECOMMENDATIONS					
Urgency	Description				
	No action necessary				

		Bridge Inspection Report			
		Mid-Michigan Railway Grand Rapids Michigan			
Inspected By		Stan Reimer		DELCAN	
Inspection Date:		May 22, 2006			
Timber Trestle Structure					
Structure	PT	Deck Typ.	Ballast	Crossing	Stream
# Spans	3	Length	36	Access	Road
# Tracks	1	Height		Flow Dir	L - R
Year Built	?	Alignment	T		
				Grand Rapids 131.61 Hunts Creek	
General		G/F/P/B	Superstructure		G/F/P/B
Scour		Fair	Stringers		Fair
Channel/Road		Fair	Floor Beams		
Approach		Fair	Girders/Truss/Slab		
Deck		G/F/P/B	Top Flange		Misc
Ties		Fair	Bottom Flange		Guard Rail
Tie Spacers			Web/Diagonals		
Track		Fair	Bearing Stiffeners		
Footwalk			Bracing		
Handrail			Bearings		
					Overall Rating
					Poor
COMMENTS					
Photo #	Remarks				
P05	Delcan 2006 Notes				
P04,P09	- Bent 2 cap broken in middle - urgent replacement				
P06	- Monitoring bent 1 cap				
	- Bent 3 - pile 1 rotten				
	Delcan 2005 Notes:				
P03-P04	- Bent 1 pile cap split and rotten				
P06	- Ballast deck floor boards are rotten on ends				
	Delcan 2004 Notes:				
P01	- Approaches OK				
P03	- Ballast deck ties OK				
P04	- Bent 3 - pile 1 rotten				
P06,P10	- Bent 1 - pile cap rotten on right only - monitor				
P09	- Bent 4 - pile 1 is hollow				
	UMA 2003 Notes:				
	Bent 2 cap 2 is cracked and needs repair within 3 years Bent 3 cap 3 was replaced and pile 2 & 5 were damaged by jacking the cap up Bent 4 pile 6 is hollow Pile 1 is very hollow Post pile 1 & 6 within 3 years.				
MAINTENANCE RECOMMENDATIONS					
Urgency	Description				
Urgent	Replace bent 2 cap				
3 years	Replace bent 1 pile cap - \$5,000				
Monitor	Ballast deck floor boards				

Grand Rapids 132.75

		Bridge Inspection Report				
		Mid-Michigan Railway Grand Rapids Michigan				
Inspected By:	Stan Reimer					
Inspection Date:	May 22, 2006					
Timber Trestle Structure						Grand Rapids 132.75 Saranac Creek
Structure	PT	Deck Typ	Ballast	Crossing	Stream	
# Spans:	8	Length	102	Access	Road	
# Tracks	1	Height		Flow Dir	L - R	
Year Built	?	Alignment	T			
General		G/F/P/B	Superstructure		G/F/P/B	Substructure
Scour	Fair		Stringers	Poor		Bridge Seats/Caps
Channel/Road	Fair		Floor Beams			Abuts/Backwalls
Approach	Fair		Girders/Truss/Slab			Piers, Towers, Bents
Deck		G/F/P/B				Misc
Ties (Open Deck)	Fair		Top Flange			Guard Rail
Tie Spacers			Bottom Flange			
Track	Fair		Web/Diagonals			
Footwalk			Bearing Stiffeners			
Handrail			Bracing	Poor		
			Bearings			
						Overall Rating
						Poor
COMMENTS						
Photo #	Remarks					
	Delcan 2006 Notes					
P05	- Bent 1 - piles 1, 4, 5, 6 and cap all reject					
P06	- Bent 2 - piles 1, 2, 5 and 6 are reject					
P07	- Bent 3 - piles 1, 2 and 6 are reject					
P08	- Bent 4 - piles 1, 3 and 6 are reject					
P10	- Bent 5 - piles 3, 5 and 6 are reject					
P11	- Bent 6 - pile 1 reject					
P12	- Bent 7 - OK					
P14	- Bent 8 - pile 5 stump is hollow					
P15-P17	- Bent 9 - piles 2, 3, 5, 6 and cap all reject					
	Delcan 2005 Notes:					
P07	- Bent 2 - piles 1 and 2 are hollow					
	- Bent 4 - pile 1 is rotten as well					
	- Bent 8 - pile 5 is rotten (6 is OK)					
	- Bent 6 - pile 1 is rotten					
P08	- Bent 3 - pile 2 is hollow					
P09	- Stringer 1 of spans 7 and 8 is rotten					
MAINTENANCE RECOMMENDATIONS						
Urgency	Description					
1 year	Frame bents 1, 2 and 9 - \$30,000					
1 year	Post bents 3, 4 and 5 (3 piles each) - \$20,000					
1 year	Replace stringer 1 of spans 3 and 4 and stringer 1 of spans 7 and 8 - \$8,000					
	Banding program for 6 piles					
5 years	Replace all stringers and ballast deck floor planks - \$50,000					

						Bridge Inspection Report					
						Mid-Michigan Railway Grand Rapids Michigan					
Inspected By:		Stan Reimer				DELCAN					
Inspection Date:		May 22, 2006									
Culvert											
Structure	Dbl CMP	Deck Typ:	-	Crossing:	Stream	Grand Rapids 133 50 Culvert					
# Spans	0	Length.	0	Access	Road						
# Tracks	1	Height		Flow Dir	L - R						
Year Built	?	Alignment	T								
General		G/F/P/B	Superstructure			G/F/P/B	Substructure			G/F/P/B	
Scour		Fair	Stringers				Bridge Seats/Caps				
Channel/Road		Fair	Floor Beams				Abuts/Backwalls			Fair	
Approach		Fair	Girders/Truss/Slab			Fair	Piers, Towers, Bents				
Deck		G/F/P/B	Top Flange				Misc			G/F/P/B	
Ties (Open Deck)			Bottom Flange				Guard Rail				
Tie Spacers			Web/Diagonals								
Track		Fair	Bearing Stiffners								
Footwalk			Bracing								
Handrail			Bearings				Overall Rating:			Fair	
COMMENTS											
Photo #	Remarks										
P01-P04	Delcan 2006 Notes - No change in condition since 2005										
	Delcan 2005 Notes - No change in condition since 2004										
	Delcan 2004 Notes										
P01	- Approaches OK										
P03	- Double barrel pipe culvert										
P02	- Some cracking in headwalls										
	UMA 2003 Notes										
	Double run of concrete pipe Concrete headwalls are breaking up No action required										
MAINTENANCE RECOMMENDATIONS											
Urgency	Description										
	No action necessary										

EXHIBIT 5 – RESPONSES



IN REPLY REFER TO

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Nobop Henry Whipple Federal Building
1 Federal Drive
Fort Snelling, MN 55111-4056

**FWS/NWRS-RE - General
Railroad Abandonments**

October 26, 2007

**Surface Transportation Board
Section of Environmental Analysis (SEA)
1925 K Street, NW
Washington, D C 20423**

Dear Sir/Madam

Thank you for the opportunity to comment on the proposed abandonment of service on 15.83 miles of railroad line between MP 137.83 and MP 122.00, located in Kent and Ionia Counties, Michigan, STB Docket No. AB-364 (Sub-No. 12X)

We have researched our ownerships in the vicinity and have determined we do not own any land or interests in land in the vicinity of the proposed rail line abandonments. We do not have any concerns regarding real estate matters in the abandonments.

Sincerely,

/s/ Patrick G. Carroll

**Patrick G. Carroll
Senior Realty Officer
Division of Realty**

cc Louis E. Gitomer, Law Offices of Louis E. Gitomer