

**Decision Record/Rationale and Finding of No Significant Impact  
For Webber Canyon Road Right-of-Way Amendment  
OR135-07-EA-021**

Decision

It is my decision to implement Alternative 1 (Proposed Action) as described in the environmental assessment (EA), to grant a right-of-way for Benton County to utilize 15.43 acres of public land to use, realign and widen Webber Canyon Highway. The grant duration would be in perpetuity. The construction will consist of excavation and embankment outside of the existing 24' road, a maximum of eighty (80) feet on both sides and obliterating the existing asphalt and culverts, maintaining the existing runoff of Webber Canyon Road, which infiltrates into ditches and ground next to the roadway. Project construction will also include removal and replacement of an existing 1½" steel galvanized water line, and relocation of a 20' x 74' driveway to the well house where the water line originates. The cut from asphalt removal will be filled with soil from new construction and seeded; all construction is subject to Grant terms and conditions.

Rationale for the Decision

Implementing the proposed action, with identified mitigation measures, meets the criteria described in the Federal Land Policy and Management Act of 1976 to authorize grants for roads, trails, highways or other means of transportation and the 43 CFR 2800 Rights of Way Regulations. The proposed action is also in accordance with the Record of Decision for the Spokane District Resource Management Plan (1987, page 16), which provides high priority for issuance of rights-of-way. Finally, the proposed action will expand and improve existing highway addressing the need for safety in support of Benton counties growing community. Changing the alignment of this road from a long and narrow sweeping curve, into a wide straight road, will improve road sight distance enhancing safety for the general population, farmers and commercial haulers.

Finding of No Significant Impact

Based on the analysis of potential environmental impacts contained in the EA, I have determined that impacts are not expected to be significant and an EIS is not required. This determination is based on the following factors:

1. Beneficial, adverse, direct, indirect, and cumulative environmental impacts discussed in the EA have been disclosed. The physical and biological effects are limited to the site of the proposed action and adjacent lands.
2. Public health and safety would not be adversely impacted. Public safety would be enhanced by the increased site distance for drivers resulting from realignment of the road.
3. There would be no adverse impacts to wetlands, floodplains, areas with unique characteristics or ecologically critical areas.
4. There are no highly controversial effects on the environment.

5. There are no known effects that are highly uncertain or involve unique or unknown risk.
6. This alternative does not set a precedent for other projects that may be implemented in the future.
7. No cumulative impacts related to other actions that would have a significant adverse impact were identified or are anticipated.
8. Based on previous and ongoing cultural resource surveys, and through required mitigation, no adverse impacts to cultural resources were identified or anticipated.
9. No adverse impacts to any threatened or endangered species or their habitat that was determined to be critical under the Endangered Species Act was identified.
10. This alternative is in compliance with relevant Federal, State, and local laws, regulations and requirements for the protection of the environment.

#### Appeals

Any applicant or other person whose interest is adversely affected by the final decision may file an appeal in accordance with 43 CFR 4.411. The appeal may be accompanied by a petition for a stay of the decision in accordance with 43 CFR 4.21. The appeal and petition for a stay must be filed in the BLM Spokane District Office, 1103 N. Fancher Rd., Spokane Valley 99212, within 30 days following receipt of the final decision, or within 30 day after the date the proposed decision becomes final. This decision is full-force-in-effect immediately upon signature in accordance with 43 CFR 2801.10, unless a petition for stay is filed and allowed by the Interior Board of Land Appeals. Refer to 43 CFR 4.411 and 4.412 for more information regarding filing of an appeal.

/S/

---

Kevin R. Devitt, Field Manager  
Border Resource Area

**September 6, 2007**

---

Date

## **Benton County: Webber Canyon Road Right-of-Way Amendment Environmental Assessment OR135-07-EA-021**

### **Introduction/Background**

Webber Canyon Road was established by order of the Board of County Commissioners of Yakima County (prior to Benton County being established) in the year 1889. The established width was 60 feet. In 1965, Benton County acquired an additional right of way for CRP # 482 from Mr. Milo Bauder. Sometime after 1965, Mr. Bauder and the BLM made a land exchange. Benton County CRP # 482 is now under BLM's jurisdiction. Therefore, road improvement requests must be authorized by BLM.

