

October 24, 2019

Via Email Adam.Assenza@stb.gov

Adam Assenza
Environmental Protection Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

RE: Docket No., FD 34936, Port of Moses Lake – Construction Exemption – in Grant County, WA.; **Design Edits**

Dear Adam:

The Port of Moses Lake (Port) has continued refinement of the design of the proposed acquisition and construction of an approximately 11-mile-long railroad route in Grant County, Washington (Project). In conjunction with the design refinement and reviewing comments to the Draft Supplemental Environmental Assessment (DSEA), including comments by Washington State Utilities and Transportation Commission (UTC) regarding crossing and roadways, there are two design edits needed for certain roadways in Segment 1 and Segment 2, Modification 2C.

The first design edit is in Segment 1. In the DSEA, the Port design included closing off Industrial Street and extending Silva Street. Under the design edit, the Port would construct a new, perpendicular at-grade crossing of Industrial Street to maintain access to industrial properties, rather than closing off Industrial Street and constructing an extension of Silva Street. The Port analysis found that this design edit will have no environmental impact, including no impact to traffic and transportation.

The second design edit is in Segment 2, Modification 2C. Additional design work revealed the need to avoid utilities and the construction of two long, skewed crossings (and less safe crossings) of Road I NE located south of the GCIA industrial area. In order to avoid these negative impacts, Modification 2C would need to be constructed over a portion of Road I NE. That portion of Road I NE would need to be vacated (or closed) with Grant County. To maintain access to Road I NE for three residences that are located on other portions of Road I, the Port would change the existing road by constructing a cul-de-sac on Road I NE and a new perpendicular at-grade crossing of Road 6.7 NE, and Road I NE would be closed between the cul-de-sac and Road 6.7 NE. The perpendicular crossing is a safer design than the skewed (not perpendicular) crossings in the prior design. The Port would consult with Grant County and other applicable parties when seeking UTC approval of the Road 6.7 NE crossing and Grant

Adam Assenza
October 24, 2019
Page 2

County approval to vacate the portion of Road I. The attached exhibit illustrates the revisions planned for Road I NE. The changes involving Road I NE would have a minor impact on vehicle traffic from rail construction and operation associated with Modification 2C. No other environmental impacts were found in the analysis of this design edit.

Thank you for your attention to this matter.

Very truly yours,



Sandra L. Brown

CC: Lydia Kachadoorian, FRA lydia.kachadoorian@dot.gov
Valarie Kniss, FRA valarie.kniss@dot.gov
Jeannie Becket jbeckett@thebeckettgroup.org
Diane Williams Diane.Williams@jacobs.com



ROAD I NE PLAN (MODIFICATION 2C)

Legend

	Proposed Pavement Removal		Existing Roadway To Remain		Proposed Rail Centerline		Proposed Rail ROW
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PROJECT: Northern Columbia Basin Railroad Project
CLIENT: Port of Moses Lake (POML)
LOCATION: Moses Lake
STATE: Washington
COUNTY: Grant
PLSS: T19N R28E S14, 13, 24 and T19N R29 E S19, 20
QUADRANGLE: Moses Lake North and Wheeler
BASE MAP: ESRI Digital Globe 2018
DATE OF FIGURE: 09/26/19
FIGURE BY: M. Indrebo

0125250500 Feet

037.575150 Meters