

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:

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:

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

1. Name of proposed project, if applicable: BNSF "Intalco Yard Improvement Project"

2. Name of applicant: BNSF Railway Company (BNSF)

3. Address and phone number of applicant and contact person:

Glen Gaz, Manager Engineering - **OR** - Bruce Sparling, Project Engineer
2454 Occidental Avenue South, Suite 2-D
Seattle, WA 98134-1451
206-625-6150 (Gaz); 206-625-6633 (Sparling)

4. Date checklist prepared: 12/17/2014 (prepared for BNSF by J.L. Patterson & Assoc., Inc. - Environmental).

5. Agency requesting checklist: Washington Department of Ecology (Ecology)

6. Proposed timing or schedule (including phasing, if applicable):

Estimate of construction start date: When permits are received; approximately late Spring 2015

Estimate of construction finish date: 6 months from construction start date

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Storm Water Pollution Prevention Plan (SWPPP)
- NPDES Construction Storm Water General Permit Notice of Intent (NOI) (submitted after SEPA DNS is received)
- Cultural Resources Survey/Archaeological Report
- Inadvertent Discovery Plan for Historic/Cultural Resource Protection
- Wetland and Stream Assessment Report for jurisdictional waters of the US within the project work corridor
- Water Quality Management and Protection Plan (WQMPP)
- JARPA application for minor wetland impacts (for 404 Nationwide Permit)

These documents are available upon request.

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.

- A petition is pending with the Washington Utilities and Transportation Commission (WUTC) for closure of the Valley View Road at-grade railroad crossing (DOT 096110B).
- This project is within the same overall footprint of a separate planned BNSF project (Custer Spur Improvements). This project (Intalco Yard) is for existing BNSF customer needs; the separate Custer Spur project is for anticipated future customer needs.

10. List any government approvals or permits that will be needed for your proposal, if known.

- NPDES Construction Storm Water General Permit Authorization
- Corps of Engineers Section 404 Nationwide Permit 14 for Linear Transportation Projects for wetland impacts less than ½ acre.
- Ecology Section 401 Water Quality Certification
- WUTC authorization to close crossing at Valley View Rd.
- Whatcom County Land Disturbance Permit
- Whatcom County Temporary ROW Permit

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.)

The Intalco Yard Improvement Project will extend both ends of an existing siding track within the BNSF Intalco Yard and upgrade approximately 1.37 miles of track and infrastructure along the BNSF Cherry Point mainline (total length 1.62 miles). Key components of the project include: (1) removal and replacement of turnouts, switches and signals; (2) 3,690 feet of new track construction to extend the siding; (3) upgrading tracks and switches in the existing yard; (4) extending four culverts; (5) closing the Valley View Rd. at-grade crossing; and (6) constructing two retaining walls. The overall work area is 16.2+/- acres with approximately 3.4 acres of ground disturbance.

The purpose of this project is to enable existing BNSF customers to receive and depart full-length trains without blocking the mainline, switches, or roads. The project will allow trains to exit the mainline onto the extended siding and will also allow passenger and higher priority freight trains to clear through the Custer area.

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.

The project is located near Custer, WA within Whatcom County in portions of Sections 26, 27, and 28 in Township 40 North, Range 1 East; Willamette Meridian. The project lies within the BNSF right-of-way (ROW) in the Northwest Division, Cherry Point Subdivision, Line Segment 418, from Milepost (MP) 0.20 to MP 1.82; generally from the BNSF Intalco Wye near Custer, west to Ham Rd. Latitudes and longitudes are: East end at Intalco Wye is 48°55'21.82"N, 122°39'07.46"W; West end at Ham Road is 48°55'22.59N, 122°41'16.45"W.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)?

The project work site is flat, with a localized railroad embankment slope of approximately 45%.

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.

The *Soil Survey of Whatcom County Area, Washington* (NRCS, 1992) mapped five soil series in the project work corridor that are listed in the table below. All of the soils have inclusions that are found on the Whatcom County Hydric Soil List.

