



US Army Corps
of Engineers
Seattle District



Joint Public Notice

Application for a Department of the Army Permit and a Washington Department of Ecology Water Quality Certification and/or Coastal Zone Management Consistency Concurrence

US Army Corps of Engineers
Regulatory Branch
Post Office Box 3755
Seattle, WA 98124-3755
Telephone (206) 764-6906
Attn: Jim Green, Project Manager

WA Department of Ecology
SEA Program
Post Office Box 47600
Olympia, WA 98504-7600
Telephone (360) 407-6068
Attn: SEA Program, Federal Permit
Coordinator

Public Notice Date: October 08, 2008
Expiration Date: November 07, 2008

Reference No.: NWS-2008-1099-NO
Name: Burlington Northern Santa Fe
Railway Co.

Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps) and the Washington Department of Ecology (Ecology) have received an application to perform work in waters of the United States as described below and shown on the enclosed drawings.

The Corps will review the work in accordance with Section 404 of the Clean Water Act (CWA). Ecology will review the work pursuant to Section 401 of the CWA, with applicable provisions of State water pollution control laws and the Coastal Zone Management Act.

APPLICANT: Burlington Northern Santa Fe Railway Co. (BNSF)
2454 Occidental Avenue South, Suite 1-A
Seattle, Washington 98134-11451
ATTN: Mr. Dan MacDonald, Manager Engineering
Telephone: (206) 625-6150

AGENT: InterMountain Resources
Post Office Box 1724
Sandpoint, Idaho 83864
ATTN: Mr. Pierre Bordenave
Telephone: (208) 263-9391

LOCATION: In freshwater wetlands adjacent to the Snohomish River at Everett, Washington.

WORK: The proposed work is to expand the existing Delta Rail Yard which will include construction of four additional siding tracks and associated infrastructure in the railyard including signal tower relocation, fiber optic line installation, signal bungalow pad construction, maintenance access and inspection roads, and stormwater runoff detention ponds. The overall project length is approximately two miles. The work would require the filling of 11.2 acres of freshwater wetlands adjacent to the rail yard within the project corridor. Rail yard improvements will also require the installation of three 24-inch culverts between existing wetland areas and the extension of one 24-inch culvert under the BNSF tracks by 20 linear feet to allow for unimpeded hydrology flow.

PURPOSE: The purpose of the project is to allow for the secure pull-out and passing of interstate rail freight traffic and safe and unrestricted passing of regional commuter rail traffic as well as security of train storage and passage within an existing protected rail yard.

ADDITIONAL INFORMATION: The majority of the proposed work would occur in the 100-year floodplain of the Snohomish River. The project would result in the displacement of 11.2 acres of wetlands within the floodplain. A permit, if issued, will be valid for a period of five years.

MITIGATION: The proposed railyard expansion will require the filling of 11.2 acres of palustrine emergent and scrub shrub edge wetlands resulting in 10.5 acres of impacts to Category III wetlands and 0.7 acres of Category IV wetlands. The principle functions provided by the impacted wetlands are flood attenuation, storm water detention and filtration, and wetland associated bird habitat. The BNSF proposes to compensate for the entire unavoidable 11.2 acres of wetland and floodplain impacts by utilizing wetland mitigation banks, or participating in an in-lieu fee program (or through a concurrent mitigation agreement) for high priority restoration areas in the Snohomish River Basin as defined and approved by reviewing agencies. The final amount of wetland credits purchased or fee payment will be determined by reviewing agencies.

Onsite, the BNSF will minimize impacts to wetlands by steepening side slopes to the greatest extent possible, using excavated ponds for stormwater treatment, locating a stormwater pond with the minimal impacts to wetlands as possible, and reducing the number of siding tracks to the minimum project needs. These onsite mitigation measures resulted in avoiding 12.6 acres of additional wetland impact.

To protect wetlands outside of the work area, the BNSF will install a barrier (water-filled bladder or water proof portable dam) along the project perimeter as filling activities progress. Supplemental plantings and transplanting of native shrub vegetation will be planted along the wetland edge (average of 25-foot wide) where similar vegetation currently exists. This is intended to provide a functional edge for water quality improvement, erosion control and stabilization, production and export of organic matter, shading, native plant richness, and general habitat suitability.

Stormwater treatment will continue in the project area via constructed stormwater treatment ponds within the BNSF railyard. These ponds will be reconstructed to bring them into current Ecology standards to provide water quality and quantity treatment.

ENDANGERED SPECIES: The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat. A preliminary determination indicates that the activity will not affect endangered or threatened species, or their critical habitat. Consultation under Section 7 of the ESA is not required.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The U.S. Army Corps of Engineers (Corps) has determined that the proposed action will not adversely affect designated EFH for federally managed fisheries in Washington waters. No further EFH consultation is necessary.

CULTURAL RESOURCES: The District Engineer has reviewed the latest published version of the National Register of Historic Places, lists of properties determined eligible and other sources of information. Known historic properties occur in the vicinity of the proposed project. Because of it's location in the landscape (i.e. adjacent to a river), there is a high likelihood that unknown historic properties also occur in the project area. An historic properties investigation is underway. Once a final mitigation site is selected, the Corps will review appropriate sources of information, as described above, for known historic properties in the area and determine if further

investigation is necessary. The District Engineer invites responses to this public notice from Native American Nations or tribal governments; Federal, State, and local agencies; historical and archeological societies; and other parties likely to have knowledge of or concerns with historic properties in the area. This public notice initiates consultation under Section 106 of the National Historic Preservation Act with any Tribe that has information or concerns with historic properties in the proposed permit area.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

EVALUATION – CORPS - The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The Corps is soliciting comments from the public; Native American Nations or tribal governments; Federal, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for the work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

The described discharge will be evaluated for compliance with guidelines promulgated by the Environmental Protection Agency under authority of Section 404(b)(1) of the CWA. These guidelines require an alternatives analysis for any proposed discharge of dredged or fill material into waters of the United States.

EVALUATION—ECOLOGY: Ecology is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Ecology will be considering all comments to determine whether to certify or deny certification for the proposed project.

ADDITIONAL EVALUATION: BNSF is a federally regulated common carrier freight railroad, and the Delta Yard is an integral part of BNSF's interstate rail system. Under the ICC Termination Act (ICCTA), 49 U.S.C., §10501(b), the federal Surface Transportation Board has exclusive jurisdiction over railroad operations and facilities. State and local agencies do not have jurisdiction to require railroads to submit to state or local permitting requirements as a condition of improving the railroads' interstate facilities (*City of Auburn v. United State*, 154 F.3d 1025 (9th Cir. 1998); *Flynn v. Burlington Northern S.F. Corp.*, 98 F.Supp.2d 1186 (E.D. Wash. 2000); *Soo Line R.R. v. City of Minneapolis*, 38 F.Supp.2d 1096 (D. Minn. 1998); *North San Diego County Transit Dev. Bd.—Pet. For Dec. Order*, 2002 WL 1924265 (S.T.B.) (2002)). As such, this proposal is exempt from the requirement of obtaining a Shorelines Substantial Development permit or Critical Areas Evaluation for this project by local jurisdiction. All local agency input will be obtained through the 404 and 401 public notice process.

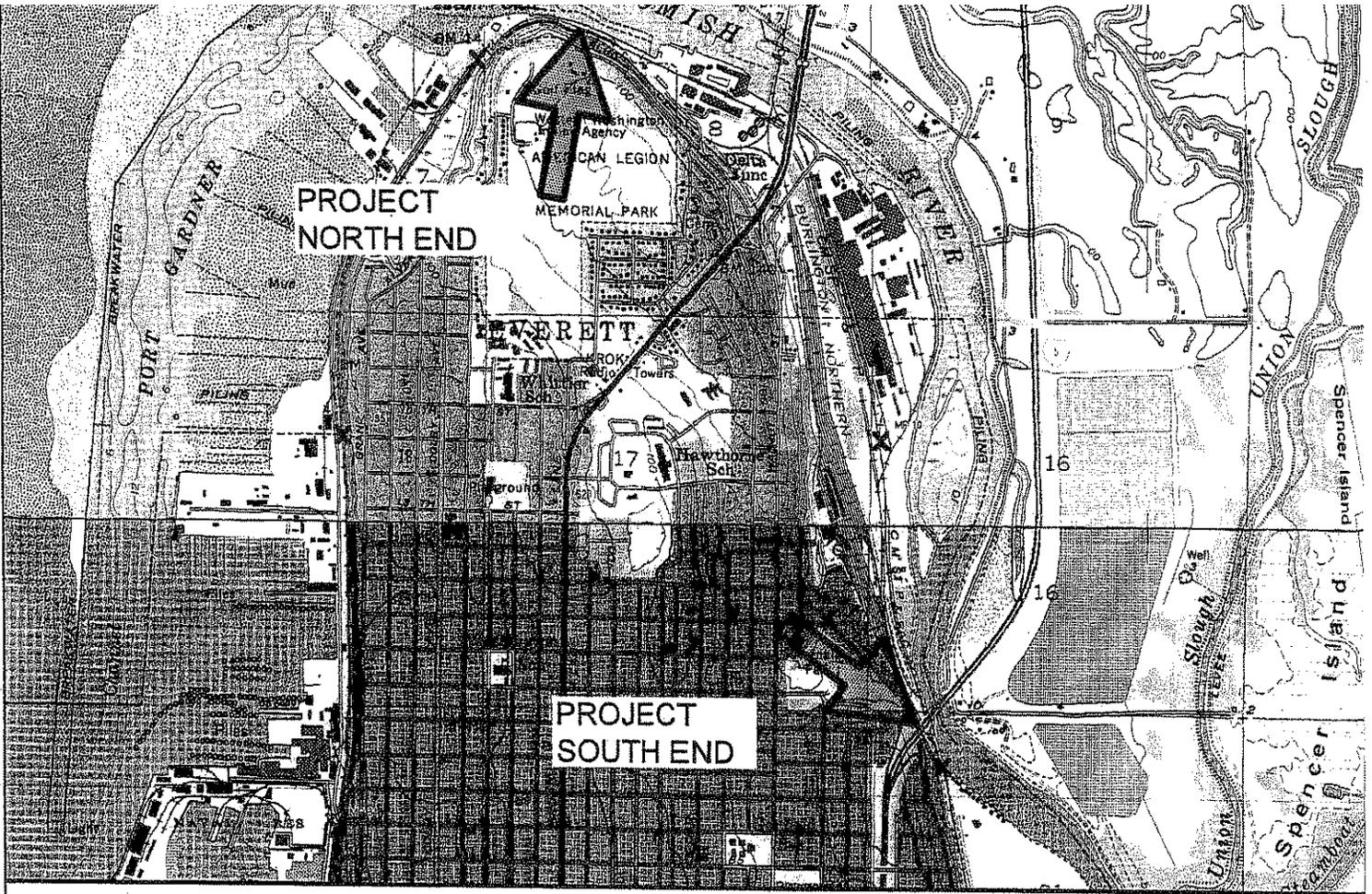
COMMENT AND REVIEW PERIOD: Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether it would be in the public interest to authorize this proposal. In order to be accepted, e-mail comments must originate from the author's e-mail account and must include on the subject line of the e-mail message the permit applicant's name and reference number as shown below. Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commentor's name, address, and phone number. All comments whether conventional mail or e-mail must reach this office, no later than the expiration date of this public notice to ensure consideration.

