

EI-3068  
CP



"Phinney, Elizabeth"  
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07/27/2007 06:01 PM

To "Wood, Andrew" <WoodA@WSDOT.WA.GOV>,  
<Christa.Dean@stb.dot.gov>, "Vicki King"  
<vking@triangleassociates.com>,  
cc <kurt.reichelt@hdrinc.com>

bcc

Subject FW:  
[www.wsdot.wa.gov/Projects/Rail/Freight/WheelerToSoapLakeRailEngineering/](http://www.wsdot.wa.gov/Projects/Rail/Freight/WheelerToSoapLakeRailEngineering/).

FYI.

**From:** Don Hara Jr [mailto:djharf@msn.com]  
**Sent:** Friday, July 27, 2007 2:45 PM  
**To:** Phinney, Elizabeth  
**Cc:** djharf@msn.com  
**Subject:** [www.wsdot.wa.gov/Projects/Rail/Freight/WheelerToSoapLakeRailEngineering/](http://www.wsdot.wa.gov/Projects/Rail/Freight/WheelerToSoapLakeRailEngineering/).

FROM DON M HARA JR  
2126 ROAD L-NE  
MOSES LAKE, WA 98837

To ELIZABETH PHINNEY, Rail Environmental Manager.

I find it somewhat deceptive that you announce your Northern Columbia Basin Railroad Project Meeting and supply a map that does not show any of the plans east of Highway 17. Then to introduce a new route that has not been previously suggested is kind of underhanded. The new plan to route the rail south of Wheeler Road is probably the worst route of any of the proposed plans. Crossing ROAD L-NE would cause hazard to all the traffic going to and from the high school, junior high school and two elementary schools not to mention all the traffic from Highway 17. Then adding another rail crossing so close to Highway 17 when one already exists would be a great mistake because of all the traffic heading to and from all the industrial sites along Wheeler Road, plus the residential traffic to Parker Springs and other county residents. The existing crossings of Wheeler Road are already in an area of less traffic. Also placing a rail track through all of the furrow irrigated farm land is very hard to work around it would likely render over one third of the total acreage of each Unit it crosses useless.

I believe that any of the plans north of Wheeler Road is a far better choice. The WHEELER TO ROAD 7 NE plan is in my belief the best plan. My second choice would be one of the plans that pass through the industrial zoned property north of Wheeler Road since the rail is supposed to be for industrial service and supply. It would seem to me that would be a far wiser place to locate a railroad that is for industrial development.

Sincerely,

DON M HARA JR