11-Bellingham silty clay loam, 0 to 2 percent slopes.	Very deep, poorly drained soil in depressions on terraces.
45-Edmonds-Woodlyn loam, drained, 0 to 2 percent slopes.	Edmonds soil is very deep and somewhat poorly drained; Woodlyn soil is shallow and poorly drained. It has been artificially drained. Both are on outwash terraces and outwash plains.
99-Lynden sandy loam, 0 to 3 percent slopes	Very deep, well-drained soil on outwash terraces.
149-Skipopa-Blainegate complex, 0 to 8 percent slopes.	Skipopa soil is very deep and somewhat poorly-drained. Blainegate soil is very deep and poorly-drained and formed in loess and marine deposits. This map unit is on marine terraces characterized by a series of elongated ridges and swales.
165-Tromp loam, 0 to 2 percent slopes.	Very deep, moderately well-drained soil on outwash terraces.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Earth disturbing work will encompass 3.4 +/- acres of grading and will involve 1,580+/- cubic yards (CY) of fill along the yard extension and an additional 86+/- CY of fill for culvert extensions. The source of fill is structural material from local commercial quarries that meets the engineering design criteria for use in mainline railroad construction.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

The potential for erosion is low on the project site because of the generally flat conditions of the existing ROW work corridor and the nature of construction involving stabilized rock structural material. Native soils in the project corridor that will be excavated have low to moderate probability of erosion. Project-specific BMPs will be implemented to avoid and prevent any construction-related erosion.

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

Currently less than 1% of the area of the project has signal infrastructure pads, bungalows, or other impervious surfaces, and less than 1% of the site will be covered with impervious surfaces after project construction.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

BMPs will be designed and implemented according to the most recent version of the Ecology *Stormwater Management Manual for Western Washington* (8/2012). The BMPs used will be those most appropriate for the project site and will include, but are not limited to, rock-protected construction entrances/exits, sediment filter rolls, and sediment filter fabric fencing.

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.

Some dust could be generated during construction, and earth moving equipment (excavators, bulldozers, backhoes, graders) and other support vehicles (pickup trucks, equipment maintenance vans) will emit exhaust. Following completion of the project, emissions from the site will be limited to diesel train exhaust which is pre-existing to the project.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Dust control measures during construction, such as watering of open soil areas or road surfaces, placement of clean rock on road surfaces, or other commercial dust abatement applications to road surfaces, etc., will be implemented as needed. Any water used for dust control will be from an authorized source. Machinery, equipment, and support vehicles used for the project will be maintained in proper working order to keep emissions within applicable air quality guidelines.

3. Water

a. Surface water:

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.

California Creek flows under existing BNSF bridges at MP 0.85, and three of its unnamed tributaries (UT-2, UT-3, UT-4) flow through culverts under the tracks. California Creek and its associated unnamed tributaries are considered a sub-basin of the Drayton Harbor watershed; California Creek and UT-4 are year-round streams and UT-2 and UT-3 are intermittent.

Additionally, there are 16 Jurisdictional Ditches at the toe of the rail grade embankment slope in the BNSF ROW that ultimately drain to California Creek or its unnamed tributaries. Portions of 12 wetlands also exist within the BNSF ROW/ work corridor as listed in the table below:

Wetland Name	Wetland Type	Wetland Rating Category	Acres in BNSF ROW
W	PSS	III	0.60
X	PSS	III	0.35
V	PSS	III	1.92
Uu	PEM	III	3.38
VV	PFO	III	0.90
U	PFO	III	1.40
u	PEM	IV	0.72
Vv	PEM	IV	0.50
v/vv	PFO	III	2.34
T	PFO	II	0.92
tt	PFO	III	0.25
TT	PSS	IV	0.88
Total Acres			14.16

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.

Yes; the siding extension, mainline track upgrades, retaining wall installation, maintenance access, and related infrastructure/utility improvements will occur adjacent to the water bodies noted in 3.a.1) above, including edge fill into Wetlands T, tt, and TT; culvert extensions at UT-3 and UT-4, and in-kind replacement of ditches.

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.

Approximately 1,580+/- cubic yards (CY) of edge fill will be placed in Wetlands T, tt, and TT. Additionally, 86+/- CY of fill will be placed in UT-3 and UT-4 for culvert extensions. The source of fill is structural material from local commercial quarries that meets the engineering design criteria for use in mainline railroad construction.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

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.

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.

No.

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.

Not applicable.

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.

