

My comments will concentrate on impacts to LaSalle County – mostly what is missing or incorrect from the map narrative.

Summary (LaSalle County)

At grade road crossings – 20

Grade Separated road/rail crossings – 7

Of Note – 4 County Hwy's Crossed – only 1 proposed with grade separation

River crossing – 1

+ Passes Rural Churches – 2 (not narrative)

+ Creek crossings – 4 (not mentioned)

+ Drainage Ditches – at least 2 (not mentioned)

+ Engineered Waterways also terraces – many (not mentioned)

Land Owners – at least 60

5 Townships – and many township roads and field entrances on severed parcels would be impacted

The Map Narrative Segment 120 – 130

It states . . . no wetlands, wooded areas, or waterways are affected

The rail project crosses Mission Creek 2 times

And Crosses at least 7 Engineered Waterways

Approximately 50% of the soils in this 10 mile segment have hydrologic characteristics that show improved water infiltration when drainage is managed. This rail project will negatively impact the engineered farm drainage systems in all project segments in LaSalle County.

There is a large wooded area (approx.. ¼ Sec. . . 100s of Acres) surrounding the Mission Creek crossing that will necessitate the removal of many trees.

In narrative Segment 130 – 140

It requests stubbing Twp. E20th Road.

This rail project severs multiple farmed parcels along this road therefore stubbing it would create adverse travel for the farm owners/operators in this area.

The narrative states that the project will cross County Rd. 23 (Should be US 23) with an overpass. Not mentioned in the same location, the project will cross County Hwy. 22 at grade. This 10 mile project section crosses three county roads at grade. LaSalle is the second largest Illinois County in area. Emergency services response times are already impacted by the large areas that they serve without waiting for rail traffic.

Approaching the Fox River the proposed rail project cuts through (7) engineered field terraces (not mentioned). Also, not mentioned it crosses Little Indian Creek and a Drainage Ditch

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The Fox River, at the proposed point of crossing has formed a river valley; there is a timber riparian buffer on both sides that would be cut. Soil Slope Classifications range from 30 – 60% on the W. and from 0 – 12% on the E. and would require erosion control mitigation. The narrative notes that water may be present in fields after heavy rainfalls (this is true along the entire route in LaSalle County and not only this location. Land is currently being row cropped right up to the riparian buffer on both sides of the Fox river and very sensitive to anything that would impact drainage.

Little Indian Creek – 135.7

This crossing has a riparian timber buffer on the East that would be cut and managed timber pasture on the West. Soils on both sides of the creek are oriented in a stream terrace with soil slope classes in the 30-60% range also requiring erosion control mitigation

Drainage Ditch – 139.5 - Not mentioned

In Segment 140 – 150

The project crosses 3 engineered waterways and a drainage ditch

Indian Creek – (Not mentioned) with riparian tree buffer that would be cut and soil slope classes ranging from 0 – 6%.

Note – Google Earth maps provide good visual evidence of surface ponding throughout the LaSalle County proposed rail segments. If you interfere with the installed surface and subsurface drainage, crop production will be negatively impacted. USDA NRCS Hydrologic and Ponding maps and related tables verify this.

Thank You