Corps Comments: All e-mail comments should be sent to james.d.green@usace.army.mil. Conventional mail comments should be sent to U.S. Army Corps of Engineers, Regulatory Branch, Attn: Jim Green, Post Office Box 3755, Seattle, Washington, 98124-3755.

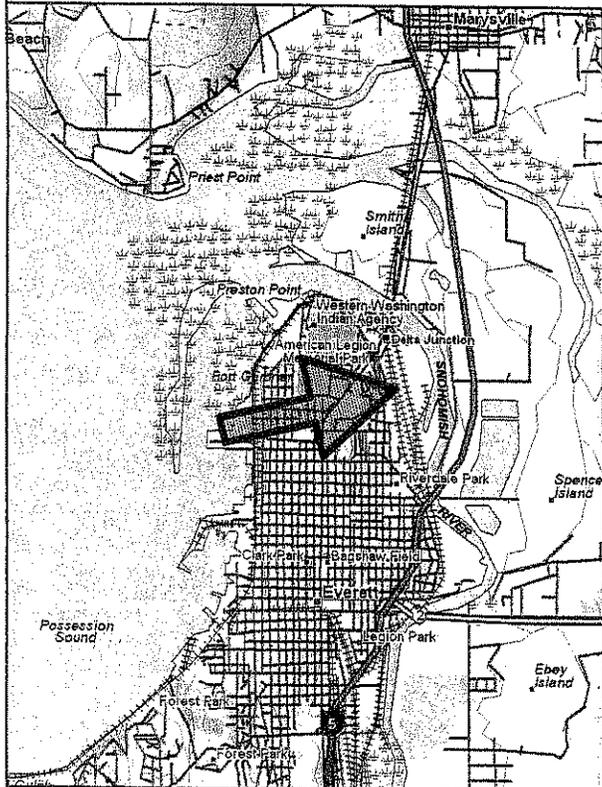
Ecology Comments: Any person desiring to present views on the project pertaining to a request for water quality certification under Section 401 of the CWA and/or Coastal Zone Management consistency concurrence, may do so by submitting written comments to the following address: Department of Ecology, Attn: SEA program – Federal Permit Coordinator, P.O. Box 47600, Olympia, Washington, 98504-7600, or e-mail to ecyrefedpermits@ecv.wa.gov

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: Burlington Northern Santa Fe Railway Co. - File No. NWS-2008-1099-NO

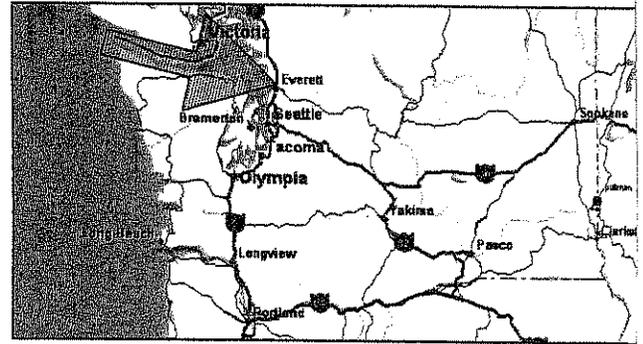
Encl: Figures (13 Drawing Sheets)



BASE MAPS: USGS QUADS "EVERETT, WA" "MARYSVILLE, WA" & DELORME STREET ATLAS

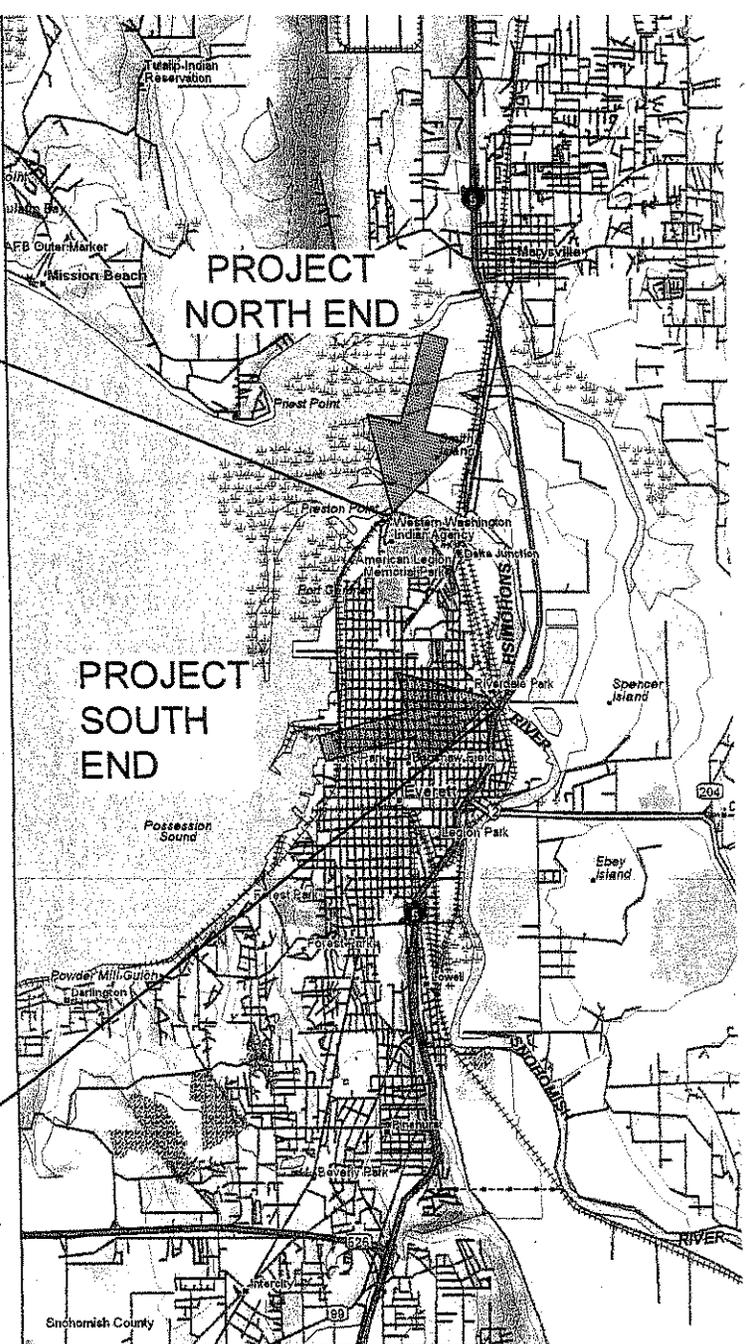
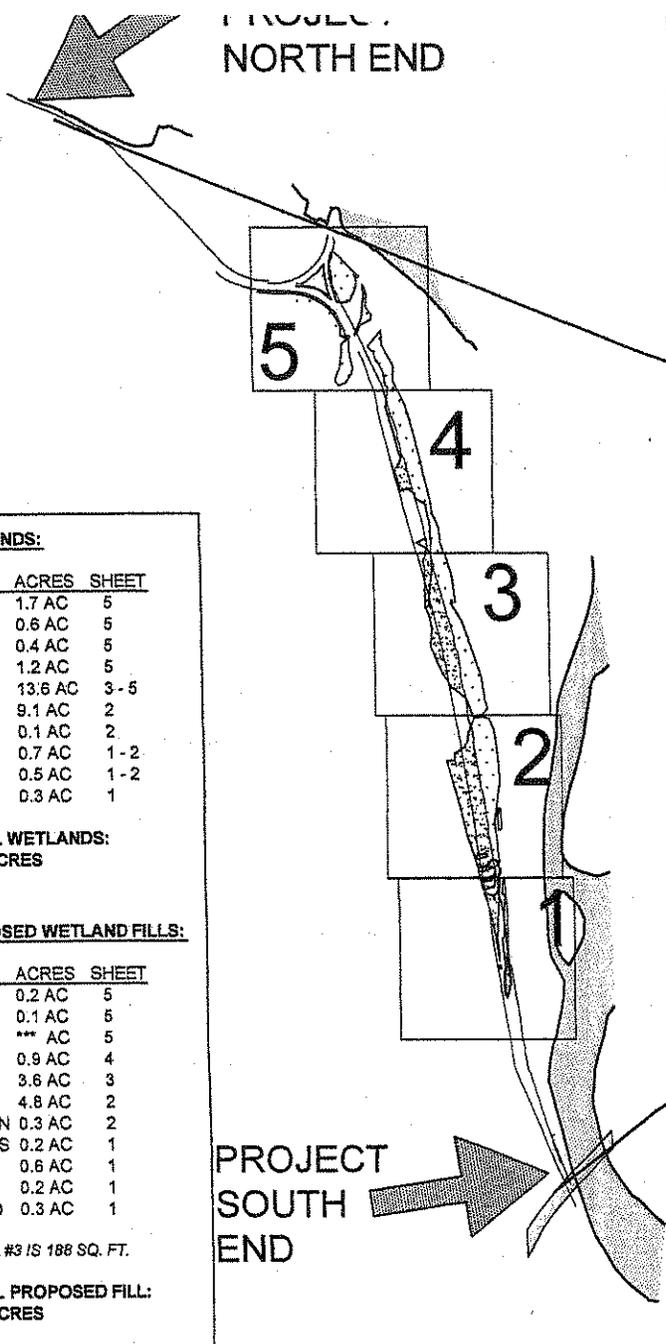