Benton County intends to reconstruct a portion of Webber Canyon road; the County would like to reconstruct the portion described as the North end of CRP# 482 (Dennis Road vicinity), northwesterly to the south boundary of the plat of Kiona (see attached map).

### **Purpose and Need for the Proposal**

The current curvature of Webber Canyon Road is a safety hazard to the general population, farmers and commercial haulers who use the road, due to the limited sight distance. Benton County would like to realign the road, changing it from a long and narrow sweeping curve, into a wide straight road, to improve road sight distance. Since the road crosses BLM land, the County requires a right-of-way grant to implement the reconstruction..

On April 14, 2006, Benton County made application to amend right-of-way grant (WAOR-53144) from the Bureau of Land Management (BLM) - Spokane District. To include reconstruction of Webber Canyon Road located in a portion of the S $\frac{1}{2}$ NE $\frac{1}{4}$  and a portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$  in T. 9 N., R. 27 E., Sec 33. effecting approximately 15.43 acres of public land. (refer to attached maps).

The Federal Land Management and Policy Act (FLPMA) of 1976 gives BLM the authority to grant such rights-of-way when it is in the public interest. Specifically, Sec.501 [43 USC 1761] states "The Secretary, with respect to the public lands...are authorized to grant, issue, or renew rights-of-way over, upon, under or through such lands for...roads, trails, highways...or other means of transportation.

The Spokane Resource Management Plan (1987) identifies "issuance of rights-of-way, small tract leases, and/or other leases and permits" as a high priority.

### **Conformance With Land Use Plans and Other Laws**

The proposed Right of way on the subject lands is in conformance with the Spokane Resource Management Plan Record of Decision (RMP/ROD) (1987).

## **Description of Alternatives**

Two alternatives were developed to address Benton County's Right-of-Way Grant application: Alternative 1 (Proposed Action), and Alternative 2 (No Action - Private Parcel Road Realignment). Alternatives are described individually below.

### **Alternative 1 (Proposed Action)**

The Proposed Action is to grant a right-of-way for Benton County to utilize 15.43 acres of public land from the Bureau of Land Management (BLM), Spokane District, to use, realign and widen a county highway as shown on maps in the Appendix. The County desires to use public land to reconstruct Webber Canyon Highway. The construction will consist of excavation and embankment outside of the existing 24' road, a maximum of eighty (80) feet on either side and obliterating the existing asphalt and culverts; presently, existing runoff of Webber Canyon Road infiltrates into ditches and ground next to the roadway, this project is designed to have the same runoff pattern. Project construction will also include removal and replacement of an existing 1½" steel galvanized water line, and relocation of a 20' x 74' driveway to the well house where the water line originates. The cut from asphalt removal will be filled with soil from new construction and seeded. The grant duration would be in perpetuity.

Proposed development/management of the parcel includes:

- Widen northern portion of asphalt road from 24' x 1768' to 33' x 1768'
- Widen southern portion of asphalt road from 24' x 1341' to 33' x 1341'
- Construction of northern road portion and driveway will take place within 193' x 1768' right of way.
- Construction of southern road portion will take place within 247' x 1341' right of way.

### Mitigation Measures

The following actions and mitigation measures were identified to reduce the potential impacts associated with Benton County's proposed grant. These actions would be implemented as part of Alternative 1 (Proposed Action):

- If previously undiscovered cultural resources are encountered during construction, the disturbing activity will be halted and a BLM Archaeologist will be contacted. The cultural material will be protected until a BLM archaeologist has assessed the historic significance of the resource.
- If buried waste materials are uncovered during property excavation activities, work would stop and BLM would be notified as soon as possible so the waste materials can be assessed and removed.
- If a federally threatened or endangered species is discovered, the BLM wildlife biologist will be contacted and appropriate measures taken as determined by BLM at the time.
- Maintain natural habitat around proposed activity sites for future wildlife use.