The only source of runoff would be associated with incident precipitation. Incidental precipitation on railroads typically infiltrates on-site within the BNSF ROW through the subgrade and ballast rock that make up the railroad embankment structure. Temporary, during-construction storm water runoff, as well as permanent after-construction runoff, will not be different from existing conditions. Existing impacted ditches will be replaced with new in-kind, adjacent ditches with no change to end connectivity.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

To prevent storm water from flowing beyond the project work limits, site-specific BMPs such as, but not limited to rock and vegetation berms, sediment fences, and rock cover will be implemented and managed throughout the project.

4. Plants

a. Check or circle types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other: black cottonwood

evergreen tree: fir, cedar, pine, other: Western hemlock

shrubs

grass

pasture

crop or grain

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: willow, red osier dogwood, spirea

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Vegetation removed will be grasses, weeds, and/or shrubs in the already-disturbed BNSF ROW. Removal of existing vegetation will be limited to the minimum needed for the project.

c. List threatened or endangered species known to be on or near the site.

None.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Open soil areas not covered with clean rock after final construction and grading will be track packed, mulched, and/or seeded with permanent native grasses.

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:

birds: hawk, heron, eagle, songbirds, other:
 mammals: deer, bear, elk, beaver, other: small rodentia
 fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened or endangered species known to be on or near the site.

The following federally-listed species are identified by the U.S. Fish & Wildlife Service (USFWS) and/or NOAA Fisheries as on or near the project site:

Species	Scientific Name	Designation	Species in Vicinity	Species on Site
Chinook salmon (Puget Sound ESU)	<i>Oncorhynchus tshawytscha</i>	Threatened	Yes	No
Steelhead trout (Puget Sound DPS)	<i>Oncorhynchus mykiss</i>	Threatened	Yes	Yes
Bull trout / Dolly Varden	<i>Salvelinus confluentus / Salvelinus malma</i>	Threatened (BT) / Proposed Threatened (DV)	Yes	No
Marbled murrelet	<i>Brachyramphus marmoratus</i>	Threatened	Yes	No

PHS data also maps coho salmon in the project vicinity. Coho are listed by NOAA Fisheries as threatened, however they are not listed in the Puget Sound ESU that includes Whatcom County. There are no state-listed threatened or endangered species on or near the site.

c. Is the site part of a migration route? If so, explain.

No.

d. Proposed measures to preserve or enhance wildlife, if any:

Not applicable.

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.**

A minor amount of electricity will be used to operate the switches and signals after project completion.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

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:**

Not applicable.

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.**

No environmental health hazards are anticipated as a result of the project construction, and continued and ongoing railroad operations will be consistent with applicable Hazardous Waste Transport rules and regulations.

All waste materials associated with the project will be handled and disposed of in a manner that does not cause any health hazard. Good housekeeping BMPs at the worksite are outlined in the project-specific SWPPP and will be implemented and managed as follows:

- All vehicles, equipment, and petroleum product storage/dispensing areas will be inspected daily to detect any leaks or spills, and to identify maintenance needs to prevent leaks or spills.
- On-site fueling and petroleum product storage containers will include secondary containment.
- Spill prevention measures, such as drip-pans and absorbent pads, will be used when conducting maintenance and on-site minor repair of vehicles or equipment.
- Prior to performing any minor or emergency vehicle repairs on-site, plastic will be placed beneath the vehicle and, if raining, placed over the vehicle.
- Spill kits shall be available at all point of machinery operations.
- Solid waste will be stored in secure, clearly marked containers and regularly maintained/serviced.
- The Contractor will prepare a Spill Prevention, Containment and Control Plan (SPCC) in accordance to BNSF contractual requirements.

1) Describe special emergency services that might be required.

BNSF does not anticipate that special emergency services will be required. However, per BNSF Standard Operating Procedures (SOP), the contractor will develop and submit an emergency Safety Action Plan prior to starting construction. This plan will identify local and regional authorities to contact in case of an emergency and the appropriate protocol to follow. Following construction, BNSF is responsible and equipped to respond to emergencies. During rail operations, BNSF personnel are required to comply with BNSF's existing health and safety plan.

