

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

)	DOCKET NO. TR- 160863
)	
GRNW (Great Northwest Railroad))	PETITION TO CONSTRUCT OR
_____)	RECONSTRUCT A HIGHWAY-RAIL
Petitioner,)	GRADE CROSSING
)	
vs.)	
Whitman County)	
_____)	
Respondent)	USDOT CROSSING NO.:
)	
.....)	

Prior to submitting a Petition to Construct or Reconstruct a highway-rail grade crossing to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:

(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;

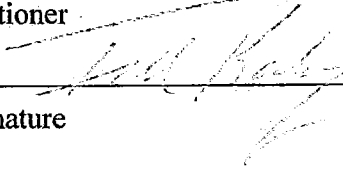
Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

The Petitioner asks the Washington Utilities and Transportation Commission to approve construction or reconstruction of a highway-rail grade crossing.

Construction Reconstruction

RECEIVED
PROJECTS MANAGEMENT
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STATE OF WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION

Section 1 – Petitioner’s Information

<u>GRNW (Great Northwest Railroad)</u>
Petitioner
<u></u>
Signature
<u>325 Mill Road</u>
Street Address
<u>Lewiston, ID 83501</u>
City, State and Zip Code
<u>PO Box 1166, Lewiston, ID, 83501</u>
Mailing Address, if different than the street address
<u>Ted Kadau</u>
Contact Person Name
<u>208-791-8889 - tkadau@watcocompanies.com</u>
Contact Phone Number and E-mail Address

Section 2 – Respondent’s Information

<u>Whitman County</u>
Respondent
<u>310 N. Main Street</u>
Street Address
<u>Colfax, WA 99111</u>
City, State and Zip Code
<u></u>
Mailing Address, if different than the street address
<u>Phil Meyer</u>
Contact Person Name
<u>(509) 397-6209 – phil.meyer@co.whitman.wa.us</u>
Contact Phone Number and E-mail Address

Section 3 – Proposed or Existing Crossing Location

1. Existing highway/roadway Wilma Road

2. Existing railroad Port of Wilma – The Great Northwest Railroad

3. Location of proposed crossing:
 Located in the NW 1/4 of the NE 1/4 of Sec. 24, Twp. 11N, Range 45E W.M.

4. GPS location, if known 46°25'28.55" -117°06'38.40"

5. Railroad mile post (nearest tenth) MP 65.51

6. City Clarkston, WA County Whitman

Section 4 – Proposed or Existing Crossing Information

1. Railroad company GRNW (Great Northwest Railroad)

2. Type of railroad at crossing Common Carrier Logging Industrial
 Passenger Excursion

3. Type of tracks at crossing Main Line Siding or Spur

4. Number of tracks at crossing 1

5. Average daily train traffic, freight 1 train - five days each week - 12 cars/week
 Authorized freight train speed _____ Operated freight train speed 5 mph

6. Average daily train traffic, passenger 0
 Authorized passenger train speed N/A Operated passenger train speed N/A

7. Will the proposed crossing eliminate the need for one or more existing crossings?
 Yes No X

8. If so, state the distance and direction from the proposed crossing.

9. Does the petitioner propose to close any existing crossings?
 Yes No X

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes ____ No X

2. If so, describe the purpose of the crossing and the estimated time it will be needed

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes ____ No X

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway Wilma Road

2. Roadway classification County Road

3. Road authority Whitman County

4. Average annual daily traffic (AADT) Whitman County Public Works measured the traffic counts, which showed an average of 360 AADT between the three M.P. locations that were measured on Wilma Drive #9006. The actual counts by M.P. were 607 AADT at M.P. 0.22; 329 AADT at M.P. 0.39; 142 AADT at M.P. 1.29)

5. Number of lanes 2

6. Roadway speed 25 mph

7. Is the crossing part of an established truck route? Yes X No ____

8. If so, trucks are what percent of total daily traffic? Whitman County Public Works measured the traffic counts, which showed 47% of the traffic that will move over the crossing will be trucks. The three M.P. locations that were measured on Wilma Drive #9006. The actual counts by M.P. were 189 AADT at M.P. 0.22; 129 AADT at M.P. 0.39; 54 AADT at M.P. 1.29).

9. Is the crossing part of an established school bus route? Yes ____ No X

10. If so, how many school buses travel over the crossing each day? _____

11. Describe any changes to the information in 1 through 7, above, expected within ten years:

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?
Yes No

2. If a safer location exists, explain why the crossing should not be located at that site.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?
Yes No

4. If a barrier exists, describe:

- ◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
- ◆ How the barrier can be removed.
- ◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?
Yes No

6. If an over-crossing or under-crossing is not feasible, explain why.

The proposed rail crossing goes through Wilma drive at an angle which is dictated by constraints of the track geometry (per railroad design guidelines), site elevation changes, the location of the current Port track and the location of the facility.

7. Does the railway line, at any point in the vicinity of the proposed crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?
Yes No

8. If such a location exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes No

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ Whether it is feasible to divert traffic from the proposed to the existing crossing.

There are currently two (2) public crossings in the vicinity of the proposed crossing over Wilma Drive. One crossing is located at the intersection of Duffel Dr and Great North Western Railroad (~0.13 miles to the north of the proposed crossing location). The second crossing is at the intersection of Wilma Road and Great North Western Railroad (~1.23 miles to the east of the proposed crossing location. These two crossing are not in a location that CHS can use to build the new industry track due to land constraints in the area.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction.

a. Approaching the crossing from West, the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	400+
Right	200	400+
Right	100	400+
Right	50	400+
Right	25	400+
Left	300	400+
Left	200	400+
Left	100	400+
Left	50	400+
Left	25	400+

b. Approaching the crossing from East, the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	300	400+
Right	200	400+
Right	100	400+
Right	50	400+
Right	25	400+
Left	300	400+
Left	200	400+
Left	100	400+
Left	50	400+
Left	25	400+

2. Will the new crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes X No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. _____

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes X No

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

Section 9 – Illustration of Proposed Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showing the following:

- ◆ The vicinity of the proposed crossing.
- ◆ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ◆ Percent of grade.
- ◆ Obstructions of view as described in Section 7 or identified in Section 8.
- ◆ Traffic control layout showing the location of the existing and proposed signage.

Section 10 – Sidewalks

1. Provide the following information:

- a. Provide a description of the type of sidewalks proposed.
- b. Describe who will maintain the sidewalks.
- c. Attach a proposed diagram or design of the crossing including the sidewalks.

No sidewalks are proposed.

Waiver of Hearing

The undersigned represents the Respondent in the petition to construct or reconstruct a highway-railroad grade crossing and inter-tie the highway signal with the railroad crossing signal system.

USDOT Crossing No.: _____

We have investigated the conditions at the proposed or existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and consent to a decision by the commission without a hearing.

Dated at Colfax, Washington, on the 18th day of June, 20 16.

