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March 10, 2008

David Navecky  
STB Finance Docket No. 35095  
Surface Transportation Board  
395 E Street, SW  
Washington, D.C. 20423-0001

Re: Port MacKenzie Rail Spur/Watershed

Dear Mr. Navecky,

Please list this letter and information, as in favor of the Port MacKenzie to Willow Route and opposed to the South Houston Route.

The rail spur has been described as a "huge earthen dam". There are lakes, streams, and rivers along all the routes being considered. Water flow to and from various lakes and streams will be affected, which in turn will affect habitat for a wide range of fish, fowl, and mammals. However, the Willow Route will not affect as many people on the current road system that have established homes and cabins on lakes.

The community of Big Lake is very small, but Big Lake, the lake, is very large. How will the rail spur affect the water into Big Lake, out of Big Lake, and perhaps even the water table?

Big Lake has a lot of expensive homes and cabins on it. It is the play ground for a lot of Anchorage residents, some of them very wealthy (one a former governor of Alaska). If this lake is adversely affected by the rail road in anyway, the lawsuits and public opinion could be a severe consequence. The engineering studies must be impeccable to be worth the risk of the Houston South Route. Why not reduce the risk and liability by putting the spur away from such a populated and popular lake?

Big Lake and the Kenai River are already in trouble with oil pollution from 2 cycle motors. If the rail spur via the Houston South route adversely affects the health of an already suspect large and popular lake, what would the borough, state, and federal responsibilities be? Can the engineers promise flooding or reduction in water flow won't happen? Why not keep the rail road away from a major recreation and real estate Mecca?

Enclosed is an area map of the Houston and Big Lake area.

- Please note there are many lakes and many homes and cabins on these lakes. Much of the land and lakes on the Willow route is not populated to this degree.
- Please note the number of businesses listed on Big Lake.
- Please note the dotted lines are winter and summer trails. The WACO group has made an issue of trails. This area has many trails, also and considerably more use because of the activity of Big Lake, which has multiple marinas and snowmobile businesses to supply the significant activity in the area. Again, there is much more activity in the Big Lake area. (See enclosed picture of a trail sign)

Picture #1

- August 2006 a 4 week rain raised the level of water on West Lake (Little Horseshoe Lake) and others.
- Across the lake on this picture, just beyond the house is where the South Houston route is.

Pictures #2, #3, and #4

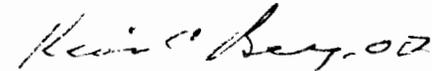
- Loons, Sandhill Cranes, and Grebes on West Lake.

The flooding shown in picture #1 happened without a rail spur in the area. The engineers say culverts would assist normal drainage. How many culverts have all us of seen that are rendered useless due to ice, mud, trees, and other obstructions?

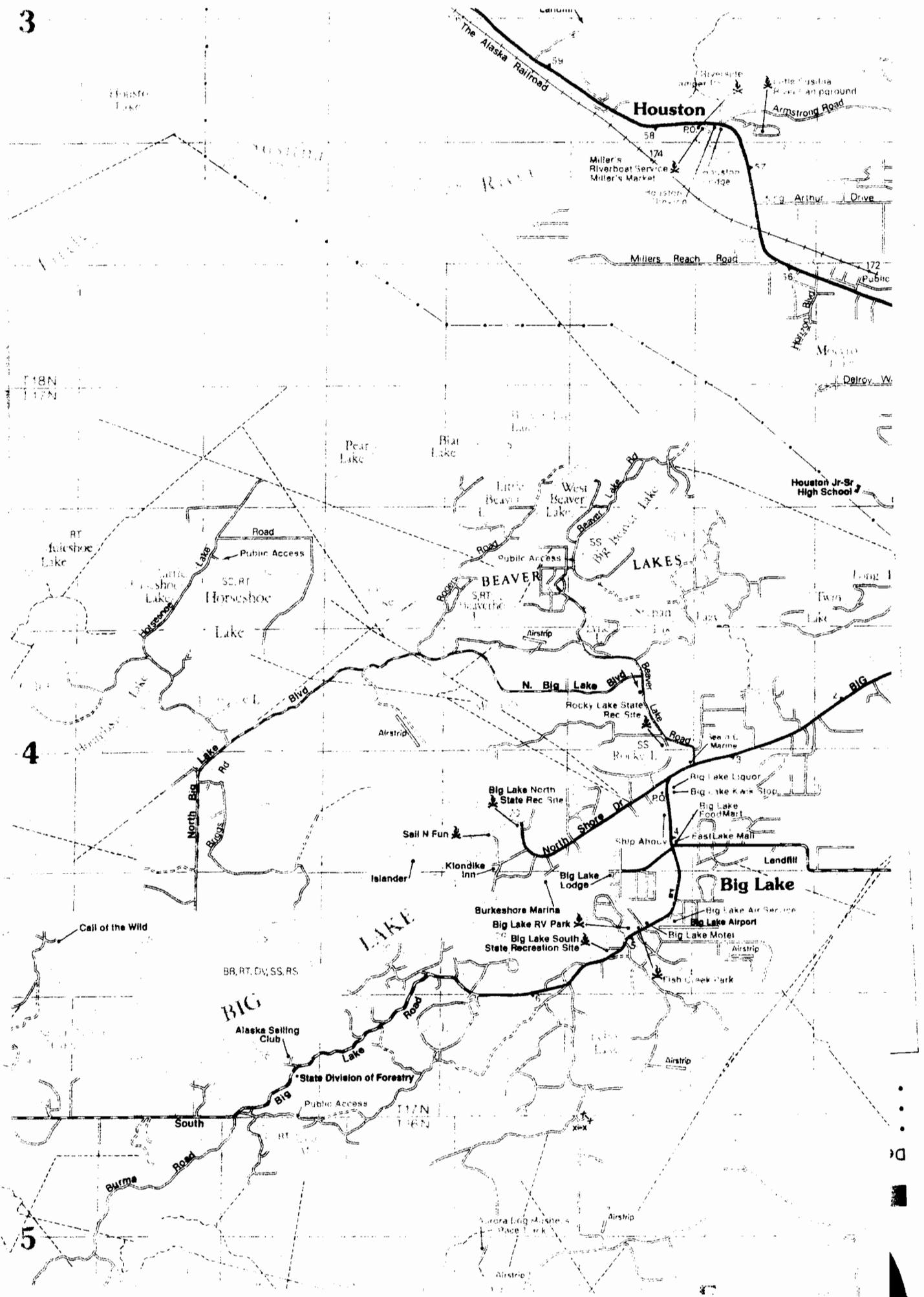
Can the engineers accurately determine how the Miller's Reach fire and all the dead trees in the area would affect the system of drainage as the culverts and dead trees compromise the flow of water? Why not run the rail spur through an area not affected by fire damage?

