



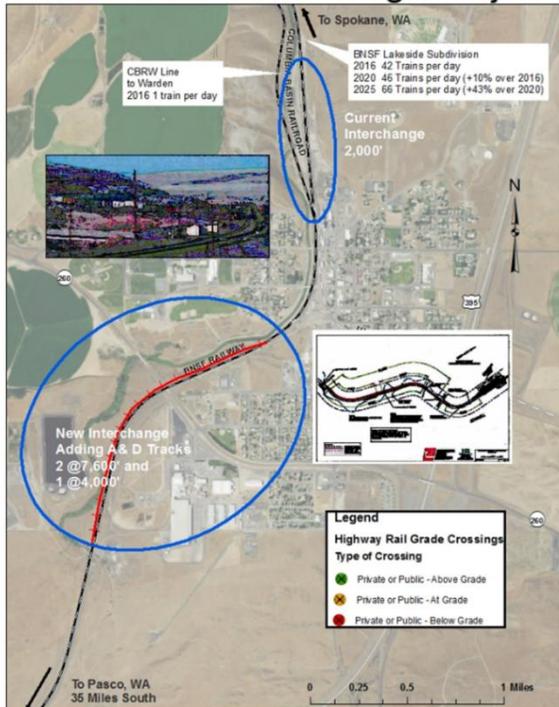
This \$28.7 million project will relocate, reconfigure and improve the critical rail interchange in rural Connell, WA where the Columbia Basin Railway (CBRW) enters onto the BNSF railway mainline. Funds requested will be used to partially fund the infrastructure improvements to meet 21st Century rail demands by relocating and expanding the rail interchange outside of Connell to industrial lands south of the City.

In addition to adding rail capacity and improving freight movements through the City, this investment will relocate the rail switch yard away from residential areas, school traffic patterns and emergency response routes.

The existing railyard configuration is outdated, undersized, inefficient and cannot accommodate today's modern train service requirements. The current yard configuration causes congestion at primary street crossings that bifurcate the city center.

It also creates a critical "pinch" point" in serving both national and regional rail service needs. The improved interchange will improve the ability of BNSF and CBRW to complete the interchange of longer trains by reducing the time that the interchange operation interferes with mainline flow and capacity.

### Connell Rail Interchange Project



### Funding:

CONNELL RAIL INTERCHANGE PROJECT			
Funding Sources	Amount in Millions	Status	Use
City of Connell/ Local	\$ 0.1	Committed	PE
FMSIB	\$ 2.0	Requested	Construction
Connecting WA	\$ 10.0	Committed	FE, Enviromental, and Construction
Federal BUILD 2018	\$ 16.6	Requested	Construction
<b>Total Project Funding</b>	<b>\$ 28.7</b>		

### The Need:

Reconfiguring and expansion of the Connell interchange is needed for CBRW to improve, and modernize, service to growing agricultural producers and manufactures in the region.

### Primary Project Goal:

The primary goal of the project is to enable long trains operating westward on BNSF's Lakeside Subdivision to be interchanged to the CBRW without the need for breaking the train apart, time-consuming switching, or extensive roadway grade-crossing blockages.



## The Benefits:

- The reconfiguration will improve reliability, safety, highway preservation and mobility while lowering rail operating costs. Thus, enhancing the competitiveness of freight rail as a transportation option for local producers, manufacturers and farmers.



- The interchange reconfiguration will improve rail operations efficiency such as switching arriving BNSF trains, or repositioning or reconfiguring locomotive power. All of these train operations will be able to occur without blocking the BNSF Lakeside Subdivision main line.
- The interchange reconfiguration will allow for the simultaneous accommodation of an inbound and an outbound train between BNSF and CBRW, without one blocking the path of the other. The minimum number of tracks required for this type of operation is three, with a clear length of 8,600 feet (7,500 feet minimum) each.
- This configuration will enable unit trains, with a typical length of 7,400 feet, to arrive or depart from any track, with adequate stopping and clearance distance in each track.



## Project Partners:

- City of Connell
- WSDOT
- BNSF
- Columbia Basin Railroad
- Ports of Moses Lake, Warden, Othello, Royal Slope, Pasco

### For more information contact:

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## Project Sponsors