W. MARK STOREY

Printed name of Respondent

[Handwritten Signature]

Signature of Respondent's Representative

Whitman County Engineer

Title

Whitman County, WA

Name of Company

(509)397-6206 mark.storey@co.whitman.wa.us

Phone number and e-mail address

P.O. Box 430

Colfax, WA 99111

Mailing address

MITIGATED DETERMINATION OF NONSIGNIFICANCE

The Port of Whitman County issued a Mitigated Determination of Nonsignificance (MDNS) under the State Policy Act Rules (Chapter 197-11 WAC) for the following project:

Description of Proposal:

Development of a fertilizer storage and distribution facility at the Port of Wilma, North Clarkston, by CHS, Inc., dba Primeland.

Proposed project is located on Lots K & L of the Port of Whitman County Industrial Park Subdivision No. 1 at the Port of Wilma, North Clarkston, WA. These lots are situated at the southwest end of the subdivision, along Wilma Drive or County Road No. 9006.

SUBJECT to all restrictions and reservations contained in any deed from the United States of America, now or hereafter executed and delivered to the PORT conveying any portion of said leased premises

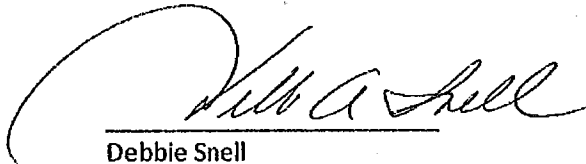
After review of a completed environmental checklist, the Port of Whitman County has determined this proposal will not have a probable significant adverse impact on the environment.

The following conditions are hereby incorporated, with the applicant's agreement, into this Mitigated DNS: In order to minimize erosion, maximize weed control, minimize possible construction and operation impacts on water quality and minimize possible impacts to fish the applicant will:

1. Using Best Management practices, implement erosion control methods as necessary to prevent project erosion via water or wind.
2. Take reasonable precautions during project grading to prevent broadcast of noxious weed seed.
3. Using Best management practices implement storm water control plan and measures to prevent possible surface run-off and contain any storm water from impervious surfaces on site.
4. Use best management practices during regular plant operations to implement industry standard material handling practices and potential spill response practices.

Copies of this MDNS are available at no charge from the Port of Whitman County, 302 N Mill Street, Colfax, WA, 99111, or by mail at the same address. The public is invited to comment on this MDNS by submitting written comments no later than 4:30 PM on Thursday, 28, 2014, to Debbie Snell, Properties and Development Manager, at the above address.

For more information, please contact the Port of Whitman County at (509) 397-3791.



Debbie Snell
Properties and Development Manager

Date: Tuesday, August 12, 2014

Bill to: Port of Whitman County
Proof to: Port of Whitman County

Publish: Thursday, August 14, 2014
Whitman County Gazette

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants: [help]

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]

Please complete all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). For nonproject actions.

A. BACKGROUND [help]

1. Name of proposed project, if applicable: [help]

Port of Wilma – CHS Fertilizer Storage and Distribution Facility

2. Name of applicant: [help]

CHS Inc. dba CHS Primeland

3. Address and phone number of applicant and contact person: [help]

CHS Primeland Attn: Ken Blakeman

1200 Snake River Ave.

P.O. Box 467

Lewiston, Idaho 83501

208-743-8551

4. Date checklist prepared: [\[help\]](#)
April 2, 2014
5. Agency requesting checklist: [\[help\]](#)
Port of Whitman County
6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)
Fall of 2014 - Fall of 2015
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

The project will be completed as described below with no future expansion planned. Future modifications are possible but likely won't happen for a period of years and if these changes are proposed, would require an additional SEPA.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)
Phase I Environmental Assessment Report prepared by CHS
Sappington Cultural Resource Report Wilma Land Trade
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)
There are no government approvals pending currently that affect this property
10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)
SEPA Process – Port of Whitman County
Shorelines Permit – Whitman County
Building Permit for new buildings, storage tanks and related equipment – Whitman County
Stormwater Control Plan – Whitman County
DOE Stormwater Permit for Construction – WA Dept. of Ecology
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

Construction of a fertilizer storage and distribution facility including the following elements:

- Grading and leveling of property, ground improvement with possible base material brought in for footings and foundation of dry fertilizer building and storage tank areas only
- Installation of two 30,000 gallon anhydrous ammonia vessels and associated equipment
- Installation of one 30,000 gallon Propane tank
- Construction of dry fertilizer building with all associated equipment, office space, and concrete slabs

- Construction of containment structure/liner for liquid fertilizer tanks, construct liquid tanks, piping runs, and blending/load/un-load equipment and load pads
- Construct rail spur and switches
- Modify existing access road to facilitate spur line and access to neighboring buildings
- Connect to existing utilities including water, sewer, power, and communications
- Construct a combination office/warehouse building

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

The subject property consists of two tracts of land designated tract L and K of the Port of Wilma (Figures 1-3). Tract L is recorded in the office of the Auditor of Whitman County, State of Washington under auditor's File Number 45041, said tract containing 10.17 acres.

Tract K is described as beginning at a point on the U.S.C.B, Guide Taking Line marked by a monument number "417-430 with Washington South Zone coordinates of N. 416228.296 and B.855,113.725 the initial point of this description; running thence N. 69°58'03" w. 750.06 feet along said G.T.L. and running S. 19°19'38" W. 822.13 feet to a point on the mesne high water line of the Snake River as same existed prior to February 1975; and running thence along said mesne high water line S. 80°38'31" E 138.93 feet; thence. 89°26'40"E. 181.47 feet; thence s 85°21'29" E. 178.93 feet. Thence s 69°01'39" E 269.10 feet to the point of beginning , said tract contains 12.648 acres or more or less. Excepting therefrom, the north 50 feet of the above parcel for an access road, said 50 feet being all that portion lying within 50 feet of the northerly line of said tract, leaving a net acreage for lease of 11.787 acres more or less.

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth

a. General description of the site [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other Site is flat

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

Less than 2%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. [\[help\]](#)

Soil is described as the Chard silt loam which is generally interspersed with fluvial sands and gravels. Surficial soil has probably been modified by fill brought in by Corps of Engineers and

Port of Wilma for past usage of properties. Surface also has high organic matter from past storage of logs in a portion of the subject property

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

No

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill. [\[help\]](#)

The property will be smoothed and graded slightly to prevent ponding during major precipitation events. Material will then be brought in as appropriate for a base for the buildings and tanks and completion of access drive lanes. Quantity of fill is unknown at this time, but would be clean fill and could be certified as such if necessary

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

The site is essentially flat. Very little surface erosion will occur during construction and eventual long-term use although minor erosion could occur during major precipitation or wind events.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

Approximately 15% of the site will be covered with impervious surfaces. Future expansion may produce an additional 10%.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

CHS will utilize best management practices as required by SWPPP permit during construction to minimize dust emissions and any possible erosion.

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

Dust will be generated during construction primarily from truck and equipment movement. Following construction, dust emissions would be generated by truck traffic and minor amounts of fertilizer dust during off-loading and loading operations. Periodic operation of locomotive will also generate minor emissions while active on site.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

No, not to a level that would adversely affect the project or operation of the plant.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Dust levels will be mitigated as necessary during construction by watering major drive paths. Dust controls incorporated into the proposed fertilizer plant include covered conveyors, inside loading bays, telescoping spouts to reduce exposed fall distances, and mineral oil injection

capabilities. The combination of these measures will minimize dust emissions once the plant is operational.

