

E1 - 16335

Redd 1/13/09
DON

January 13, 2009

Dear Members of the Surface Transportation Board,

I fully support the Northern Rail Extension to Delta Junction. I live at 4800 Eielson Farm Road and Eielson 1 & 2 will directly impact my home. Because I support the railroad I am trying hard to calm my personal feelings of devastation at the thought of a railroad running directly behind my retirement home. If there is a good reason why Eielson 1 or 2 needs to be chosen, I will need to understand that reason. I fully support Eielson 3, the preferred ARRC route.

In reviewing the summary of potential impacts, and my personal knowledge and experience, I understand the following to be true as reasons for you to choose Segment 3:

- Topography
 - Because all routes are the same the preferred route (3) is acceptable
- Water resources
 - Culverts and bridges
 - It's hard for me to argue this one. I'm just hoping that in considering all impacts the difference between the three segments will be insignificant.
 - Wetlands
 - Although route 3 affects more wetlands I question the quality of the wetlands on that route. Because the area around 3 is close to the highway and used as a recreation area for military personnel it would seem those wetlands are already impacted. If the railroad route runs on the other side of Piledriver (segment 1 or 2) you would be opening up access and damage to relatively isolated land.
 - I am wondering how much of the wetlands were created when the highway was built which impeded the natural water flow. Impact has already occurred to the area surrounding the highway and the isolated land on the other side of Piledriver should remain as natural a system as possible.
- Biological resources
 - Fish bearing stream crossing
 - Although there are more stream crossings on Segment 3 there are less crossings that affect spawning or anadromous fish habitat.
 - Animal Habitat loss
 - About the same for each segment but I think you should take into consideration the nature of the land on Segment 1 or 2. The farm land attracts moose to graze in the hayfields and the moose travel between the farms and piledriver slough. If they have to cross a railroad track to get to the slough I think many more will be killed than if the railroad was on the other side, segment 3. The fields also attract mice and other rodents which in turn attracts fox, coyotes and numerous birds of prey. A railroad running through the farming community would negatively impact those animals.
 - No eagle or hawk nest found on Segment 3.

- Cultural resources
 - All routes have about the same impact therefore the preferred route should be acceptable
- Noise & Vibration
 - Although only Segment 3 has adversely affected noise receptors I would argue that is not a major concern. The recreation area on that route is already impacted by the proximity of the highway and the Eielson Airforce runway. Military jets taking off and landing (the sound of freedom) is noisy.
- Land Use
 - Your figures show segment 3 affects about the same area of private land as segment 1. I question how you came up with the amount of private and agricultural land affected. Because the railroad crosses our property in two places I would say it would directly affect at least 5 acres of agricultural land. In my mind if the railroad crosses designated agriculture land it has affected agricultural use whether or not the land is cleared. I think closer review would reveal the number of agricultural land affected to be much higher. Segment 3 does not cross any designated agricultural land.
 - Segment 3 does not affect any residences
 - Segment 3 has the least impact on recreation route access.
 - "Choosing segment 3 will minimize the effects on 4"r" resources". I would assume this would mean the extensive dogmushing trails in this area. Other activities impacted by segment 1 or 2 would be the horse trails which are utilized by the local horse boarding facility and trapping lines which our family has established.
- Visual
 - All routes have the same impact therefore the preferred route should be acceptable

In conclusion I have not read or heard any valid argument for the need to disrupt my life by running a railroad next to my house. Please keep the impact of the railroad in the existing transportation corridor by choosing Eielson Segment 3.

Thank you for your consideration,

Robyn Davies
 4800 Eielson Farm Rd
 PO Box 55266
 North Pole, AK 99705
 davrobyn@hotmail.com

January 12, Pikes 5-8

Testimony of Robyn Davies
1/13/09

Comparison of routes Eielson 1,2 &3

	Segment 1	Segment 2	Preferred route Segment 3
Topography	Minimal grading filling 25% permafrost, 5 feet overburden	Same	Same
Water resources	13 culverts & 1 small bridge 16.8 acres wetlands (forested 6.9, scrub/shrub 7.1, emergent 1.5, other waters 1.3)	10 culverts and 3 small bridges 70.8 23.3 43.1 3.5 .9	14 culverts & 3 small bridges 100.3 36.7 48.6 5.7 9.3
Biological resources	Vegetation cleared 246.4 Fish bearing stream crossings 2, (2 spawning, 2 anadromous habitat Direct habitat loss Bear 246.4 Caribou 123.8 Moose 246.4 Wolves 247.3 Furbearers 237.2 1 bald eagle and 2 redtailed hawk nest affected	241 3 crossings (2 spawning, 2 anadromous 241 146.4 241 241.2 222.9 """" same	238.5 7 crossing (1 spawning, 1 anadromous) 238.5 124.5 238.5 239.3 222 No nests
Cultural resources	Negligible potential for impacts to historic and prehistoric resources Sites – 0	Same	Same
Noise and vibration	No adversely affected noise/vibration receptors	Same	4 adversely affected noise receptors
Land Use	52 acres private land – 2 acres in agricultural use 2-3 residences directly affected 11 recreation access route intersections 4(f) resource present	78 acres private land, 2 acres in agricultural use 8 recreation 4(f) resource present	55 acres private land 6 recreation access route 4 (f) resource present
Visual	Consistent with VRM Objectives	Same	same