- If mineral materials from the 15.43 acre subject area are used by the County during the development of this project for road ballast or grade development, information on total volumes or tonnages shall be presented to the BLM Spokane District Office. This material will be designated as free use materials.
- Water during site construction to prevent temporary decreases in air quality, from equipment operation and increase bare ground surface area.
- The Holder shall be responsible for total control of all invasive/noxious weed species on any and all disturbed sites. The Holder is responsible for consultation with the Authorized Officer and/or local authorities for acceptable weed control methods, and shall comply with the following:

Use of pesticides shall comply with all applicable Federal and State laws. Pesticides shall be used only in accordance with their registered uses within limitations imposed by the Secretary of the Interior. Prior to the use of the pesticides, the Holder shall obtain from the Authorized Officer, written approval of a Pesticide Use Proposal Plan showing the type and quantity of material to be used, pest(s) to be controlled, method of application, locations of storage and disposal of containers, and any other information deemed necessary by the Authorized Officer.

Applicator(s) of chemicals used must have completed the pesticide certification training and have a current up to date Certified Pesticide Applicator's License.

Pesticide Application Records for the areas and acres treated must be submitted to the BLM Border Field Office each year. This includes the following:

Brand or Product name  
EPA registration number  
Total amount applied (use rate #A.I./acre)  
Date of application  
Location of application  
Size of area treated  
Method of treatment (air/ground)  
Name of applicator  
Certification number  
Amount of surfactants or dyes used in spraying operation

The record information must be recorded no later than 14 days following the pesticide application and must be maintained for ten years.

## **Alternative 2 (No Action - Private Parcel Road Realignment)**

The No Action - Private Parcel Road Realignment Alternative would be to realign and widen only the northern portion of county highway situated on private land, as shown on maps in the Appendix. The construction will consist of excavation and embankment outside of the existing 24' road, a maximum of eighty (80) feet on either side and obliterating the existing asphalt and culverts; presently, existing runoff of Webber Canyon Road infiltrates into ditches and ground next to the roadway, this project is designed to have the same runoff pattern. The cut from asphalt removal will be filled with soil from new construction and seeded

## **Affected Environment & Environmental Impacts**

This section focuses on those portions of the environment that have the potential to be affected by either alternative (vegetation, wildlife, minerals, recreation, and socioeconomics). Primary issues identified with the right-of-way grant application include: habitat for burrowing owls and ferruginous hawk nesting.

## **General Area Description**

The 15.43 -acre parcel lies entirely in a typically upland sage-steppe environment adjacent to the greater Yakima River Floodplain. Currently the open space is dominated by introduced grasses, orchard trees and invasive plant species. A review of the aerial photo shows that the parcel is disturbed by a water source, as well as an asphalt highway situated in a long sweeping curve formation.

## ***Vegetation***

### *Vegetation - Affected Environment*

The vegetation is predominantly cheatgrass (*Bromus tectorum*) and tumble mustard (*Sisymbrium altissimum*) with scattered gray rabbitbrush shrubs. There are pockets of native grasses, including Sandberg's bluegrass and bluebunch wheatgrass, within the parcel. There are several forb species present that occur in native sagebrush steppe, such as yellow bells and big-seed desert parsley, but noxious weeds including rush skeletonweed, yellow starthistle, and diffuse knapweed also occur on the parcel.

This parcel has not been field surveyed for Special Status plants. However, according to the Geographical Information System (GIS) coverage for Special Status Plants for the Washington Natural Heritage Program and the Border Resource Area, there are no records of Special Status plants either on the parcel or in close proximity to the parcel.

### *Vegetation - Potential Impacts*

Under Alternative 1 (Proposed Action), much of the existing vegetation would be damaged or destroyed during road reconstruction. It is highly unlikely that any Bureau Special Status plants are present on the parcel, given the low diversity of native forbs and dense cover of non-native plants. One Bureau Assessment (State Sensitive) species, Piper's daisy (*Erigeron piperianus*), occurs approximately 330 meters WNW of Webber Canyon Rd., at the top of the slope where the

slope moderates. It is highly unlikely that road improvement activities will impact this population of Piper's daisy. Piper's daisy has been found at a number of locations in Benton County. If piper's daisy is present in the project area, loss of any plants on this parcel would not lead to the need to list this species.