3. Water

a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

Yes. The Snake River forms the southern boundary of the project area.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

Yes. Barge line will be within the 200' buffer which will require a Shoreline Permit that is in development. The portion of the property involved in the construction and operation of this facility will be between 180 and 250 feet of the Snake River.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

None

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

No.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

No.

b. Ground Water:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No. All water used in the construction and operation of the facility will be drawn from the existing Port of Wilma water system. CHS will hook up to this system during the construction phase

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

Domestic sewage generated in the office and fertilizer plant will be discharged to the Port of Wilma sewage system. Domestic sewage will serve between 5 and 10 employees on site and periodic customers. No other waste will be discharged during construction or operational stages of the project.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

A storm water control plan will be submitted to Whitman County by CHS which will be designed to retain all runoff water from impervious surfaces on site. Excess water will be allowed to infiltrate through gravel surfaces on site.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

There should be no potential inputs to surface water. The site will be graded to retain storm water on site. The sandy soils should allow for rapid percolation of precipitation water into the subsurface.

- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any: [\[help\]](#)

Proper landscaping of the relatively flat site should allow for natural infiltration of precipitation and significant runoff is not anticipated at this site. Management of runoff will be further described in the Stormwater runoff plan submitted to Whitman County.

4. Plants [\[help\]](#)

- a. Check or circle types of vegetation found on the site: [\[help\]](#)

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs
 grass
 pasture
 crop or grain
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 water plants: water lily, eelgrass, milfoil, other
 other types of vegetation (weeds)

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

None. The site is currently used for piling logs. There is currently no vegetative growth on the property.

- c. List threatened or endangered species known to be on or near the site. [\[help\]](#)

Endangered salmonids are present in the Snake River 200' to the south.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

None. The site will be covered with gravel.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site: [\[help\]](#)

birds: hawk, heron, eagle, songbirds, other: blackbirds, sparrows
mammals: deer, bear, elk, beaver, other: mice, voles
fish: bass, salmon, trout, herring, shellfish, other _____

- b. List any threatened or endangered species known to be on or near the site. [\[help\]](#)
None noted on site. Salmon and Steelhead species are present in the Snake River located approximately 200' south of the property.
- c. Is the site part of a migration route? If so, explain. [\[help\]](#)
No. The Snake River located off-site to the south is a migration route for Salmon and Steelhead
- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)
None. The site will be maintained to discourage wildlife. Care will be taken not to accumulate attractants to prevent injuries during operation of the facility.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)
The facility will be using electricity to power equipment within the plant. Heat for processing and office spaces will utilize propane.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)
No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)
The plant utilizes efficient motors and equipment to reduce electrical use. Most of the project is unheated and does not require substantial amounts of electricity when not actively transferring product. LP usage will vary based on inventory and customer demand. Energy use will peak in spring and fall when electrical demand is lower than summer and winter months.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

There is a small possibility of leaks or spills from trucks or equipment on site. Most of the stored products are non-hazardous. A Risk Management Program will be developed for the anhydrous ammonia handling on site and CHS will educate employees and nearby businesses on emergency procedures should an accidental release occur. CHS will utilize Best Management Practices at all times to minimize or eliminate accidental

releases. CHS will also communicate Emergency Action Plans and procedures to the local fire department and police to develop effective response in event of an emergency.

1) Describe special emergency services that might be required. [\[help\]](#)

The personnel on site will be trained and responsible for all maintenance and monitoring on site. CHS will develop Emergency Action Plans and Risk Management Programs which will involve local police and fire personnel.

2) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

Extensive training of employees on the proper handling of agricultural materials will reduce or eliminate any environmental health hazards associated with operation of this plant.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

None.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

During the construction phase, noise will be generated by truck and equipment traffic and general construction noise. Once the project is in operation, noise will be generated by operation of the legs and conveyors used in the transfer of material. Noise will be generated during daylight hours. Activity at the plant will be more concentrated during the spring and fall months that coincide with planting and harvesting of agricultural products. Levels of noise already exist at the Port and this project should not add significantly to background levels which currently exist.

3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Much of the equipment used in operating the plant is located inside the building which reduces noise issues to surrounding businesses. The outside leg will generate noise when operating but levels should not significantly affect surrounding properties.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? [\[help\]](#)

The Port of Wilma is a heavy industrial site. The project property was most recently used to stack logs waiting to be chipped. The logs have since been removed.

b. Has the site been used for agriculture? If so, describe. [\[help\]](#)

Unknown, but not in the last 40 or 50 years

c. Describe any structures on the site. [\[help\]](#)

There currently no structures on the site.

d. Will any structures be demolished? If so, what? [\[help\]](#)

NA

e. What is the current zoning classification of the site? [\[help\]](#)

Heavy Industrial, Port of Wilma

f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Heavy Industrial

g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

Urban, but not applicable as no work will occur on the shoreline

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

[\[help\]](#)

No.

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

5-10 full-time expected

j. Approximately how many people would the completed project displace? [\[help\]](#)

None

k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

None, not applicable

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

Use of site is compatible with zoning and with Port of Wilma Comprehensive plan and Whitman County zoning code

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

None, Not applicable

c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

None, not applicable

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

Fertilizer building is ~50' high and of wood construction. Tanks constructed will be similar to those already in place at Port.

b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

The project will be completed in the middle of an industrial park and should not significantly alter the views of surrounding properties.

c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

The building will be well maintained and care taken to keep the property clean and free of excess junk and debris.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

The plant will be active during daylight hours. Night time lighting will be restricted to what is necessary for security.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

No. Lighting will be consistent with other lighting at the Port and will not significantly alter current conditions in the area

b. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

None

d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

None anticipated

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Fishing and boating on the Snake River

b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

No

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

None required in this instance.

13. Historic and cultural preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. [\[help\]](#)

There are no known cultural sites located on the Port of Wilma property or the property subject to this project based on the Wissard database. The said site has been used as a port site since the early 1970's and is owned by the Port of Whitman. An archaeological study conducted by Robert Sappington in the early 1990's did identify some apparent artifacts on a bar adjacent to the project area. Care has been taken in the design of this project to avoid any disturbance to this area. The project will not involve any work on the bar or alter current conditions on the bar in any way.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site. [\[help\]](#)

There are no known sites of historic, cultural, or scientific importance on the project property.