2) Proposed measures to reduce or control environmental health hazards, if any:

The contractor will be required to follow the applicable Washington Industrial Safety and Health Administration (WISHA) regulations during project construction. BNSF will require the contractor's Health and Safety Plan to define the appropriate engineering control methods and personal protection equipment for the health and safety of their workers. The contractor will be required to have a safety officer on-site at all times. In addition, the contractor's employees are required to attend a BNSF safety orientation training and

awareness course. During rail operations, BNSF personnel are required to comply with BNSF's health and safety plan.

b. Noise

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

None that would affect the project.

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.

Noise levels will increase during construction from machinery and equipment being operated during normal work hours. Following construction, normal background noise levels typical of the existing mainline railroad and switch yard will continue to occur.

3) Proposed measures to reduce or control noise impacts, if any:

None are proposed other than adhering to normal work hours and having the construction machinery and vehicles with mufflers in optimum working order.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The current use of the site is the existing BNSF interstate mainline railroad/switch yard. Adjacent properties are used primarily for agriculture and single-family residences. There are also pockets of relatively undisturbed coniferous and deciduous forested areas adjacent to the work corridor.

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

Structures within the work corridor consist of the railroad track structural embankment prism and railroad operation communication signals and bungalows. Existing bridges span California Creek within the Intalco Yard and there are five existing culverts within the work corridor.

d. Will any structures be demolished? If so, what?

No.

e. What is the current zoning classification of the site?

The site and surrounding properties are zoned by Whatcom County as R10A: Rural (1 unit/10 acres).

f. What is the current comprehensive plan designation of the site?

The Whatcom County comprehensive plan designates the site as Rural.

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

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

Yes; parts of the project site contain wetlands and salmonid bearing streams (identified in section B.3. above) that are classified as environmentally sensitive areas by the Whatcom County Critical Areas Ordinance/Map.

i. Approximately how many people would reside or work in the completed project?

No one resides in the current project site and no one will reside in the completed project site. Track crews of 1-4 persons will work on-site periodically as needed for routine BNSF rail operations and maintenance.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

This project is specifically related to the existing and continued use of the property as railroad mainline and switch yard.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

None.

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?

Not applicable.

b. What views in the immediate vicinity would be altered or obstructed?

None.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

No light or glare producing activity is proposed. The only source of light is related to existing railroad operations, such as signals and lights on trains.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

Not applicable.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

None.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not applicable.

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.

No.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

This project falls within the proposed APE of the *Cultural Resource Survey for the BNSF Cherry Point Track Improvement Project*, Whatcom County, Washington; Archeological Investigations Northwest, Inc.; November 10, 2011; Report No. 2741. There are no landmarks or evidence of cultural importance known to be on or next to the site.

c. Proposed measures to reduce or control impacts, if any:

An Inadvertent Discovery Plan will be implemented for the project.

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.

The project site is only accessible with permission from BNSF. Valley View Road intersects with site near the project's east end; the west end of the project site is near Ham Road.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No. The nearest Whatcom Transportation Authority transit stop is approximately one mile north/northwest of the project near the intersection of Ham Road and Birch Bay Lynden Rd.

c. How many parking spaces would the completed project have? How many would the project eliminate?

No parking spaces will be created or eliminated by the project.

- 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).**

The project proposes closure of the at-grade crossing (DOT 096110B) at Valley View Road due to anticipated prolonged periods of blockage by trains once the siding is extended. Appropriate barriers and signage will be installed on Valley View Road and a turnaround will be constructed. BNSF, Whatcom County, and the WUTC agreed at a meeting on 7/7/2014 that BNSF should submit a petition to close the crossing.

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

The project is within BNSF property or ROW, which is a mainline interstate railroad, and within County ROW/ easement for the Valley View Road crossing closure.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

None.

- g. Proposed measures to reduce or control transportation impacts, if any:**

Barriers and signage will be installed on Valley View Road indicating that the road is closed.

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.**

No.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

Not applicable.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, 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.**

No additional utilities are proposed for this project.