NOT TO SCALE



VICINITY / LOCATION MAP

USACE REF. NO.: *NWS-2008-1099-NO*
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
 LAT/LONG SOUTH END: APPROX. N 47° 59.540'; W 122° 10.861'
 LAT/LONG NORTH END: APPROX. N 48° 1.078"; W 122° 11.947"
 DATE: JULY 2007 SHEET 1 OF 13



WETLANDS:

WL #	ACRES	SHEET
WL A	1.7 AC	5
WL AA	0.6 AC	5
WL B	0.4 AC	5
WL BB	1.2 AC	5
WL C	13.6 AC	3-5
WL D	9.1 AC	2
WL E	0.1 AC	2
WL F	0.7 AC	1-2
WL G	0.5 AC	1-2
WL H	0.3 AC	1

TOTAL WETLANDS:
28.2 ACRES

PROPOSED WETLAND FILLS:

FILL #	ACRES	SHEET
FILL 1	0.2 AC	5
FILL 2	0.1 AC	5
FILL 3	*** AC	5
FILL 4	0.9 AC	4
FILL 5	3.6 AC	3
FILL 6	4.8 AC	2
FILL 7-N	0.3 AC	2
FILL 7-S	0.2 AC	1
FILL 8	0.6 AC	1
FILL 9	0.2 AC	1
FILL 10	0.3 AC	1

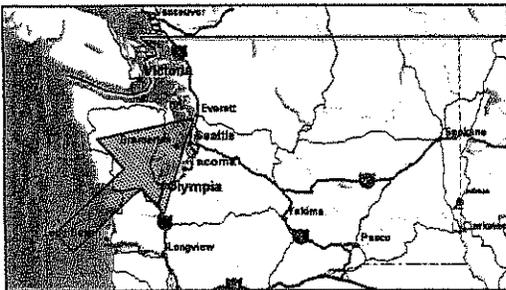
*** FILL #3 IS 188 SQ. FT.

TOTAL PROPOSED FILL:
11.2 ACRES

**PROJECT IMPACT AREA
OVERVIEW / INDEX**

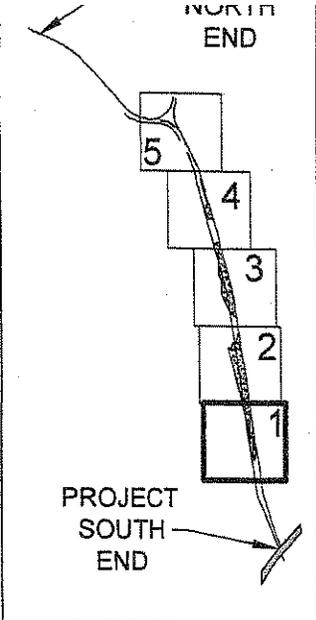
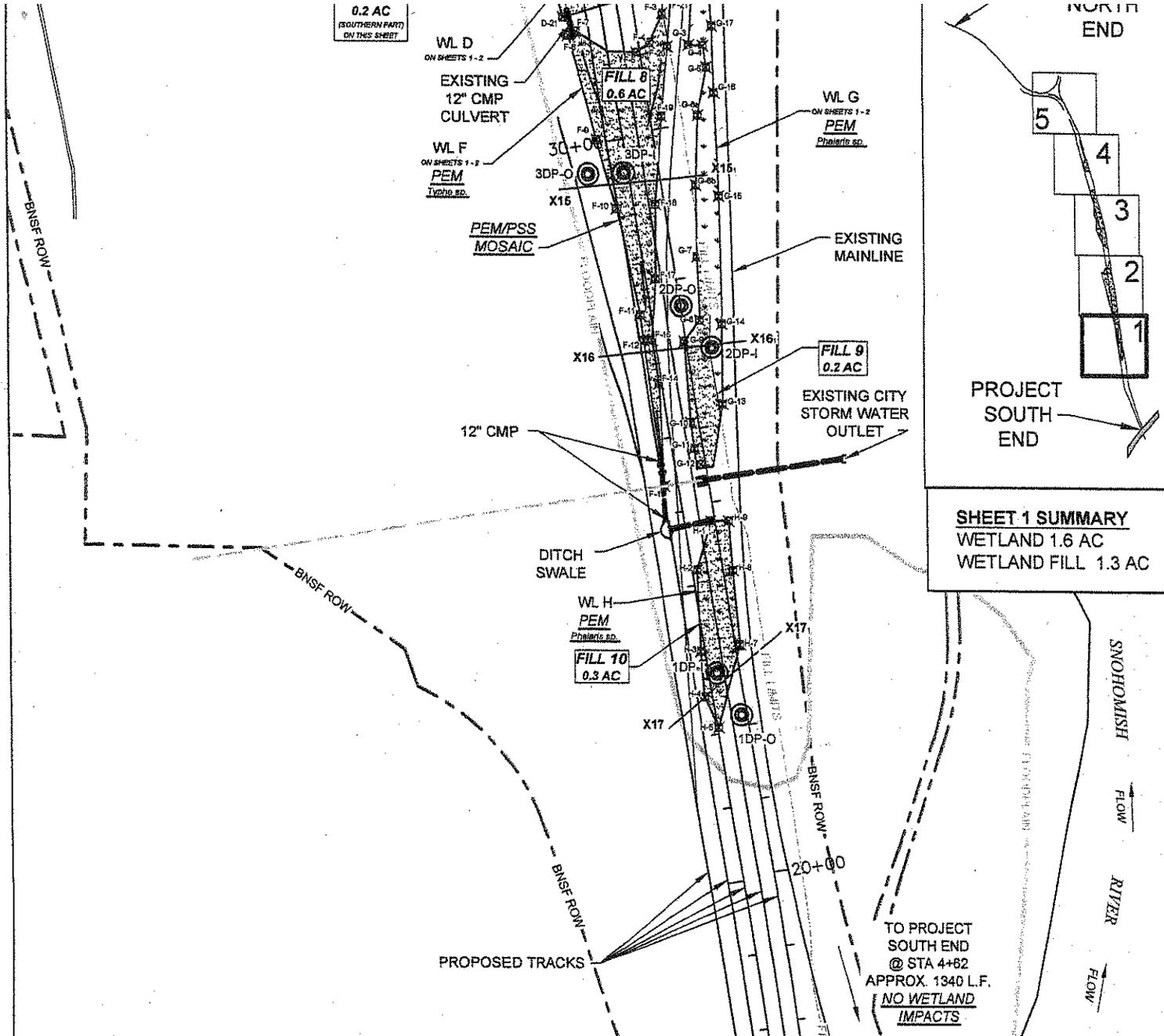


NOT TO
SCALE



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 DATE: JULY 2007 SHEET 2 OF 13

0.2 AC
(SOUTHERN PART)
ON THIS SHEET

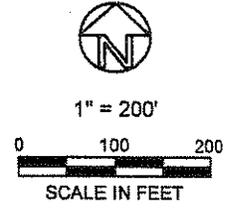
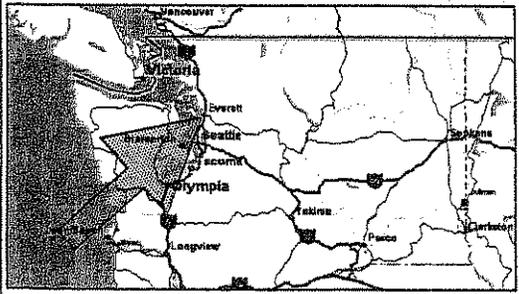


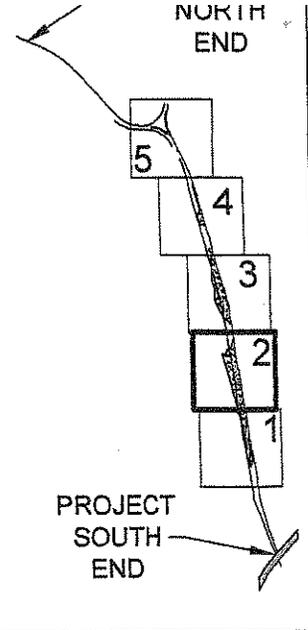
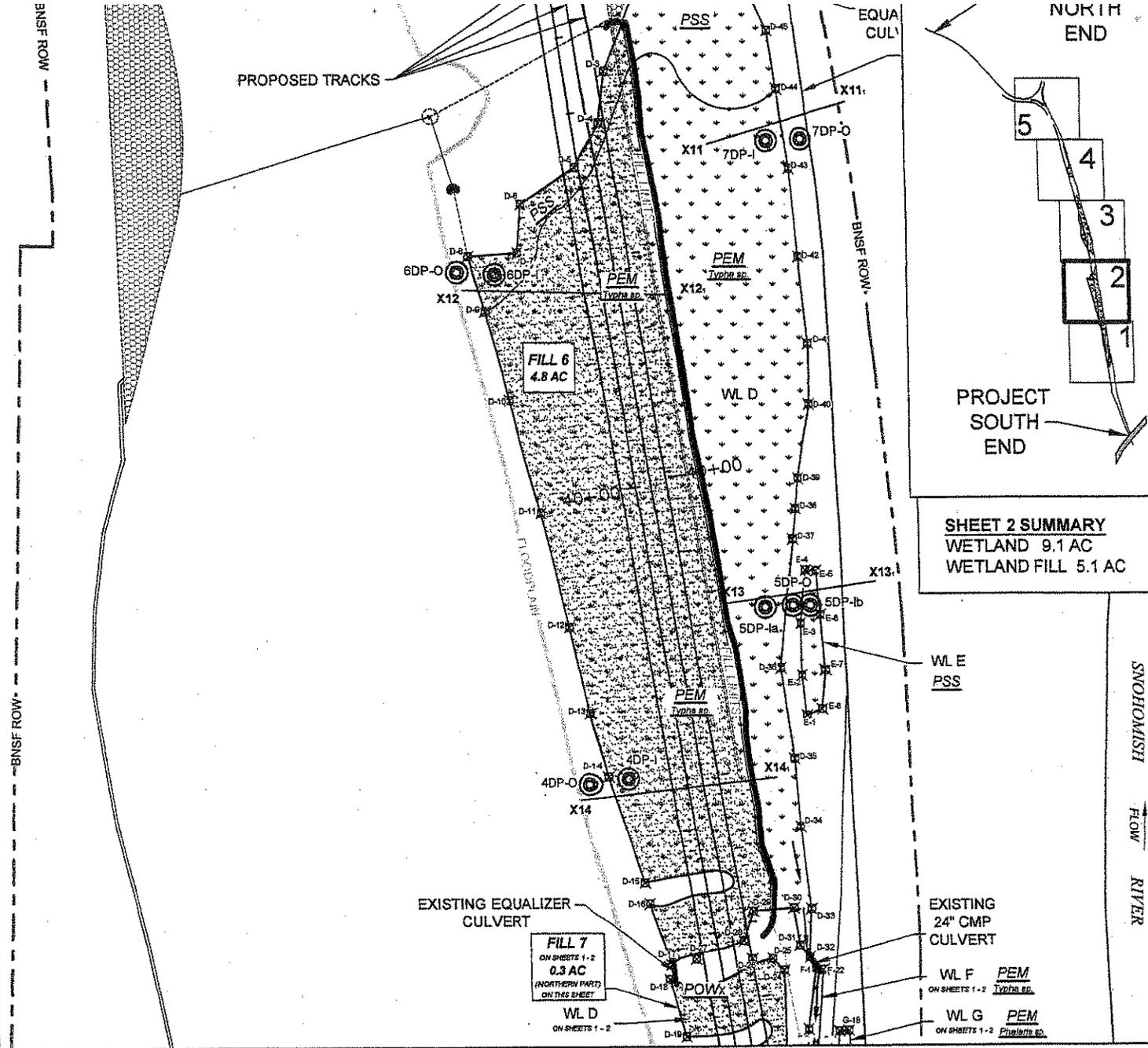
SHEET 1 SUMMARY
WETLAND 1.6 AC
WETLAND FILL 1.3 AC