Under Alternative 2 (No Action - Private Parcel Road Realignment), the alternative action will have a disturbing impact to vegetation equivalent to the proposed action. Either alternative will not lead to the need to list the State Sensitive species.

### ***Invasive Non-native Species***

#### ***Invasive Non-native Species - Affected Environment***

Washington State listed noxious weed that are present within the proposed project parcel include; rush skeletonweed, yellow starthistle and diffuse knapweed.

#### ***Invasive Non-native Species - Potential Impacts***

Under Alternative 1 (Proposed Action), noxious weed populations will spread from the affects of human and mechanical surface disturbances, as well as continue to spread due to windborne seed creating seed banks. However, this impact would be reduced to negligible levels by mitigation which is part of the proposed action. The operator would only be responsible for managing noxious weed issues within areas of construction disturbance.

Under Alternative 2 (No Action - Private Parcel Road Realignment), noxious weed populations would continue to spread due to windborne seed creating seed banks, and from the affects of human and mechanical surface disturbances, without the mitigation measures within the proposed action.

### ***Wildlife Habitat***

#### ***Wildlife Habitat - Affected Environment***

Wildlife species of concern within the proposed project include Ferruginous Hawk (*Buteo regalis*) and Burrowing Owls (*Athene cucularia*). Ferruginous Hawks have historically nested in the area. The historical sites are greater then 0.5 mile from the project area. No ferruginous hawks were present at the historical sites closest to the project area. Two red-tailed Hawks were observed flying approximately one mile from the project. The project area encompasses foraging habitat, but does not contain nesting habitat for Ferruginous Hawks. Burrowing Owls have not been documented nesting within the project area. Potential habitat does exist within the project area, however no active burrows were present.

#### ***Wildlife - Potential Impacts***

Under Alternative 1 (Proposed Action), there is the potential for short-term habitat disturbance while the road is being realigned. However, given that no evidence of recent use by either ferruginous hawks or burrowing owls was found within the project area, there would be no disturbance of an existing nest site and the wildlife impact would be negligible. Given this, the management action to halt activities should any threatened and/or endangered species be found during construction should provide adequate protection for wildlife habitat and resources.

Under Alternative 2 (No Action - Private Parcel Road Realignment), the potential for short-term habitat disturbance while the road is being realigned will exist, without the management action to halt activities for protection of wildlife habitat and resources.

### ***Cultural/Paleontological Resources***

#### ***Cultural/Paleontological Resources - Affected Environment***

The 15.43-acre parcel is within the territory traditionally used by members of the Confederated Tribes of the Yakama Indian Reservation (Yakama Nation). An intensive pedestrian cultural resource inventory was conducted in the project's area of potential effect (APE) by Reiss-Landreau Research (RLR Report 2006-06-04b). No historic and prehistoric cultural properties were encountered in the project APE. Washington Department of Transportation (WashDOT) under the Federal Highways Commission assumed lead for Section 106 review of the federal undertaking. Consultation on the proposed right of way amendment was initiated with the Yakama Nation and the Washington State Department of Archaeology and Historic Preservation (DAHP). The DAHP concurred with a finding of "No Historic Properties Effectuated" (letter to WashDOT dated July 20, 2006).

There are no known paleontological resources in the immediate area. No paleontological material was noted in the survey.

#### ***Cultural Resources - Potential Impacts***

Under Alternative 1 (Proposed Action), granting of right of way on the BLM parcel for the proposed construction would not affect any known cultural resources since none have been identified within the project APE. The excavation for road construction could damage previously unknown sub-surface cultural materials. However, the management action to halt activities should any cultural resources be found during construction should provide adequate protection for cultural resources.

Under Alternative 2 (No Action - Private Parcel Road Realignment), impact will not affect any known cultural resources or paleontological materials since none have been identified in the project APE. With the No Action - Private Parcel Road Realignment Alternative, the excavation for road construction could damage previously unknown sub-surface cultural materials, without the management action to halt activities should any cultural resources during construction become apparent.