C. SIGNATURE

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: _____



Name of signee: Diane M. Williams

Position and Agency/Organization: Senior Environmental Coordinator

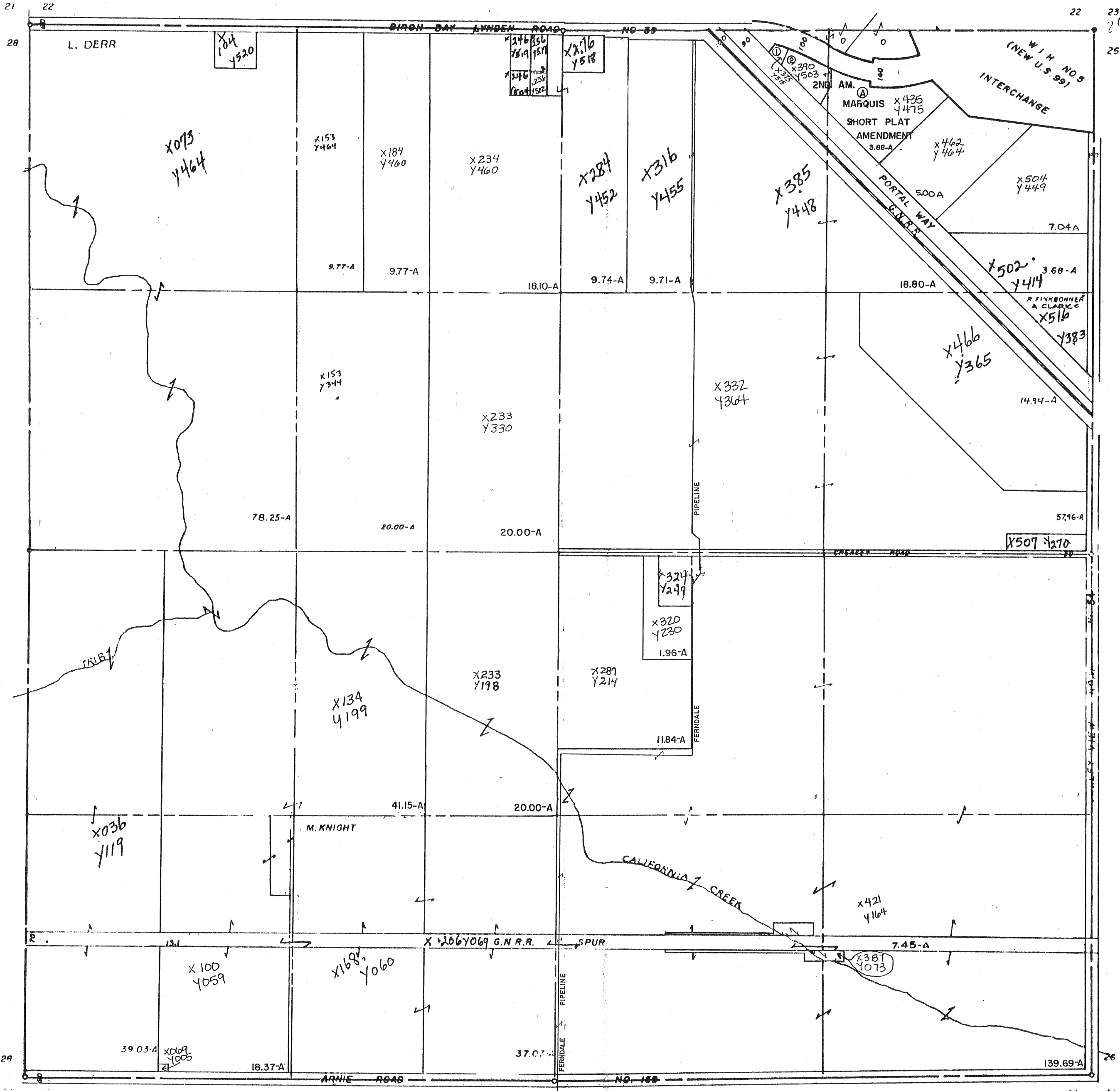
Date Submitted: January 8, 2015



Google earth

feet
meters





TOWNSHIP

40

RANGE

1E

SECTION

27

MAP NO.