	# DP-O ID# DATA PLOT - OUT		WETLAND (WL)
	# DP-I ID# DATA PLOT - IN		WETLAND FILL
	WETLAND BOUNDARY		

**EXISTING CONDITIONS & PROPOSED WORK
DETAIL AREA 1**

USACE REF. NO.: **NWS-2008-1099-~~10~~**
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
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 DATE: JULY 2007 SHEET **3** OF **13**



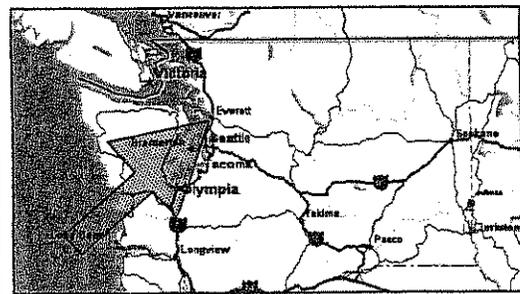


SHEET 2 SUMMARY
 WETLAND 9.1 AC
 WETLAND FILL 5.1 AC

SNOHOMISH RIVER FLOW

- # DP-O ID# DATA PLOT-OUT
- # DP-I ID# DATA PLOT - IN
- WETLAND BOUNDARY

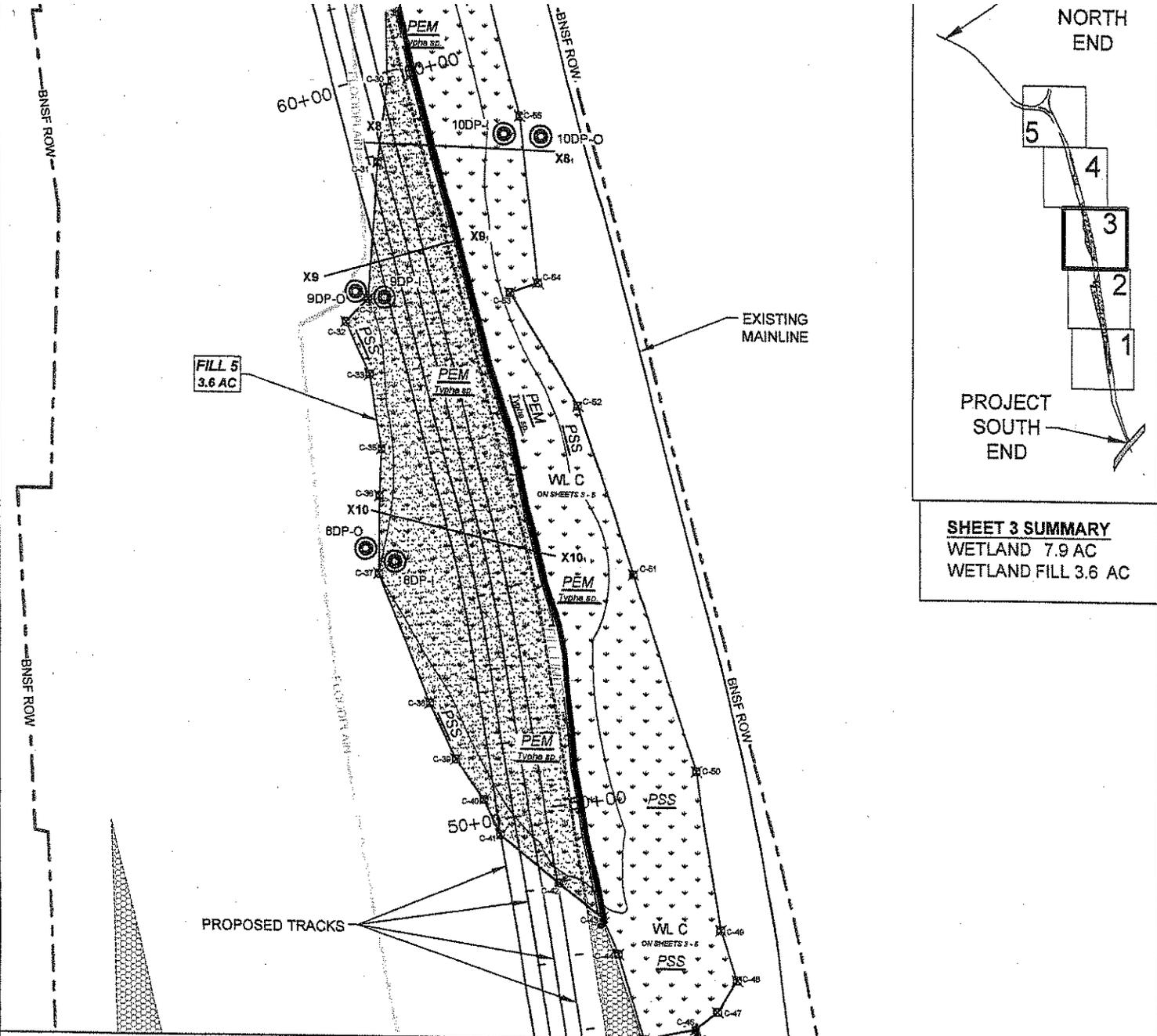
- WETLAND (WL)
- WETLAND FILL
- PROPOSED STORM WATER POND
- WATER FILLED COFFER DAM AT TOE OF FILL



1" = 200'
 0 100 200
 SCALE IN FEET

**EXISTING CONDITIONS & PROPOSED WORK
 DETAIL AREA 2**

USACE REF. NO.: **NWIS-2008-1099-90**
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
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 DATE: JULY 2007 SHEET **4** OF **13**



NORTH
END

PROJECT
SOUTH
END

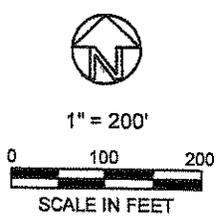
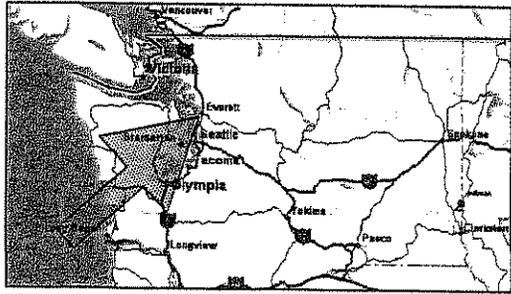
SHEET 3 SUMMARY
 WETLAND 7.9 AC
 WETLAND FILL 3.6 AC

- # DP-O ID# DATA PLOT - OUT
- # DP-I ID# DATA PLOT - IN
- WETLAND BOUNDARY

- WETLAND (WL)
- WETLAND FILL
- PROPOSED STORM WATER POND
- WATER FILLED COFFER DAM AT TOE OF FILL

EXISTING CONDITIONS & PROPOSED WORK DETAIL AREA 3

USACE REF. NO.: *NWS-2008-1099-N0*
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
 LAT/LONG SOUTH END: APPROX. N 47° 59.540'; W 122° 10.861'
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 DATE: JULY 2007 SHEET 5 OF 13