The Houston South route also crosses and parallels the Castle Mountain Fault line. Please put the rail spur out of "harms way" and keep the rail spur from harming the lakes, wild life, and recreational enjoyment of the Big Lake/South Houston areas.

Respectfully yours,



Kevin C. Berg, O.D.



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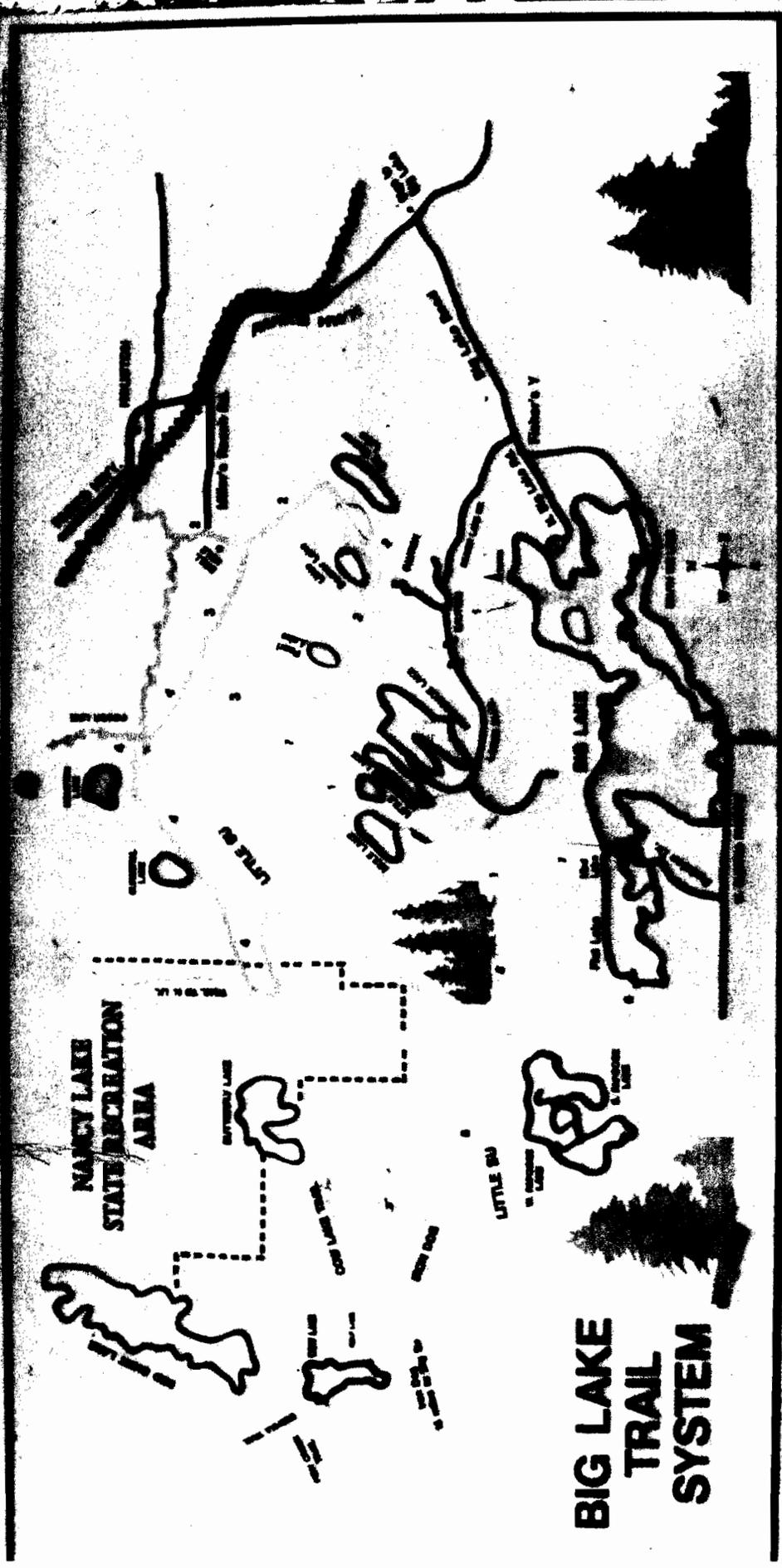


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