- c. Proposed measures to reduce or control impacts, if any: [\[help\]](#)

No part of the river bar described above will be altered or affected in any way. If any culturally sensitive material is discovered, all work will cease and jurisdictional parties, including DAHP and impacted tribes will be called in to consult and evaluate the findings.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

The site is served by highway 127 and directly accessed by Wilma Drive – Whitman County Road 9006

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

No. Closest public transit is in Clarkston, WA, approximately 3 miles away

- c. How many parking spaces would the completed project have? How many would the project eliminate? [\[help\]](#)

Approximately 15 around office and fertilizer plant office. Perimeter areas of the property will also be available for parking except near drive lanes in and around the plant. None would be eliminated.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

Yes. Modifications will be required on Wilma Road where a new rail spur crosses the road. All other portions of roads will remain as is

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

The project will include a new rail spur and a portion of the existing spur.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur. [\[help\]](#)

We estimate 30-40 trucks per day during peak seasons which occur around April and September/October each year. This will drop to 0-5 in off-peak times of the year.

g. Proposed measures to reduce or control transportation impacts, if any: [help]

None. No adverse transportation impacts are anticipated

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe. [help]

Impacts to public services will be minimal. The area is already under fire and police protection. CHS Inc. will be diligent in working with these departments to familiarize them with the facility and nature of the operation to develop appropriate Emergency Action Plans for the site

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

CHS Inc. will diligently adhere to all local and federal regulations regarding the handling and distribution of agricultural products and cooperate fully with local agencies to develop appropriate Emergency Action Plans for the facility. CHS will operate the site in a safe and conscientious manner to minimize need for emergency services.

16. Utilities

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, fiber optics, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

Connection to existing Port of Wilma sewer, water, electric, and telephone systems

C. SIGNATURE [HELP]

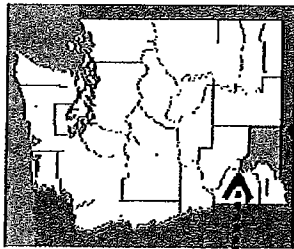
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Ken Blakeman

Name of signer Ken Blakeman

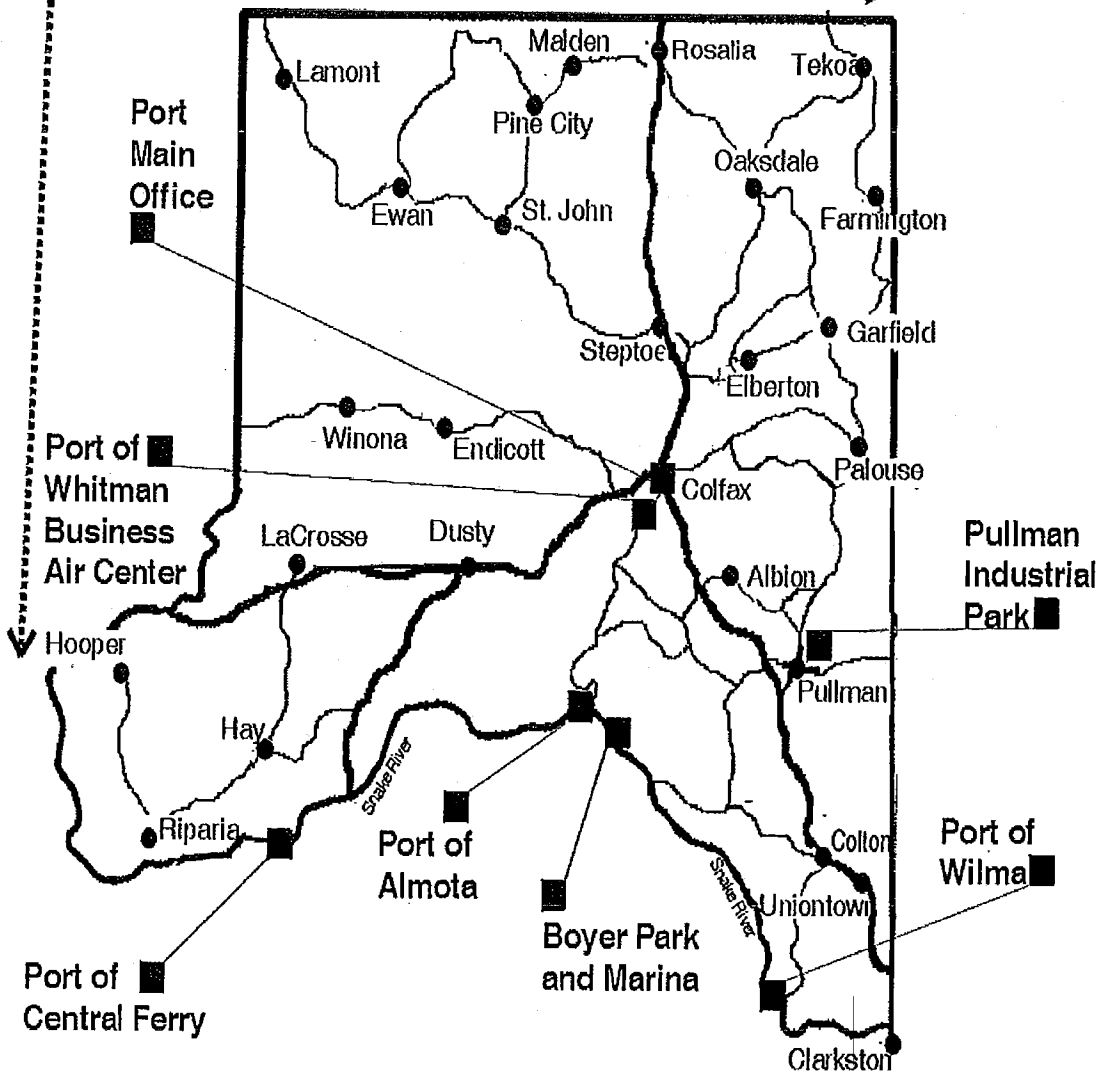
Position and Agency/Organization Gen. Mgr. CHS Primeland

Date Submitted: 8/11/14 A division of CHS Inc.