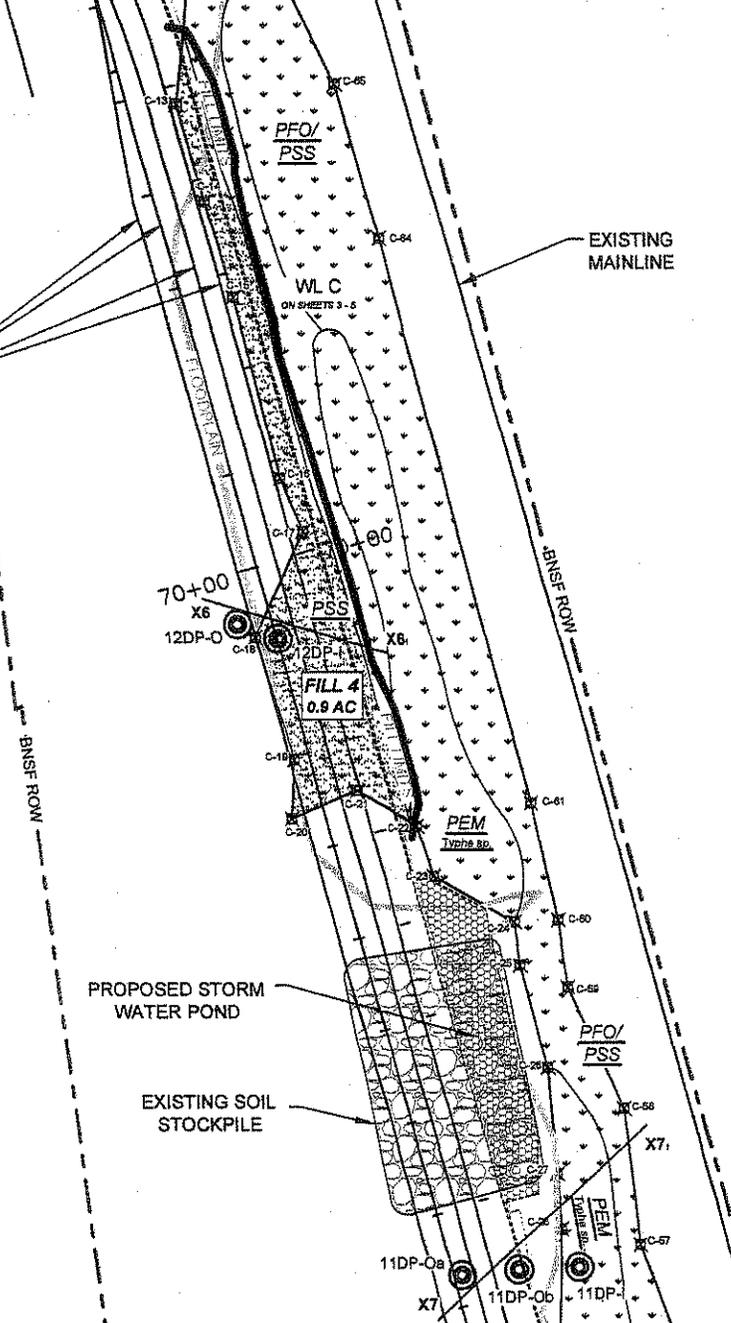
PORT OF EVERETT
INDUSTRIAL ACCESS

PROPOSED TRACKS

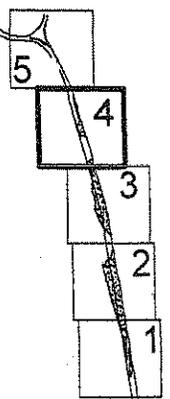
EXISTING MAINLINE

NORTH
END

PROJECT
SOUTH
END



SHEET 4 SUMMARY
WETLAND 4.6 AC
WETLAND FILL 0.9 AC

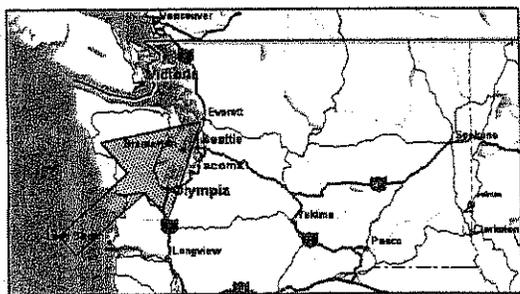


PROPOSED STORM
WATER POND

EXISTING SOIL
STOCKPILE

- # DP-O ID# DATA PLOT - OUT
- # DP-I ID# DATA PLOT - IN
- WETLAND BOUNDARY

- WETLAND (WL)
- WETLAND FILL
- PROPOSED STORM WATER POND
- WATER FILLED COFFER DAM AT TOE OF FILL

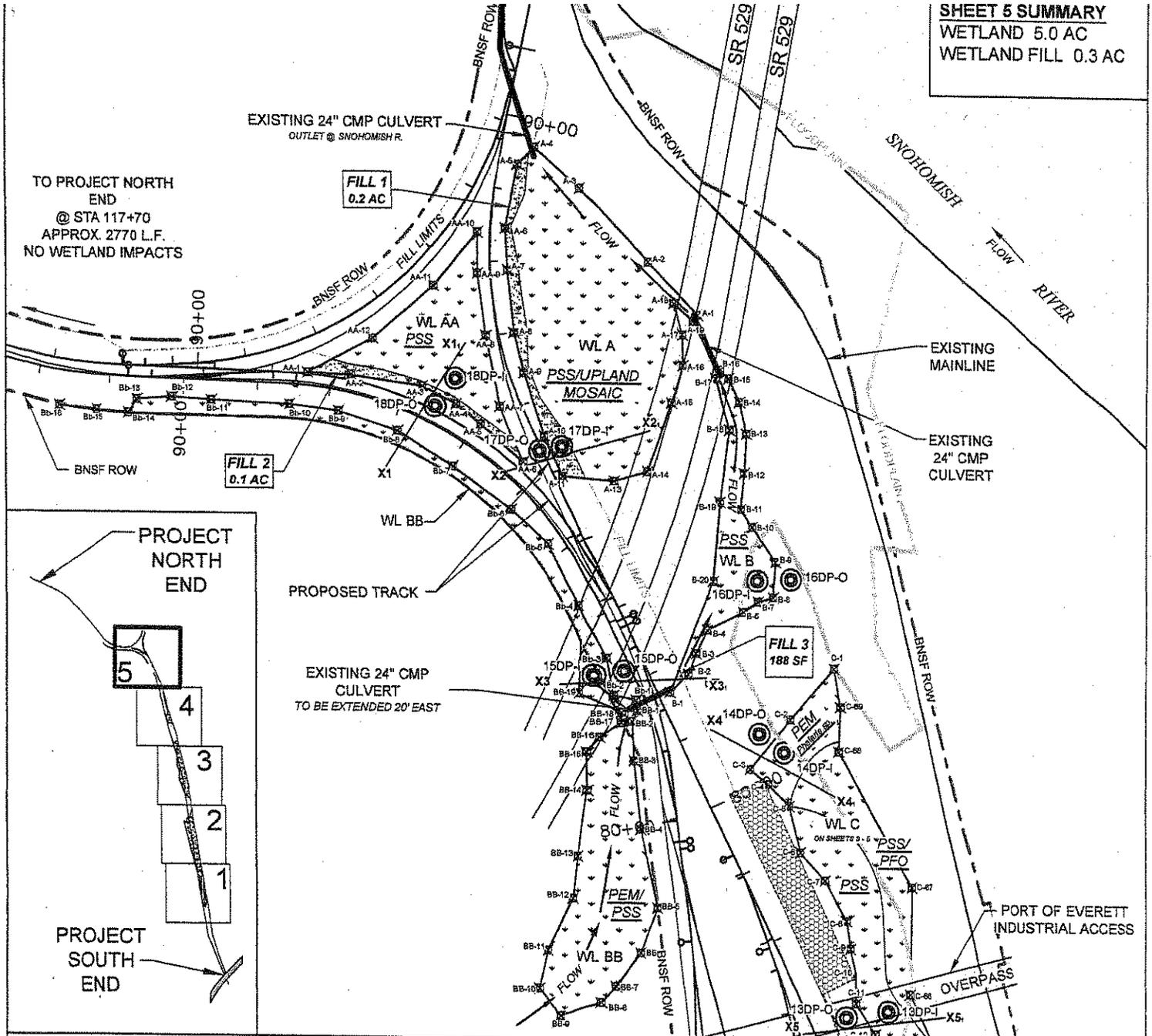


1" = 200'
0 100 200
SCALE IN FEET

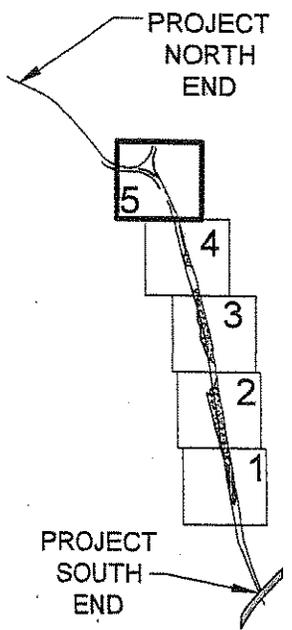
**EXISTING CONDITIONS & PROPOSED WORK
DETAIL AREA 4**

USACE REF. NO.: **NWS-2008-1099-ND**
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
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 DATE: JULY 2007 SHEET **6** OF **13**

SHEET 5 SUMMARY
WETLAND 5.0 AC
WETLAND FILL 0.3 AC

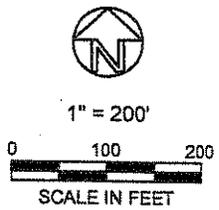
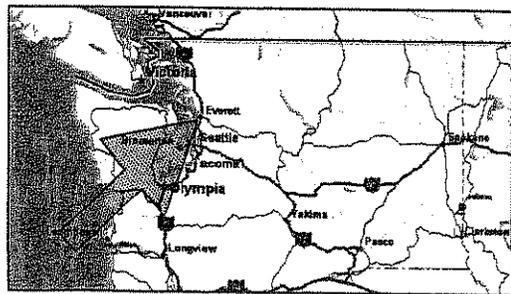


