

Law Office of
Fred H. Dickson

Fred H. Dickson
fred@dicksonlaw.net

Dallas T. Bartz
dallas@dicksonlaw.net

Jean C. Francissen
jean@dicksonlaw.net

April 8, 2016

Surface Transportation Board
Environmental Analysis
395 E. Street SW
Washington, D.C. 20423-001
Attention: Mr. Dave Navecky (Docket No. FD35952)

Dear Mr. Navecky:

I am writing this letter to express my strong opposition to the proposed Great Lakes Basin Railroad Project presently being planned for myself and my client, Bierma Agricultural and Investment, L.P. The construction of that railroad would create a new rail line between Milton, Wisconsin and Michigan City, Indiana. This letter is written as a private citizen and land owner of farmland located in sections 23 and 14 of Earl Township and, as attorney for the Bierma Agricultural and Investment Partnership, L.P., with properties located in sections 9, 16, and 21 of Earl Township.

Although it is not completely clear, it would appear that the proposed railway would touch on land individually owned by the undersigned but would potentially cause more harm in bisecting the properties of Bierma Agricultural and Investment Partnership, L.P. Some tracts of Bierma Agricultural and Investment Partnership, L.P., likely would be left isolated and landlocked by the division of those farms by the railroad. The lands of both my client and myself were susceptible to flooding and through careful husbandry and tiling, the lands have become productive farmland. The proposed railway would be disruptive to the drainage, likely again causing ponding.

Additionally, I have many years of experience in dealing with eminent domain. Eminent domain frequently leaves the landowner inadequately compensated both for the land taken and, more frequently, the remainder of the landowner's land.

In addition, the construction and use of the railroad will limit the possible uses of the adjacent properties due to the adverse visual effect, noise and limited use and desirability of the properties adjacent to the railway. Long experience has taught the undersigned that the condemning authority never sees or acknowledges the damage to properties adjacent to the property taken. Frequently, many years need to pass before the full adverse impact of a project is realized. Further, despite legal requirements to restore disrupted drainage and utility lines, the landowner is forced to pursue legal remedies which are financially burdensome and inadequate.

It is unclear at this point who will finance this railroad . . . the federal government, the State of Illinois, or the railroad. Likely, ultimately it would be financed by all. I doubt the economic utility of this "by-pass" irrespective of the sources of its financing.

Thank you for allowing me to express my concerns.

Please contact me if you have any questions. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Fred H. Dickson". The ink is dark and the signature is fluid.

Fred H. Dickson
FHD/trl

Enclosure

Fred H. Dickson
fred@dicksonlaw.net

April 8, 2016

Surface Transportation Board
Environmental Analysis
395 E. Street SW
Washington, D.C. 20423-001
Attention: Mr. Dave Navecky (Docket No. FD

Dear Mr. Navecky:

I am writing this letter to express my strong support for the Railroad Project presently being planned for the Agricultural Investment, L.P. The construction of that railroad will connect Wisconsin and Michigan City, Indiana. This letter is in support of farmland located in sections 23 and 14 of Township 36 North, Range 10 East, Agricultural and Investment Partnership, L.P., within Earl Township.

Although it is not completely clear, it would appear that the land is individually owned by the undersigned but is part of the properties of Bierma Agricultural and Investment Partnership, L.P., like the other properties. The proposed division of those farms by the railroad. The land is subject to flooding and through careful husbandry a good yield of farmland. The proposed railway would be of great benefit to the ponding.

Additionally, I have many years of experience in
frequently leaves the landowner inadequately compensated.
frequently, the remainder of the landowner's land

In addition, the construction and use of the rail properties due to the adverse visual effect, noise adjacent to the railway. Long experience has authority never sees or acknowledges the damage. Frequently, many years need to pass before the damage is noticed. Further, despite legal requirements to restore the landscape, the railway is forced to pursue legal remedies which are finally successful.

It is unclear at this point who will finance this railroad . . . the federal government, the State of Illinois, or the railroad. Likely, ultimately it would be financed by all. I doubt the economic utility of this "by-pass" irrespective of the sources of its financing.

2000 W. Galena Blvd., Suite 209 • Aurora, IL 60506
Phone: (630) 897.8840 • Fax: (630) 897.8870 • www.dicksonlaw.net