



Wisconsin Department of Transportation

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Section of Environmental Analysis
Surface Transportation Board
1925 K St., N.W., Suite 500
Washington, DC 20423.

Re: Comments on Potential Environmental Impacts of Proposed Line Abandonment of a 5.0+/- Mile Line of Railroad That Extends Between Milepost 88.2 +/- (near State Highway 41) and Milepost 93.2 +/- (near North 123rd Street) and Which Traverses Through United States Postal Service Zip Codes 53215 (in Milwaukee), 53295 (in West Milwaukee), 53214 (in West Allis), and 53226 (In Wauwatosa), all in Milwaukee County, Wisconsin - STB Docket No. AB-57 (Sub-No. 55X)

Dear Gentlepersons:

At the request of the Soo Line Railroad Company, we have reviewed the environmental effects of the proposed abandonment of the rail line of the Soo Line Railroad Company, d/b/a Canadian Pacific Railroad Company ("Soo Line") over an approximately 5.0 +/- mile line of railroad that extends between milepost 88.2 +/- (near State Highway 41) and milepost 93.2 +/- (near 123rd Street) and traverses through United States Postal Service Zip Codes 53214 (in West Allis), 53295 (in West Milwaukee), and 53215, 53233, and 53204 (in Milwaukee) in Milwaukee County, Wisconsin (the "Rail Line").

As a multimodal agency, WisDOT would encourage the preservation of this transportation corridor consistent with existing land use plans and essential for efficient use of natural resources for future transportation needs if the Rail Line is abandoned. If the corridor is abandoned, there is interest in the corridor for trail use.

If the Rail Line is abandoned, the greatest potential for environmental damage is because of the failure to properly clean up debris, which is often left on former rail lines after items of value are removed. Because of this, the Soo Line must comply with the WisDOT Abandoned Railroad Line Salvage and Clean-up Policy/Standards/Procedures when they do the abandonment and related activities.

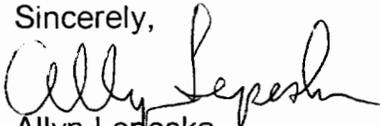
If the Rail Line is abandoned, the railroad needs to protect surveying benchmarks, monumentation and mapping information for the segment.

Upon abandonment, the railroad must remove the rail, ties and ballast at the crossings of the state highways. The railroad is required to obtain a permit from the District Maintenance section to work on highway right-of-way. The railroad will need to handle traffic while the crossing is being removed. The roadway should be restored in like kind.

Before crossings are removed across other streets and roadways, the railroad must contact the maintaining authority to coordinate work with them.

If you have any questions, feel free to contact me.

Sincerely,


Allyn Lepeska
Attorney

pc: Donna Brown
Vicki Schaefer
Michael Thompson
Annie Littlefield