TO PROJECT NORTH END
 @ STA 117+70
 APPROX. 2770 L.F.
 NO WETLAND IMPACTS



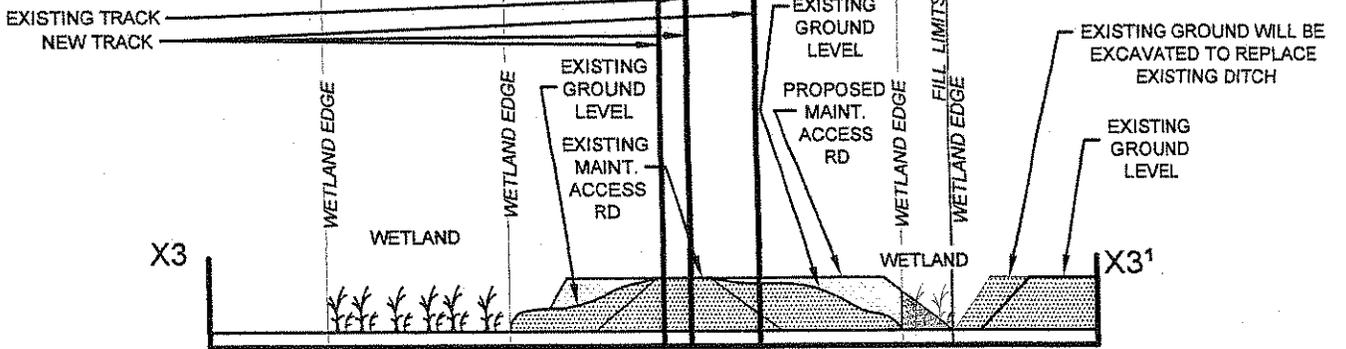
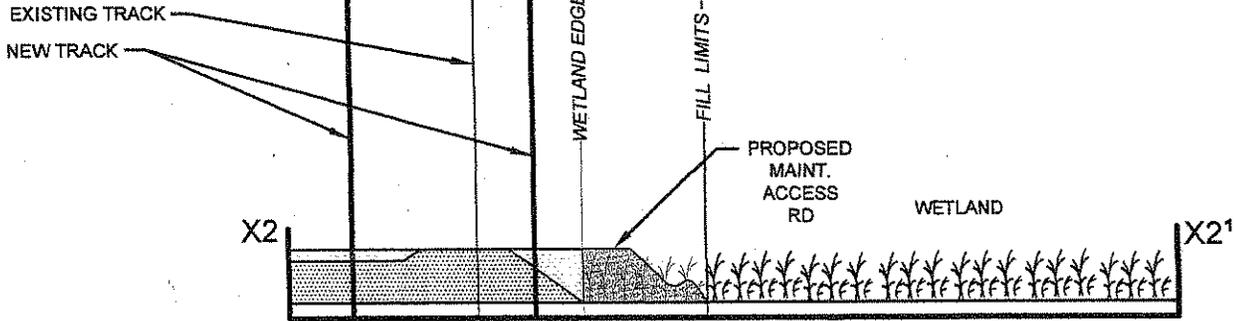
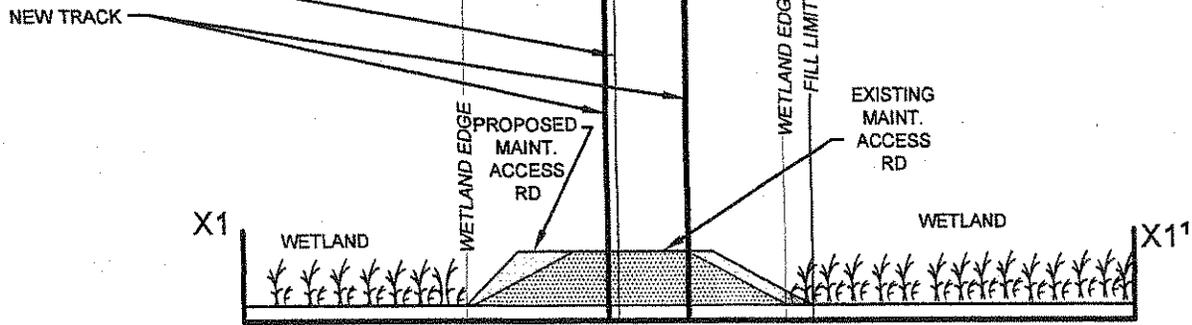
- # DP-O ID# DATA PLOT - OUT
- # DP-I ID# DATA PLOT - IN
- WETLAND BOUNDARY

- WETLAND (WL)
- WETLAND FILL
- PROPOSED STORM WATER POND



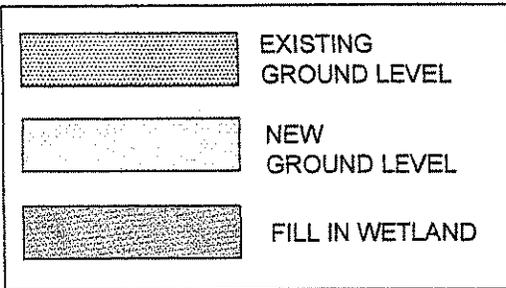
EXISTING CONDITIONS & PROPOSED WORK
DETAIL AREA 5

USACE REF. NO.: **NWS-2008-1099ND**
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 DATE: JULY 2007 SHEET 7 OF 13



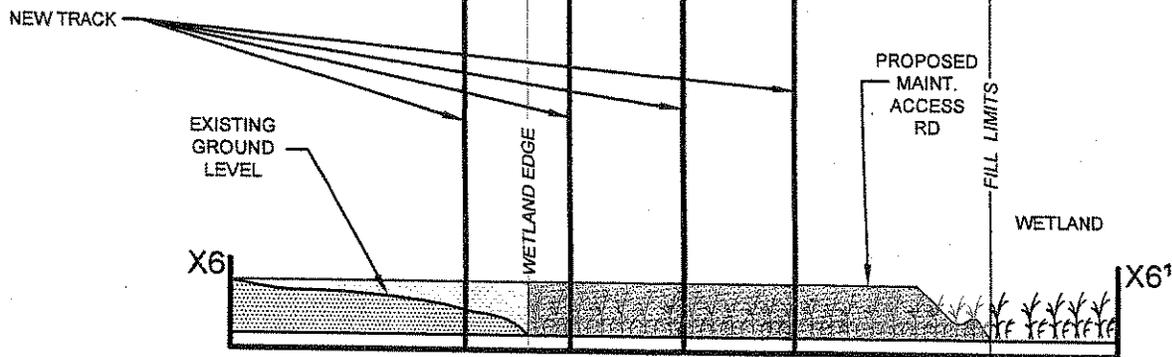
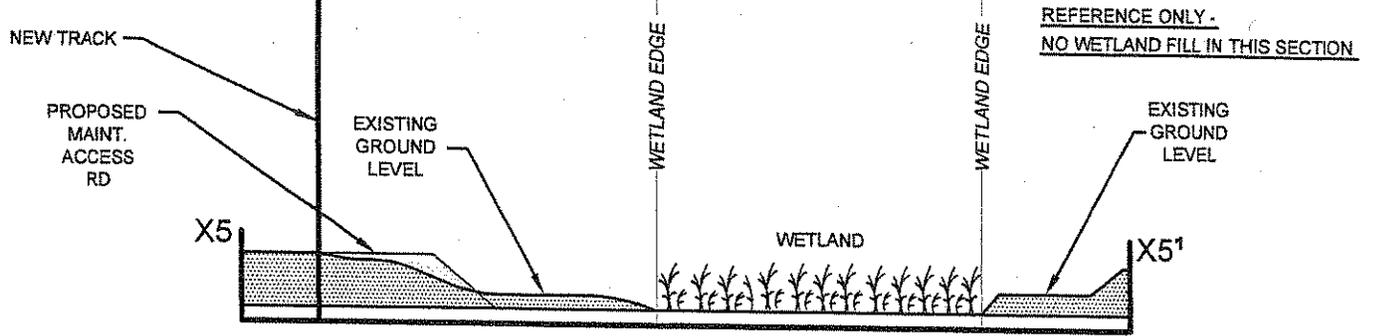
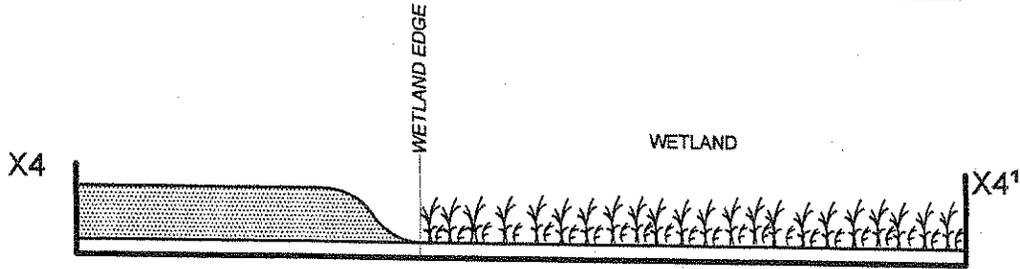
NOT TO SCALE

TYPICAL CROSS SECTIONS

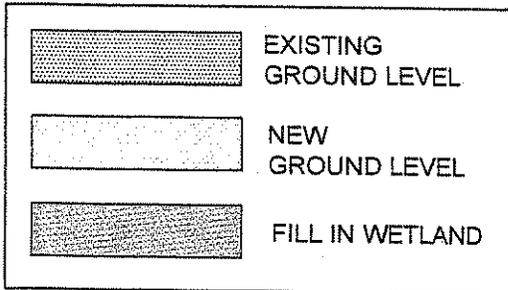


USACE REF. NO.: *NWS-2008-109940*
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
 LAT/LONG SOUTH END: APPROX. N 47° 59.540'; W 122° 10.861'
 LAT/LONG NORTH END: APPROX. N 48° 1.078"; W 122° 11.947"
 DATE: JULY 2007 SHEET **8** OF **13**