#### ***Paleontological Resources - Potential Impacts***

There would be no impact to paleontological resources under either of the alternatives, because none are known to exist in the subject parcel or its immediate surroundings.

### ***Mineral/Energy***

#### ***Mineral/Energy - Affected Environment***

There are no known mineral occurrences associated with the affected area of this project.

Mineral/Energy – Potential Impacts

Under Alternative 1 (Proposed Action),

If mineral materials from the 15.43 acre subject area are used by the County during the development of this project for road ballast or grade development, information on total volumes or tonnages shall be presented to the BLM Spokane District Office. This material will be designated as free use materials.

Under Alternative 2 (No Action - Private Parcel Road Realignment),

There would be no new effects on mineral materials.

***Socioeconomic and Environmental Justice***

Socioeconomic - Affected Environment

Benton County has experienced a steady growth rate since 2000. Growing from a county of approximately 142, 475 in 2000 to approximately 157, 950 in 2005. (U.S. Census Bureau 2000 and 2005).

Incorporated cities and towns in Benton County include Kennewick, 59,334; Richland, 42,537; Prosser, 4,838; West Richland, 8,385; and Benton City, 2,624. Unincorporated towns include Paterson, Plymouth, and Whitstran. Prosser was chosen as the county seat. (Benton County Homepage 2007) Processor, Benton City and Paterson are the primary cities and town affected by Webber canyon road access and maintenance, within Benton County.

The two main industries in Benton County are agriculture and nuclear power. Other industries include numerous food-processing plants and manufacturing. The wine industry has become a rapidly growing industry with many new wineries opening in recent years. (Benton County Homepage 2007)

Privately-owned large and small irrigated orchards, vineyards, hayfields, pastures, and acreages are abundant in and around Benton City. Prosser's local economy centers around agriculture; concord and wine grapes, apples, cherries, hops, asparagus, corn, wheat, and processing plants.(City of Prosser Homepage 2007) Columbia Crest, the state's largest winery, is located at Paterson, overlooking the Columbia River. (Benton County Homepage 2007) Webber Canyon Road is the main access road to the booming economical cities and town from Interstate 82, this is the road to which the farmers and commercial haulers travel. Approximately 28,000 cars per day go by on Interstate 82, and approximately 9,000 per day go over the river bridge and through Benton City. (City of Benton City Homepage, 2006)

There is no minority or low income population in the vicinity of the proposed action that would indicate an environmental justice concern, as described in Executive Order 12898. The estimated occurrence of minorities in the populations of West Richland and Benton County is equal to, or below the national and state averages (U.S. Census 2000 and 2005). The number of families living below the poverty level is also well below the national and state averages (U.S. Census 2000 and 2005). The proposed action is adjacent to a new, high-value, residential development.

Socioeconomic - Potential Impacts

Under Alternative 1(Proposed Action), reconstruction of Webber Canyon Road will improve road sight distance enhancing safety for the general population, farmers and commercial haulers. It may also encourage future expansion of industrial development.

Under Alternative 2 (No Action - Private Parcel Road Realignment), reconstruction of Webber Canyon Road will improve only the northern portion road sight distance, contributing to enhancing safety for the general population, farmers and commercial haulers.

Loss of access to a potential mineral resource on this parcel should have no significant impact on socioeconomics of the area due to the availability of these resources at other nearby sites.

***Air Quality***

Air Quality - Affected Environment

The air quality at the proposed project area is generally good. Air quality is influenced by storm fronts from the Pacific Ocean and prevailing winds out of the Columbia River Gorge. Temporary decreases in air quality may be influenced by particulate matter and/or fugitive dust. Sources related to these affects include; wind blown dust from construction sites, agricultural areas and open lands, agricultural burning, wood burning stoves and fireplaces, wildfires, industrial sources and motor vehicles.

Air Quality - Potential Impacts

Under Alternative 1 (Proposed Action), temporary decreases in air quality may occur when construction equipment is operating within the proposed project area, and as a result of increased bare ground surface area. However, this impact would be reduced to negligible levels by mitigation which is part of the proposed action.

