

RE: Public Scoping Comments on the Industrial Way/Oregon Way Intersection Project

Gary Lindstrom [REDACTED]

You forwarded this message on 10/12/2015 4:49 PM.

Sent: Monday, October 12, 2015 3:48 PM

To: [Industrialoregonway](#)

Cc: [Sakr, Claude](#); [Sandra Davis](#) [REDACTED]; [Gary Lindstrom](#) [REDACTED]

October 12, 2015

Thank you for the opportunity to submit comments for this important intersection in Cowlitz County and its interstate connection to Oregon.

The Industrial Way and Oregon Way intersection sits at the base of the Lewis and Clark Bridge, a heavily traveled two lane bridge providing access between Oregon and Washington and the industries on either side. Additionally bridge traffic is further stressed during the summer vacation months. This bridge is a choke point at this time and will only increase the dimension of congestion and safety concerns in the future. Any consideration of changes to the intersection to meet 2035 traffic volume should be conditional upon the prospect of a new four lane bridge by 2035.

Recommendation: scope should consider a new four lane bridge across the Columbia River to replace the Lewis and Clark Bridge.

Heavy truck traffic at this intersection is weighted in favor of Weyerhaeuser with its high volume of log truck traffic in addition to chips. Log trucks enter at W. Port Way which requires a left turn from Industrial Way and or a right turn from the West. Relocating or adding another log entrance to a point further west on Industrial Way would alleviate much of the intersection congestion. When Weyerhaeuser moved its Green Mountain lumber mill to Longview the additional log truck traffic challenged the already loaded intersection without apology from the corporate office.

Recommendation: scope should consider moving Weyco entrances to lessen impact at this intersection.

Port of Longview traffic moves primarily by rail. The port's high volume of bulk commodities such as grains and calcined coke moves by rail along its own corridor. The breakbulk commodities such as steel and wind turbines, considerably less in volume, move in and out of the port via International Way and H St./Columbia Blvd. Log trucks for export cargo are generally received from the PLS yard which is located off of Fibre Way. Improving Port access would be best handled east of the intersection with an emphasis on diverting more traffic over International Way and or Fibre Way in addition to H ST and Columbia Blvd., the back entrances already utilized by the Port and its customers.

Recommendation: scope should look at current port access utilization for breakbulk commodities and improve access to the Port via those existing portals east of the intersection.

The scope of this intersection does not specify any information about rail or future rail traffic and appears to be only sensitive at this time to current auto/truck traffic and estimates to meet a 2035 standard. If future rail traffic, such as proposed by Millennium were to move forward (nothing on paper from the Port) the whole of SR432/433 would need to be re-assessed. Moving piecemeal at this stage has its economic and political risks and could fall short of future needs should 1.3 mile unit trains require access from the main line to the west. In this regard this project has, for whatever reasons, changed its scope of interest from what it has been since the Port built its own alternate corridor to divert unit trains away from the old SR432 route via the Longview Switching Co. yard. There is a question in my mind as to why the purpose of this project outline has changed. I have included a copy of my guest editorial printed in the Daily News in June of this year to be included in the public record.

Recommendation: review of the purpose and benefits for changes to this intersection and why this project has changed with regard to the future impact of rail access to the whole of the corridor.

In 2010, I stood before and addressed the Cowlitz County Commissioners in a meeting about Millennium proposed coal terminal and the impact of unit trains (coal) to our community based upon the inadequate rail infrastructure and at grade crossings. It is interesting to see the political process and how the governmental leadership for SR432/433 has changed hands and objectives over these five years.

Recommendation: there should be no funding of this intersection project until the State of WA and the Federal Government have reviewed and considered the entire transportation infrastructure for SR 432/433 including the need for a new four lane bridge over the Columbia River at Longview.

Gary Lindstrom

Longview, WA

TDN

Sunday June 24, 2015

Guest column: "SR432 improvements would mostly benefit Millennium"

• [GARY LINDSTROM FOR THE DAILY NEWS](#)

The proposed SR432 transportation improvements, including vehicle and grade separation, have been on the back burner for years. However, clearly the urgency for improvements before the Legislature now is to facilitate rail transport infrastructure to allow coal trains access through a very heavily used trucking and auto route, primarily to benefit Millennium Bulk Terminals' planned and as-yet-permitted coal terminal.

I'm surprised that our legislators have continued to deny the obvious reason for rail improvements to SR432, which is to provide rail access to Millennium's planned coal terminal and support 16 1.3-mile-long unit trains per day.

The Port of Longview is beginning to evaluate market strategies including rail services for the future of its newly acquired Barlow Point property. However, there are no improvements or signs of development underway by the port for this barren property at the current time.

Clearly our local legislators are pushing for \$85 million to favor a private company. This is a very complex and challenged state route and the issue requires further review of the whole corridor, its real corresponding price tag (probably \$200 million) and, importantly, how much Millennium and the BNSF railroad should be participating with their own capital if the project is permitted.

Further public input is required at the local level with our legislators, face-to-face, to review the transportation needs for this local route and, most importantly, for whose benefit public dollars would be appropriated.

If two mega coal export terminals are constructed for 100 million tons of coal through our state annually, the congestion and repercussions to the towns along the rail lines in Washington will require and consume the state's transportation budget for years to come. SR432 is but a first blush at the transportation demands the state can expect if one or two planned terminals go into operation.

SR432 could use transportation improvements now for the heavy volume of commercial truck and auto traffic along the route and over the Lewis and Clark Bridge. This would be a strong public benefit to improve transportation. Current rail traffic does not impact SR432.

End Comments

Gary Lindstrom

[REDACTED]

[REDACTED]

[REDACTED]