REFERENCE ONLY -
NO WETLAND FILL IN THIS SECTION

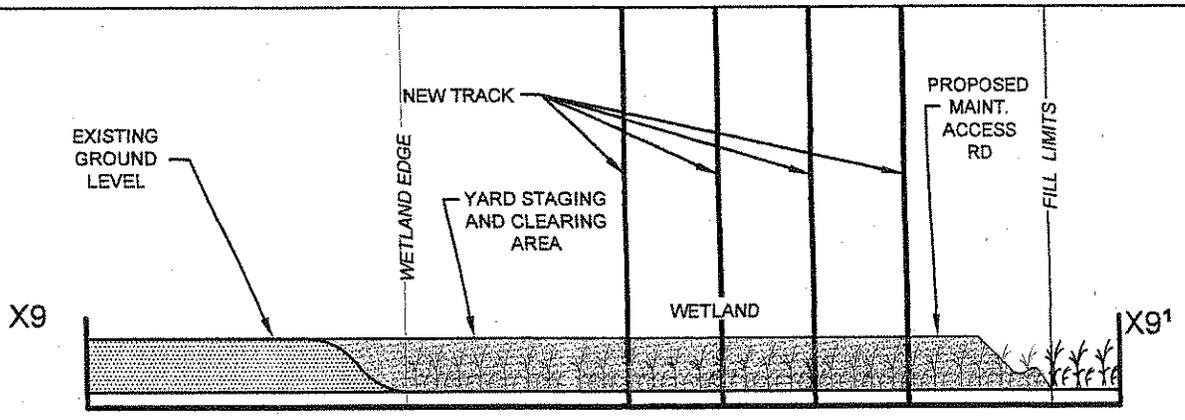
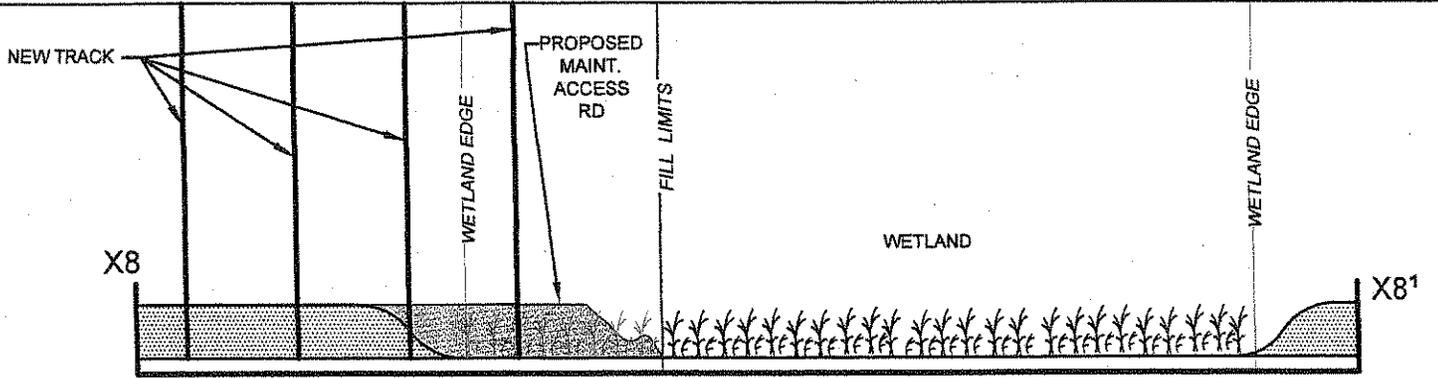
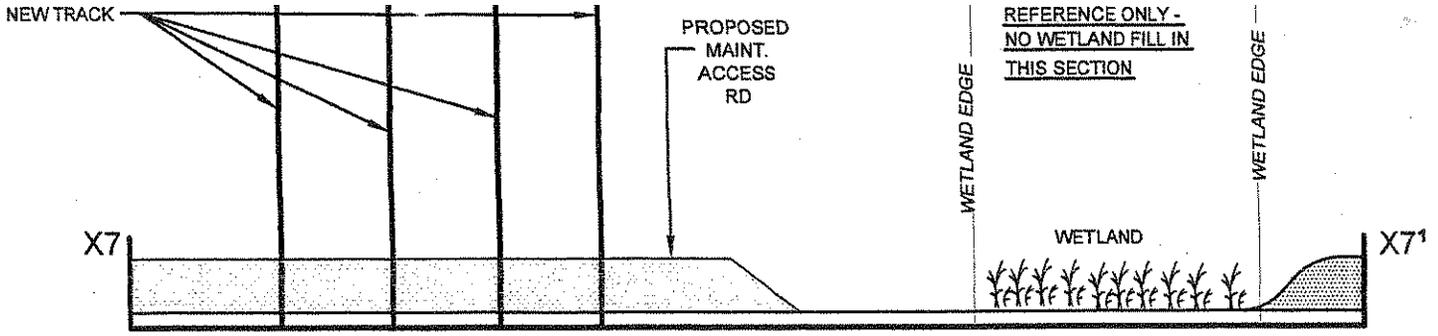


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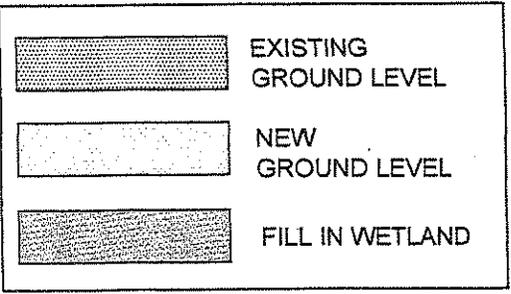


TYPICAL CROSS SECTIONS

USACE REF. NO.: **NWS-2008-1099 NO**
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
 LAT/LONG SOUTH END: APPROX. N 47° 59.540'; W 122° 10.861'
 LAT/LONG NORTH END: APPROX. N 48° 1.078"; W 122° 11.947"
 DATE: JULY 2007 SHEET **9** OF **13**

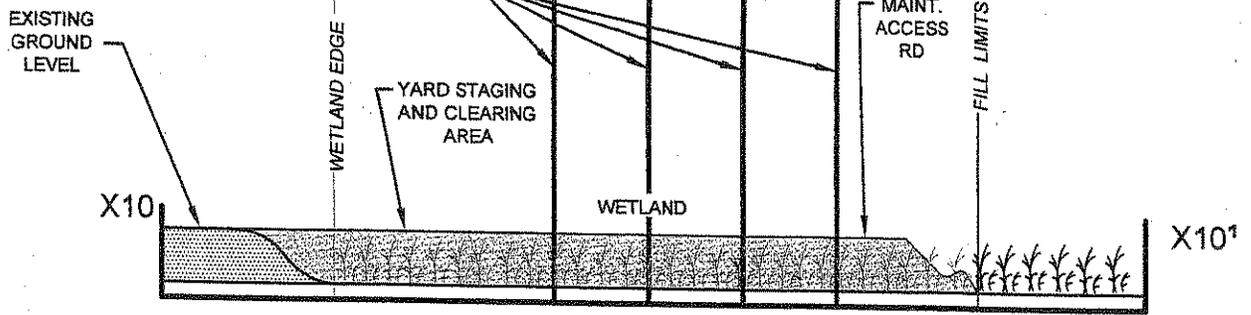


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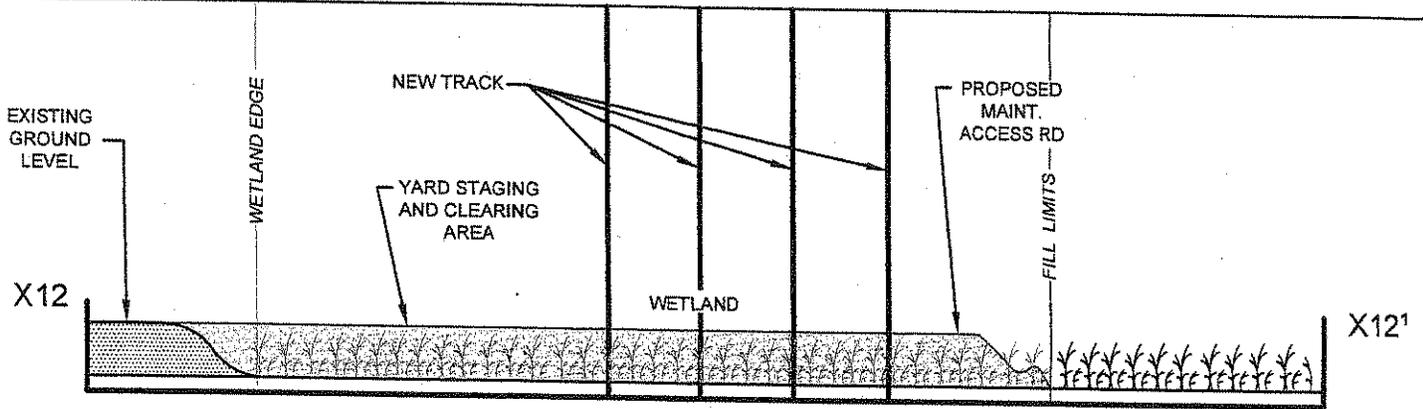
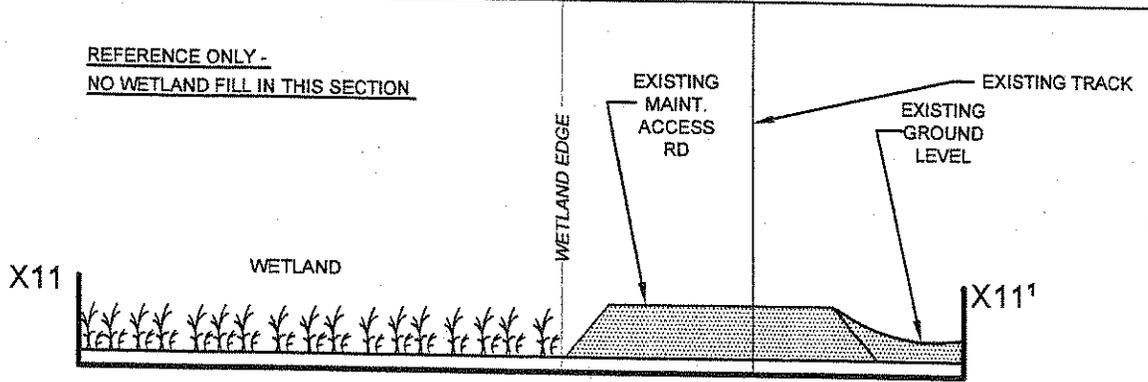


TYPICAL CROSS SECTIONS

USACE REF. NO.: *NWS-2008-1099 NO*
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
 LAT/LONG SOUTH END: APPROX. N 47° 59.540'; W 122° 10.861'
 LAT/LONG NORTH END: APPROX. N 48° 1.078"; W 122° 11.947"
 DATE: JULY 2007 SHEET 10 OF 13