01

SCALE

1" = 400'

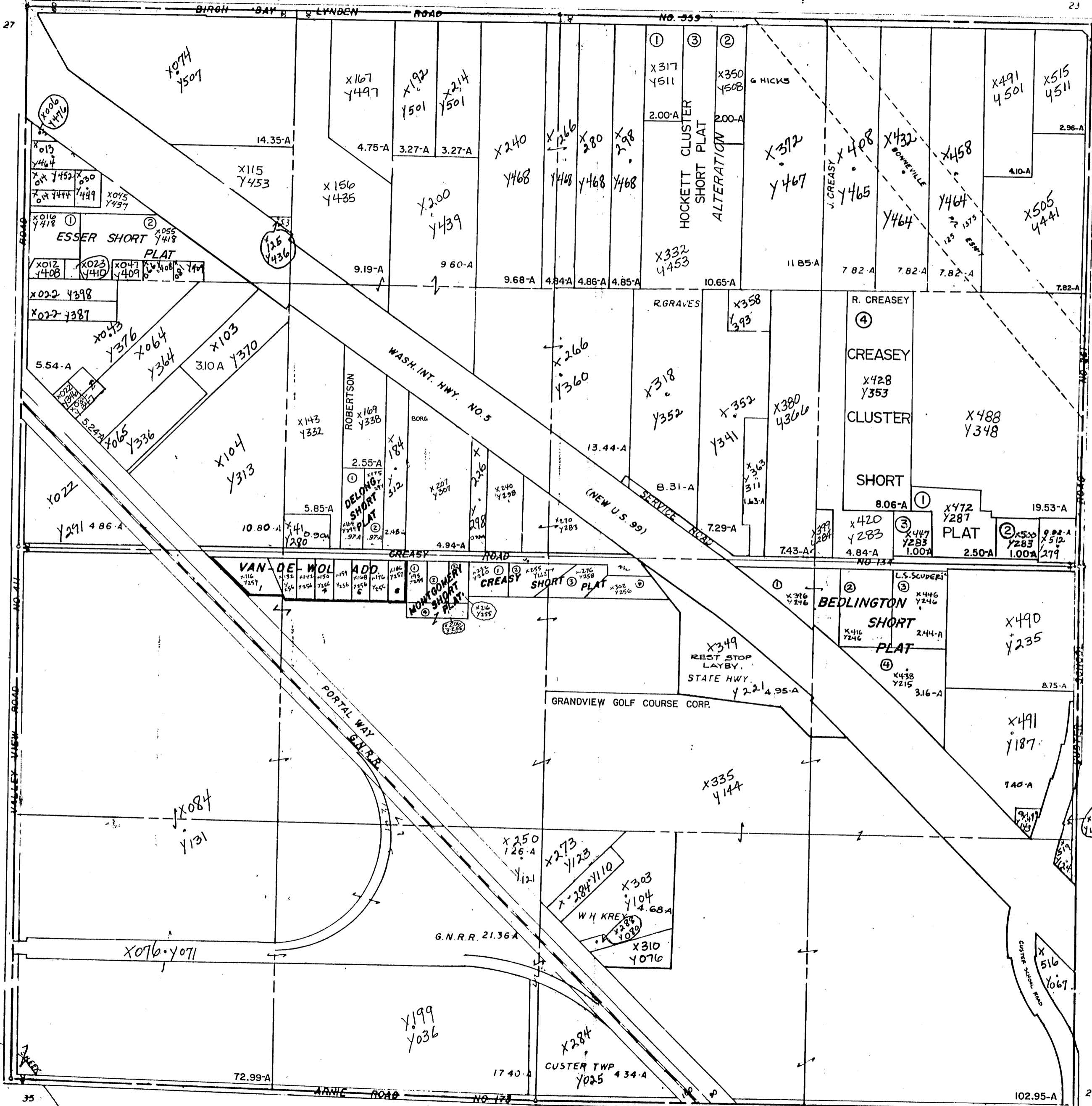
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8/1/63

ENTERED

FEB 27 2014

THIS MAP IS FOR ASSISTANCE IN PROPERTY LOCATION AND NOT GUARANTEED FOR ACCURATE MEASUREMENTS



TOWNSHIP
40

RANGE
IE

SECTION
26

MAP NO.
01

SCALE
1" = 400'

DATE
9/9/63

AUG 31 2011

THIS MAP IS FOR ASSISTANCE IN PROPERTY LOCATION AND NOT GUARANTEED FOR ACCURATE MEASUREMENTS.