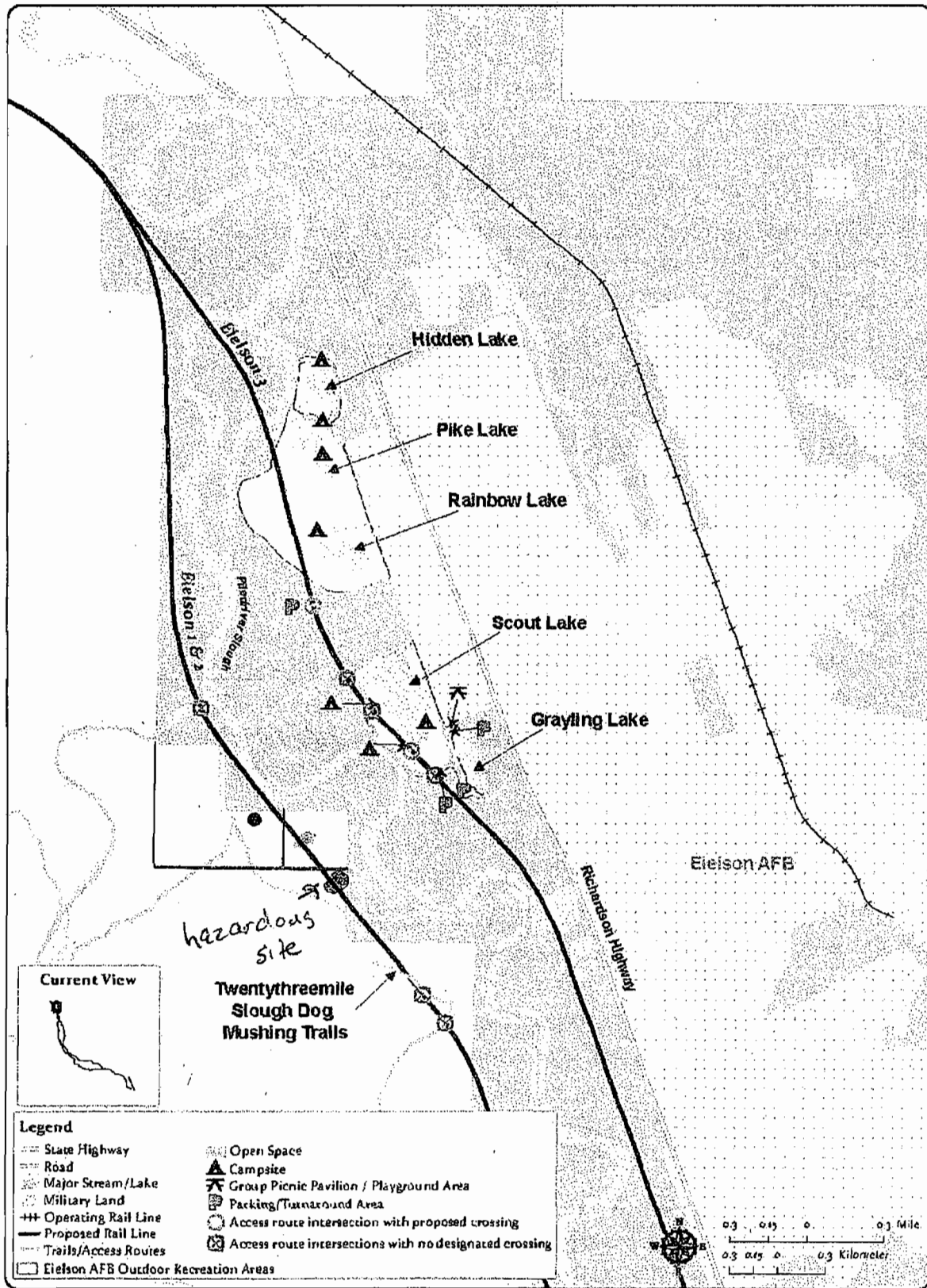


Figure 13-3 - Map of Recreational Facilities along the Eielson Alternative Segments