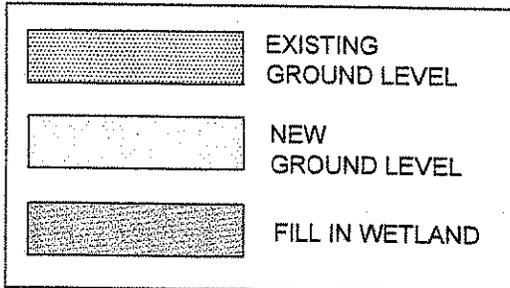


REFERENCE ONLY -
NO WETLAND FILL IN THIS SECTION



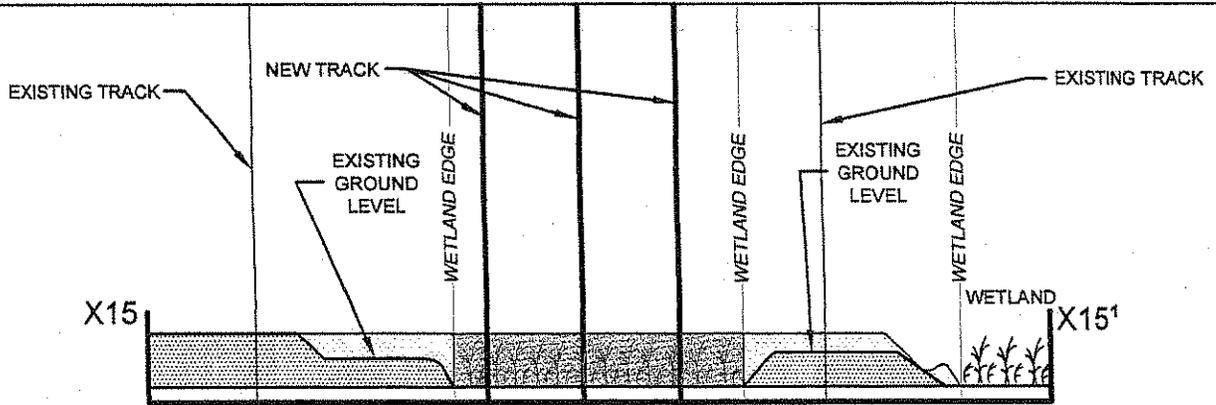
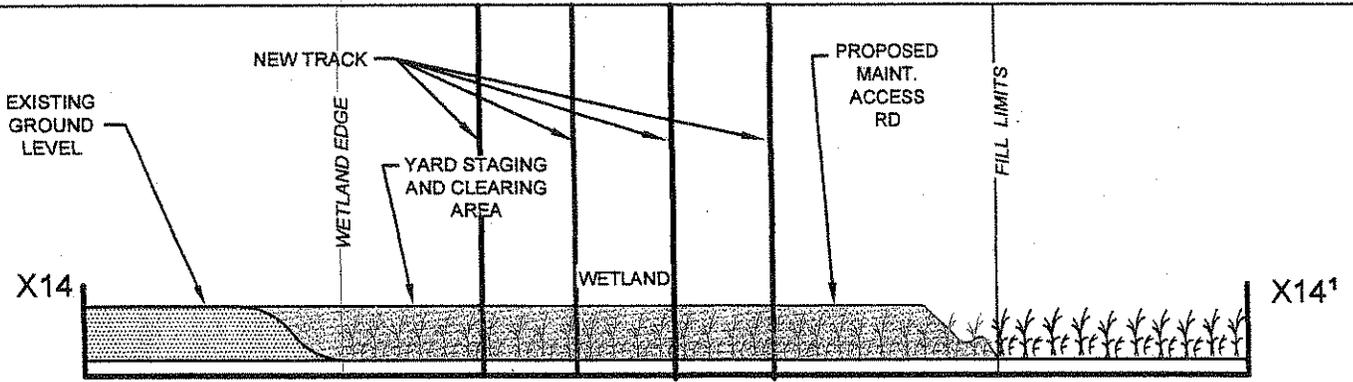
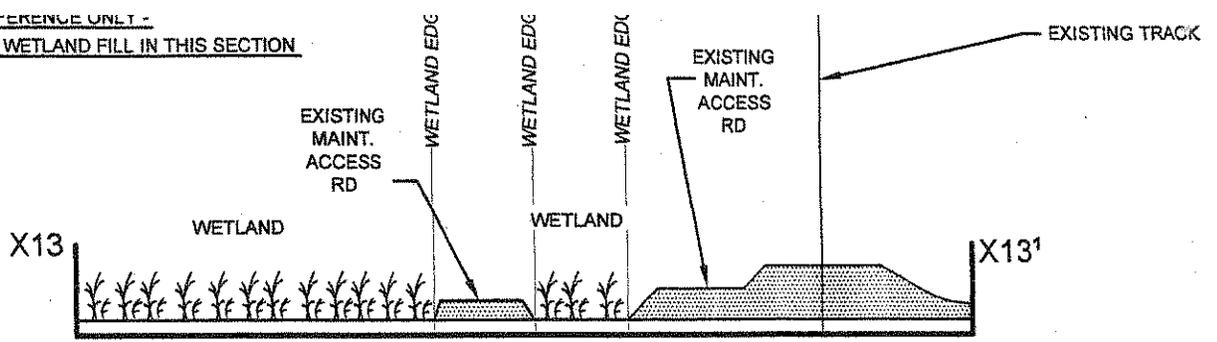
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TYPICAL CROSS SECTIONS

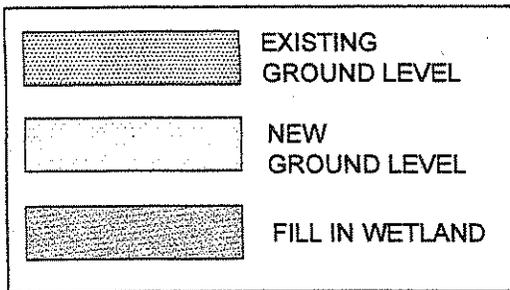


USACE REF. NO.: *NWS-2008-1099 110*
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
 LAT/LONG SOUTH END: APPROX. N 47° 59.540'; W 122° 10.861'
 LAT/LONG NORTH END: APPROX. N 48° 1.078"; W 122° 11.947"
 DATE: JULY 2007 SHEET 11 OF 13

REFERENCE ONLY -
NO WETLAND FILL IN THIS SECTION

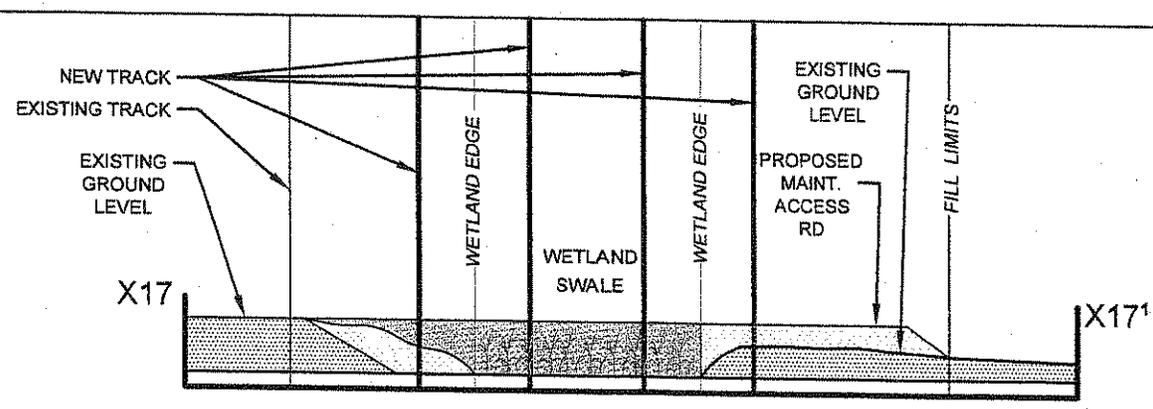
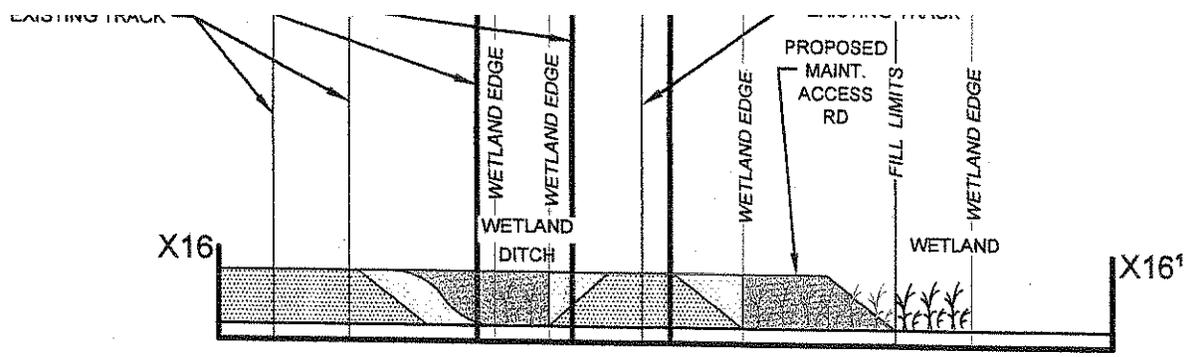


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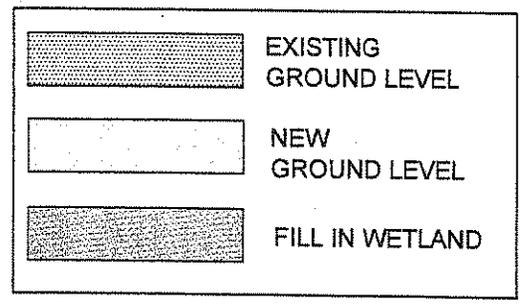


TYPICAL CROSS SECTIONS

USACE REF. NO.: *NWS-2008-1099 NO*
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
 LAT/LONG SOUTH END: APPROX. N 47° 59.540'; W 122° 10.861'
 LAT/LONG NORTH END: APPROX. N 48° 1.078"; W 122° 11.947"
 DATE: JULY 2007 SHEET *12* OF *13*



NOT TO SCALE



TYPICAL CROSS SECTIONS

USACE REF. NO.: *NWS-2608-1099-NO*
 PROJECT: EVERETT - DELTA YARD IMPROVEMENTS
 APPLICANT: BNSF RAILWAY CO.
 WATERWAY: UNNAMED WETLANDS / SNOHOMISH RIVER
 BNSF LOCATION: NW DIVISION, BELLINGHAM SUBDIVISION, LS 408 & SCENIC SUBDIVISION, LS 50
 LEGAL: IN PORTIONS OF SECTIONS 8, 9, 16, 17, T29N, R5E, WILLAMETTE MERIDIAN.
 COUNTY: SNOHOMISH STATE: WASHINGTON
 LAT/LONG SOUTH END: APPROX. N 47° 59.540"; W 122° 10.861"
 LAT/LONG NORTH END: APPROX. N 48° 1.078"; W 122° 11.947"
 DATE: JULY 2007 SHEET **13** OF **13**

DEPARTMENT OF THE ARMY
SEATTLE DISTRICT, CORPS OF ENGINEERS
CENWS-OD-RG (C)
P.O. BOX 3755
SEATTLE, WA 98124-3755

OFFICIAL BUSINESS

RETURN SERVICE REQUESTED