

E1- 16379

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DAVID NAVECKY
SECTION OF ENVIRONMENTAL ANALYSIS, SURFACE TRANSPORTATION BOARD
395 E STREET, SW
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SUBJECT: STB FINANCE DOCKET # 34658

DEAR MR. NAVECKY;

BELOW ARE MY COMMENTS CONCERNING THE PROPOSED ARR EXTENSION

1. SINCE 1963 THE RICHARDSON CLEARWATER HAS BEEN A PART OF MY LIFE. EACH SUMMER AND MOST FALLS I'VE SPENT TIME THERE. MY FAMILY AND I HAVE SPENT A LOT OF TIME HIKING, FOUR WHEELING, FLYING AND BOATING THE AREA FROM SHAW CREEK TO KOOLE LAKE TO RAINBOW LAKE TO THE CLEARWATER. EACH SUMMER SINCE 1995 WE HAVE MADE OUR HOME THERE. THE RICHARDSON CLEARWATER IS A UNIQUE ECO SYSTEM WITH IT'S SUMMER POPULATION OF FEEDING GRAYLING, WHITEFISH, CHUM AND KING SALMON AND LARGE RUN OF SILVER SALMON IN LATE FALL.
2. SINCE THE CARLA LAKE FIRE REMOVED MOST OF THE VEGETATION FROM THE HEAD WATERS AREA OF THE RICHARDSON CLEARWATER, THE SOIL DOES NOT HOLD GROUND WATER AND THE RICHARDSON CLEARWATER HAS FLOODED TWICE IN THE LAST THREE YEARS DURING PERIODS OF HEAVY RAIN. THE SOIL IS VERY UNSTABLE IN THE AREA OF THE BURN.
3. THE RICHARDSON CLEARWATER IS COMPOSED OF SEVERAL UNDERGROUND SOURCES. THEIR DEPTH, DIRECTION OF FLOW ETC. IS UNKNOWN. PENETRATION INTO ONE OR MORE OF THESE DURING CONSTRUCTION WOULD HAVE DISASTROUS RESULTS POSSIBLY CHANGING THE ROUTE OF THE CREEK.
4. HAZARDOUS MATERIAL SPILLS OF ANY KIND FROM THE EASTERN CONFLUENCE OF PROPOSED DONNELLY 1 AND DONNELLY 2 TO A POINT PAST THE HEAD WATERS OF THE RICHARDSON CLEARWATER ON THE SOUTH COMMON SEGMENT WOULD DRAIN INTO THE RICHARDSON CLEARWATER DUE TO THE SLOPE OF TERRAIN IN THAT AREA. IT IS A BURNED OVER AREA WITH NOTHING TO HOLD A SPILL.
5. WITH THE PROPOSED NUMBER OF TRAINS A DAY, UP TO FIVE, NOISE AND VIBRATION WOULD BE A PROBLEM. VIBRATION COULD DAMAGE THE

UNDERGROUND AQUIFERS.

6. ACCESS TO RAINBOW LAKE, AND KOOLE LAKE WOULD BE BLOCKED OR RESTRICTED BY PROPOSED ROUTE OF DONNELLY 2. THE DONNELLY 1 ROUTING IS SO CLOSE TO KOOLE LAKE AND WOULD ALLOW FOR POTENTIAL HAZARDOUS SPILLS AND CONTAMINATION OF THE LAKE.

7. THERE IS AN AREA WEST OF THE DELTA CREEK AND NORTH OF KOOLE LAKE THAT IS FORMED BY SPRINGS WHICH CREATE A SMALL LAKE THAT THEN FLOWS AS A SMALL CREEK INTO THE TANANA. THIS HAS BECOME A SUMMER FEEDING AREA FOR GRAYLING. IT APPEARS THAT DONNELLY 2 WOULD RUN THRU THIS AREA OF WET LAND.

8. IF THE RAILROAD IS TO BE BUILT IT SHOULD BE LOCATED SOUTH OF RAINBOW LAKE . ONE OF IT'S ADVERTISED PURPOSES IS TO SERVE THE MILITARY TRAINING AREA. BUILD IT SOUTH OF KOOLE LAKE THEN PARALLEL TO THE NORTH BOUNDARY OF THE TRAINING AREA TO A POINT DUE SOUTH OF BIG DELTA THEN NORTH TO BIG DELTA. THIS WOULD AVOID A LOT OF ENVIRONMENTALLY FRAGILE AREAS. THE IDEA OF AN ACCESS ROAD PARALLEL TO THE RAIL LINE IS NOT ENVIRONMENTALLY FRIENDLY TO THIS AREA LET ALONE THE COST TO BUILD AND MAINTAIN A ROAD. THE WASH OF ROAD SOILS INTO THE WETLANDS WOULD DESTROY MUCH OF THE AREA.

THANK YOU



CC:

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