Washington State

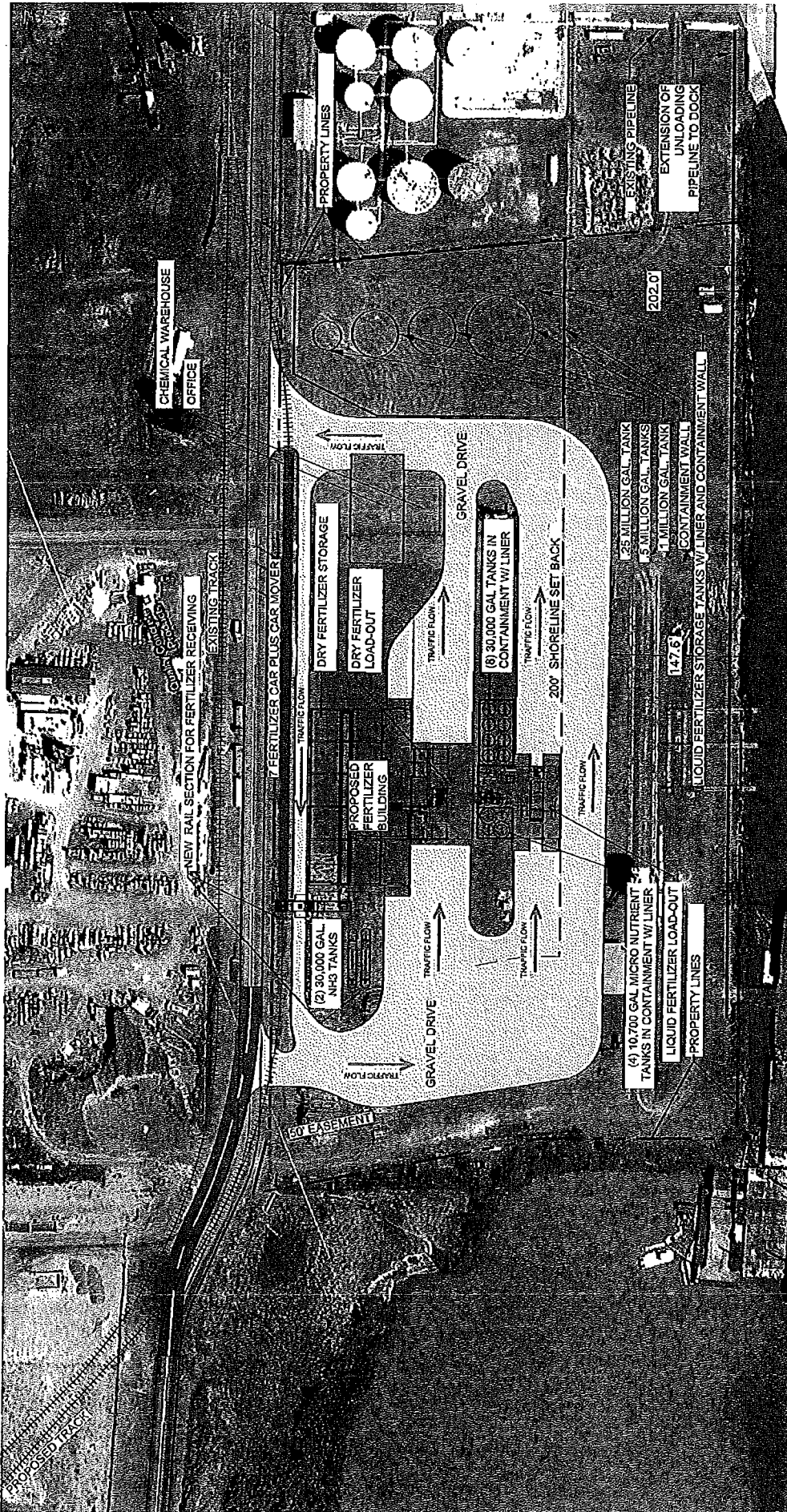
WHITMAN COUNTY



Whitman County Map illustrating
Port of Wilma
Vicinity



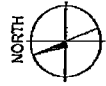
CHS Primeland Project Site
Port of Wilma
N. Clarkston, WA



SITE LAYOUT EXHIBIT
LEWISTON, ID



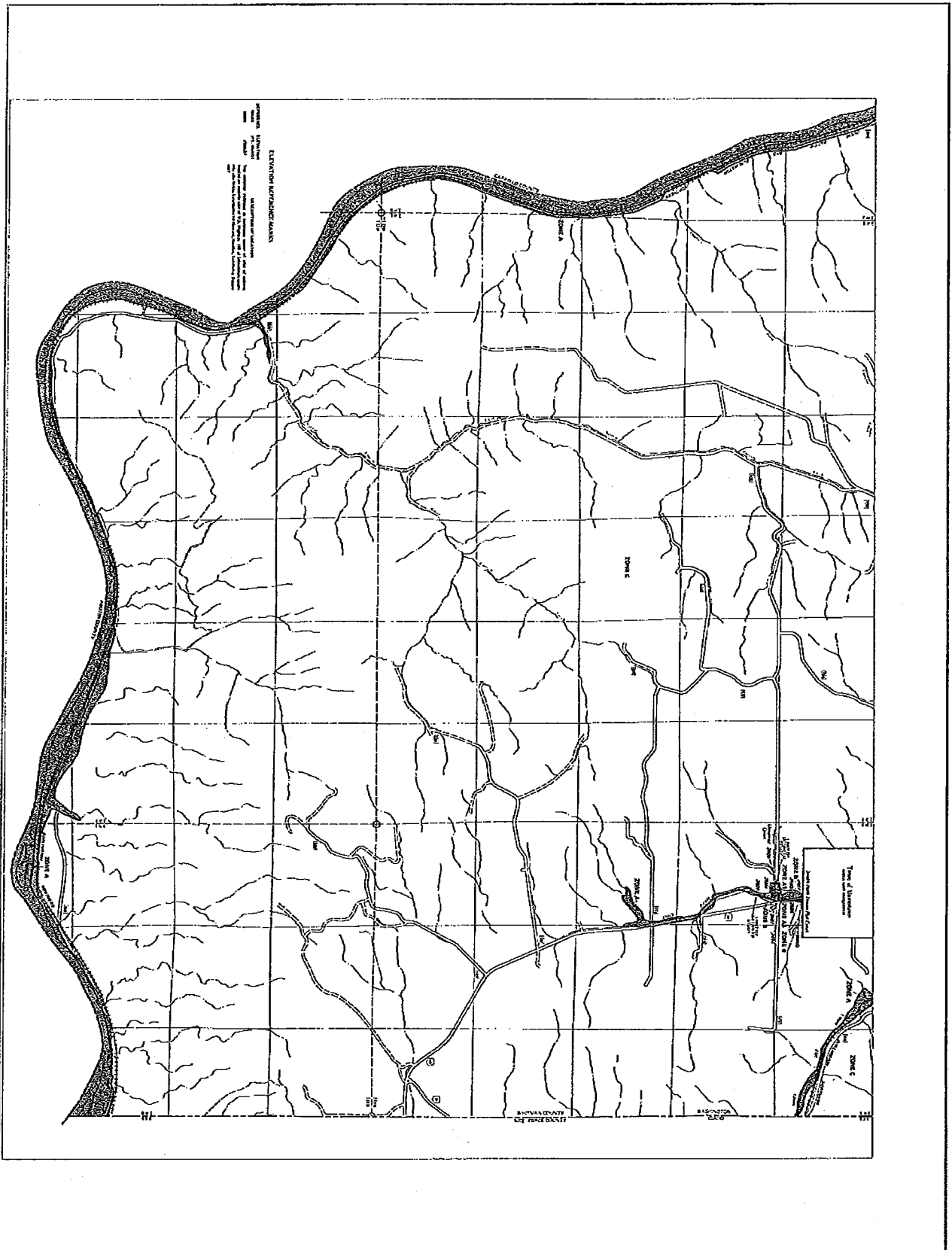
PROJECT: 130048
05/14/14



2 SITE LAYOUT EXHIBIT



FEMA Floodplain Map of Wilma Area



EXTENSION OF EXISTING MAPS
 This map is an extension of the existing map of the Wilma Area, Washington, D.C., and is not to be used in conjunction with any other map.

FIRM
FLOOD INSURANCE RATE MAP
WILMA AREA, WASHINGTON COUNTY, WASHINGTON
DATE: 03/07/83
CONTRACT NO. 83-01-001
DATE: 03/07/83

SECTION 104

This map is a Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) under the authority of the National Flood Insurance Act of 1968. It is intended to provide information on the flood hazard areas in the Wilma Area, Washington County, Washington. The map is based on the best available data and is subject to change as more information becomes available.

The map shows the following flood zones:

- Zone A:** Special Flood Hazard Area (SFHA) subject to inundation by 1% annual chance flooding.
- Zone B:** SFHA subject to inundation by 1% annual chance flooding.
- Zone C:** SFHA subject to inundation by 1% annual chance flooding.
- Zone D:** SFHA subject to inundation by 1% annual chance flooding.
- Zone E:** SFHA subject to inundation by 1% annual chance flooding.

The map also shows the following features:

- Waterways:** Rivers, streams, and creeks.
- Roads:** Major and minor roads.
- Landmarks:** Buildings, structures, and other features.

The map is intended to be used in conjunction with the National Flood Insurance Program (NFIP) and the Flood Insurance Study (FIS) for the Wilma Area, Washington County, Washington.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report**

City:
Street: Wilma Dr. #9006
Location: M.P. 0.22

A study of vehicle traffic was conducted with HI-STAR unit number 3836. The study was done in the RIGHT lane at Wilma Dr. #9006 in , Wa in Whitman county. The study began on Mar/22/2016 at 12:00:00 AM and concluded on Mar/25/2016 at 12:00:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 835 vehicles passed through the location with a peak volume of 21 on Mar/22/2016 at [04:30-04:45] and a minimum volume of 0 on Mar/22/2016 at [16:15-16:30]. The AADT count for this study was 278.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 24 MPH with 20.82% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 32.34 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
43	67	121	187	179	92	37	17	6	3	2	0	0	0	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Problem with the battery detected. Try discharging and fully charging it
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 379 which represents 50 percent of the total classified vehicles. The number of Vans & Pickups in the study was 170 which represents 23 percent of the total classified vehicles. The number of Busses & Trucks in the study was 75 which represents 10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 130 which represents 17 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
379	170	47	28	22	14	26	68												

CHART 2

HEADWAY

During the peak traffic period, on Mar/22/2016 at [04:30-04:45] the average headway between vehicles was 40.909 seconds. During the slowest traffic period, on Mar/22/2016 at [16:15-16:30] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 41.00 and 85.00 degrees F.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report**

**City:
Street: Wilma Dr. #9006
Location: M.P. 0.39**

A study of vehicle traffic was conducted with HI-STAR unit number 3069. The study was done in the LEFT lane at Wilma Dr. #9006 in , Wa in Whitman county. The study began on Mar/22/2016 at 12:00:00 AM and concluded on Mar/25/2016 at 12:00:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 503 vehicles passed through the location with a peak volume of 11 on Mar/22/2016 at [15:30-15:45] and a minimum volume of 0 on Mar/22/2016 at [14:00-14:15]. The AADT count for this study was 168.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 26 MPH with 32.35% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 35.14 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
20	48	45	66	118	75	37	19	10	1	0	0	0	0	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Problem with the battery detected. Try discharging and fully charging it. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 221 which represents 50 percent of the total classified vehicles. The number of Vans & Pickups in the study was 89 which represents 20 percent of the total classified vehicles. The number of Busses & Trucks in the study was 38 which represents 9 percent of the total classified vehicles. The number of Tractor Trailers in the study was 91 which represents 21 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
221	89	24	14	14	5	12	60												

CHART 2

HEADWAY

During the peak traffic period, on Mar/22/2016 at [15:30-15:45] the average headway between vehicles was 75 seconds. During the slowest traffic period, on Mar/22/2016 at [14:00-14:15] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 41.00 and 85.00 degrees F.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report**

**City:
Street: Wilma Dr. #9006
Location: M.P. 1.29**

A study of vehicle traffic was conducted with HI-STAR unit number 3831. The study was done in the RIGHT lane at Wilma Dr. #9006 in , Wa in Whitman county. The study began on Mar/22/2016 at 12:00:00 AM and concluded on Mar/25/2016 at 12:00:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 221 vehicles passed through the location with a peak volume of 7 on Mar/23/2016 at [09:15-09:30] and a minimum volume of 0 on Mar/22/2016 at [12:15-12:30]. The AADT count for this study was 74.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 15 - 20 MPH range or lower. The average speed for all classified vehicles was 21 MPH with 5.94% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 15MPH and the 85th percentile was 27.89 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
11	24	57	53	45	4	2	3	3	0	0	0	0	0	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Problem with the battery detected. Try discharging and fully charging it. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 95 which represents 47 percent of the total classified vehicles. The number of Vans & Pickups in the study was 40 which represents 20 percent of the total classified vehicles. The number of Busses & Trucks in the study was 27 which represents 13 percent of the total classified vehicles. The number of Tractor Trailers in the study was 40 which represents 20 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
95	40	10	17	12	3	9	16												

CHART 2

HEADWAY

During the peak traffic period, on Mar/23/2016 at [09:15-09:30] the average headway between vehicles was 112.5 seconds. During the slowest traffic period, on Mar/22/2016 at [12:15-12:30] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 39.00 and 87.00 degrees F.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report**

City:
Street: Wilma Dr. #9006
Location: M.P. 1.29

A study of vehicle traffic was conducted with HI-STAR unit number 3063. The study was done in the LEFT lane at Wilma Dr. #9006 in , Wa in Whitman county. The study began on Mar/22/2016 at 12:00:00 AM and concluded on Mar/25/2016 at 12:00:00 AM, lasting a total of 72.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 205 vehicles passed through the location with a peak volume of 6 on Mar/22/2016 at [15:30-15:45] and a minimum volume of 0 on Mar/22/2016 at [12:30-12:45]. The AADT count for this study was 68.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 15 - 20 MPH range or lower. The average speed for all classified vehicles was 19 MPH with 5.95% vehicles exceeding the posted speed of 25 MPH. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 15MPH and the 85th percentile was 25.53 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
10	43	65	37	19	8	0	2	0	1	0	0	0	0	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Problem with the battery detected. Try discharging and fully charging it
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 86 which represents 46 percent of the total classified vehicles. The number of Vans & Pickups in the study was 45 which represents 24 percent of the total classified vehicles. The number of Busses & Trucks in the study was 28 which represents 15 percent of the total classified vehicles. The number of Tractor Trailers in the study was 26 which represents 14 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
86	45	14	14	7	4	4	11												

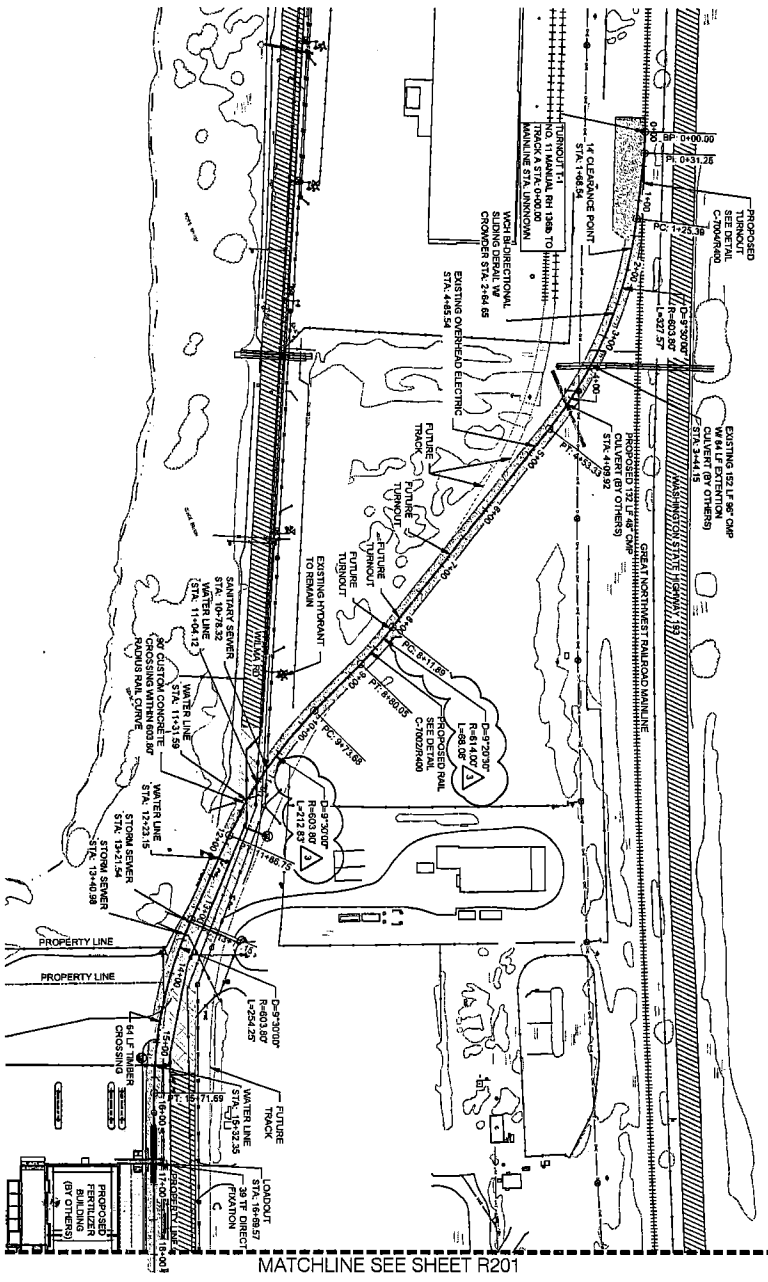
CHART 2

HEADWAY

During the peak traffic period, on Mar/22/2016 at [15:30-15:45] the average headway between vehicles was 128.571 seconds. During the slowest traffic period, on Mar/22/2016 at [12:30-12:45] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 39.00 and 91.00 degrees F.



MATCHLINE SEE SHEET R201

PS NO. 11 RH
STA 0+00.00
EL 744.87

LAST THE
STA 2+53.33
EL 745.83

HIGH PT STA 2+00.12
PVI STA 2+48.12
PVI ELEV 745.83

LOW PT STA 12+14.58
PVI STA 12+54.58
PVI ELEV 743.04

LOW PT STA 14+28.56
PVI STA 14+68.56
PVI ELEV 741.40

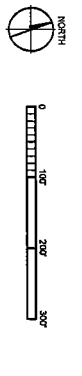
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PVI STA 16+68.56
PVI ELEV 741.46

LOW PT STA 18+28.56
PVI STA 18+68.56
PVI ELEV 741.46

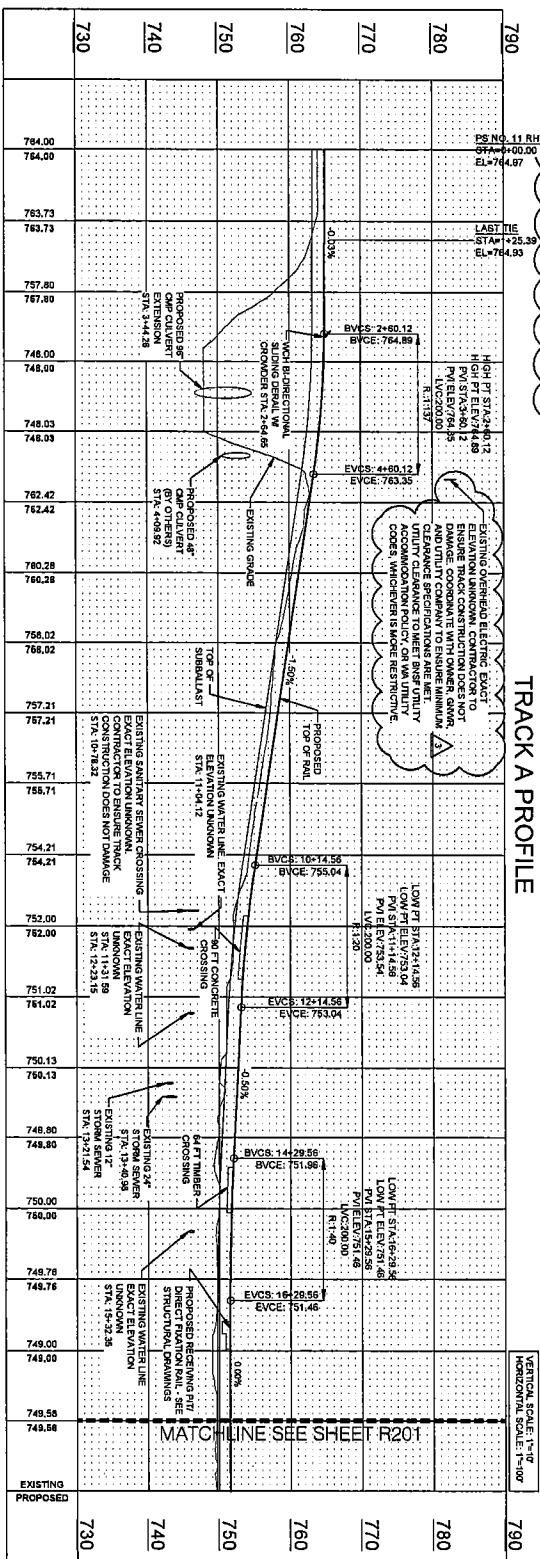
LOW PT STA 19+28.56
PVI STA 19+68.56
PVI ELEV 741.46

EXISTING PROPOSED

EXISTING UTILITIES TO REMAIN WILL
BE ACCOMMODATED PER BNSF
UTILITY ACCOMMODATION POLICY



TRACK A PROFILE



MATCHLINE SEE SHEET R201

EXISTING PROPOSED

LEGEND

- EXISTING TRACK
- PROPOSED TRACK
- PIPE TRACK
- PROPERTY LINE
- EXISTING FENCE
- EXISTING WATERLINE
- EXISTING HYDRANT
- EXISTING GATE VALVE(S)
- EXISTING SANITARY MANHOLE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UTILITY POLE(S)
- EXISTING UNDERGROUND TELEPHONE
- EXISTING TELEPHONE BOX
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING WATER STRUCTURE
- EXISTING BITUMINOUS SURFACE
- PROPOSED TURNOUT
- PROPOSED SUBBALLAST
- PROPOSED TIMBER CROSSING
- PROPOSED CULVERT
- PROPOSED FES
- EXISTING TREES
- PROPOSED HEAVY DUTY GRAVEL
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT



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PO Box 64089
St. Paul, MN 55164

CLIENT PROJECT NO. 14449

PROJECT
TRACKWORK
FERTILIZER FACILITY
PORT OF WILMA, WA

NO	DATE	ISSUE/REVISION	BY
0	04/15/18	ISSUED FOR CONSTRUCTION	JLM
1	04/15/18	ISSUED FOR CONSTRUCTION	JLM
2	04/15/18	ISSUED FOR CONSTRUCTION	JLM
3	04/15/18	ISSUED FOR CONSTRUCTION	JLM
4	04/15/18	ISSUED FOR CONSTRUCTION	JLM

CERTIFICATION:

DATE	DESIGNED	CHECKED	APPROVED
04/15/18	JPL/AM	JPL/AM	JPL/AM
04/15/18	JPL/AM	JPL/AM	JPL/AM

DRAWING TITLE:
TRACK A PLAN AND PROFILE
STA: 0+00.00 TO 19+00.00

PROJECT NO. 14449
SCALE AS NOTED
DRAWING NO. R200

ISSUED FOR
CONSTRUCTION



Fluitters and Eric 112119
 2300 Barkshire Lane N, Suite 200
 Plymouth, MN 55441
 763.559.9100
 www.vaa.com
 info@vaa.com



PO Box 64089
 St. Paul, MN 55164

CLIENT:

CLIENT PROJECT NO.: 14949

PROJECT:
 TRACKWORK
 FERTILIZER FACILITY
 PORT OF WILMA, WA

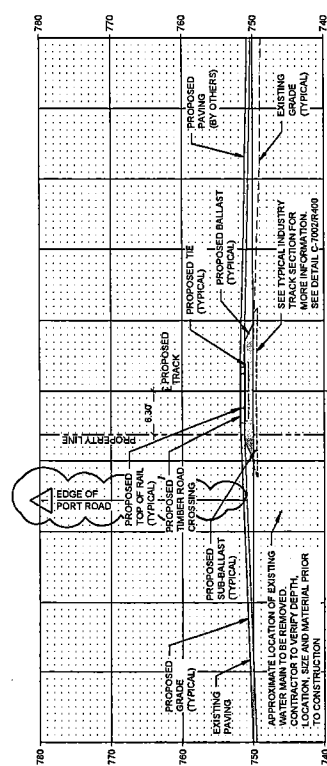
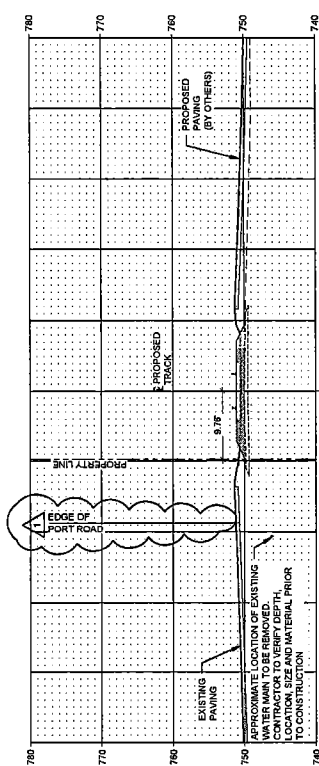
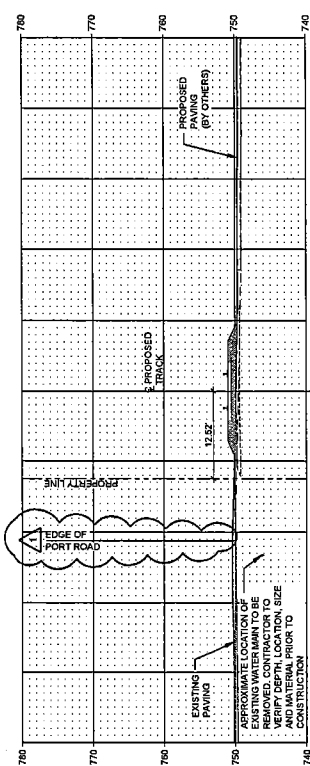
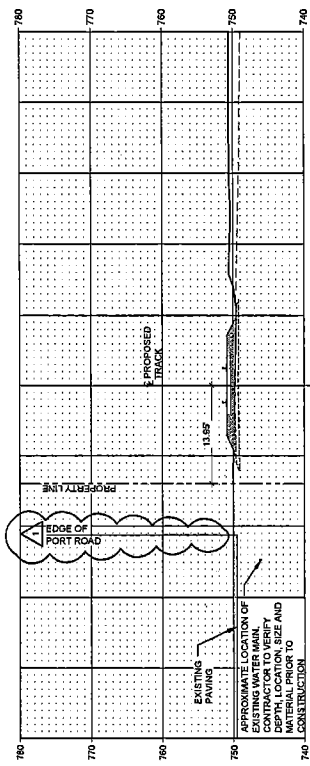
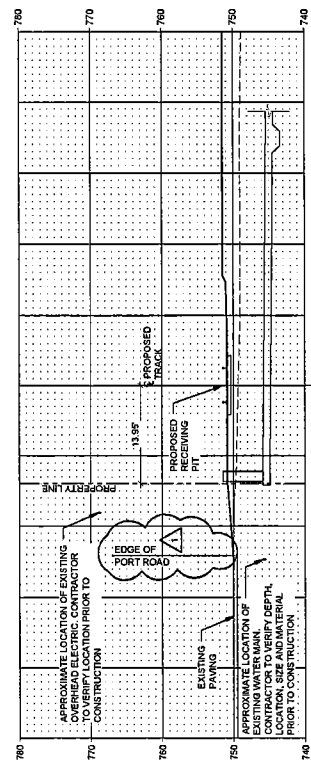
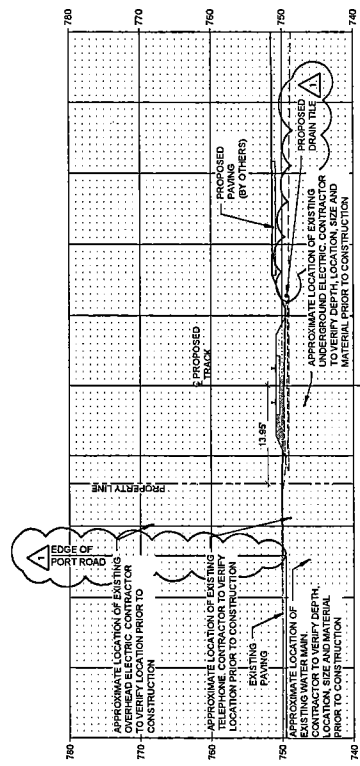
NO	DATE	ISSUE REASON	BY
A	03/05/15	ISSUED FOR CONSTRUCTION	JUS
		ISSUED FOR AMENDMENT #1	AIT

CERTIFICATION:

DATE: 11/03/15
 DRAWN: JJJ/JAT
 DESIGNED: PAB
 CHECKED: OAV
 APPROVED: JUS

DRAWING TITLE:
 TRACK A CROSS SECTIONS
 STA. 14+75.00 TO 17+00.00

PROJECT NO.: 130048
 DRAWING NO.: R303
 SCALE: AS NOTED



ISSUED FOR CONSTRUCTION