Under Alternative 2 (No Action - Private Parcel Road Realignment), temporary decreases in air quality may occur when construction equipment is operating within the private project area, and as a result of increased bare ground surface area and this impact would not be reduced to negligible levels by mitigation as in the proposed action.

**Other Resource Elements Analyzed**

Critical Elements That Were Considered

Other critical elements addressed in addition to those above (cultural resources, threatened/endangered species, etc.) are listed below. No impacts were identified from the two alternatives on the following critical elements.

- Prime/unique farmlands
- Floodplains
- Native American Religious Concerns
- Wetlands/Riparian zones
- Special area designations (including Wild & Scenic Rivers, Areas of Critical

- Environmental Concern, and Wilderness)
- Adverse impacts to Energy
  - Hazardous Materials
  - Recreation

## **Cumulative Impacts**

### Alternative 1 (Proposed Action)

If road reconstruction occurs as proposed under Alternative 1, Decreases in air quality may occur due to increased motor vehicular access and operation within the proposed project area, and as a result of increased exhaust fumes. Although this impact would be practically unnoticeable, it would contribute to other impacts to air quality such as wind blown dust from other construction sites, agricultural areas and open lands; agricultural burning; wood burning stoves and fireplaces; wildfires; industrial sources; and motor vehicles.

### Alternative 2 (No Action - Private Parcel Road Realignment)

Cumulative impacts are the same as those described under proposed action, only slightly less due to the lack of construction of federal public lands.

## **Coordination/Consultation with Other Agencies, Groups and Individuals**

BLM coordinated with Bryan L. Thorp, PLS, Project Engineer, Benton County, regarding the proposed action.

Formal consultation regarding the proposed grant was completed with the Yakama Indian Nation and the Washington State Department of Archaeology and Historic Preservation. No response was received from the notification letters sent to the Yakama Indian Nation. In a letter dated July 20, 2006 the Department of Archaeology and Historic Preservation stated that the cultural resources inventory report for this action had been reviewed and concurred with the finding of “No Historic Properties Effected” (letter to WashDOT dated July 20, 2006).

Benton County Department of Public Works conducted SEPA for the proposed project, the determination of no significance was distributed and published June 30, 1999. No response or appeal was received by the July 14, 1999 comment period.

## **References**

U.S. Census. 2000. U.S. Census Bureau American Fact Finder, West Richland Washington, Census 2000 Demographic Highlights. Web Site: <http://factfinder.census.gov>. Accessed on April 9, 2007.

U.S. Census. 2005. U.S. Census Bureau American Fact Finder, Benton County Washington, Census 2005 American Community Survey Data Profile Highlights. Web Site:

<http://factfinder.census.gov>. Accessed on April 9, 2007.

Benton County Homepage, 2007. Benton County. Web Site:

[http://www.co.benton.wa.us/html/county\\_history.htm](http://www.co.benton.wa.us/html/county_history.htm). Accessed on August 16, 2007

City of Prosser Homepage, 2007. Prosser Birthplace of Washington Wine Industry. Web Site:

<http://www.cityofprosser.com>. Accessed August 16, 2007

City of Benton City Homepage, 2006. City of Benton City. Web Site: <http://www.ci.benton-city.wa.us/index.htm>. Accessed August 16, 2007

### **List of Preparers**

This environmental assessment was prepared by an Interdisciplinary Team of various resource specialists. Some specialists conducted field trips to this or adjacent parcels to gather site-specific data to include in this analysis. Others were responsible for proposal review during the environmental analysis process. Resource specialists who assisted or contributed to the resource analysis and preparation of this environmental assessment are:

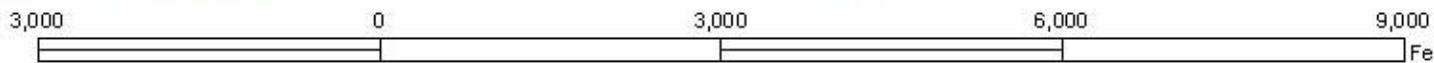
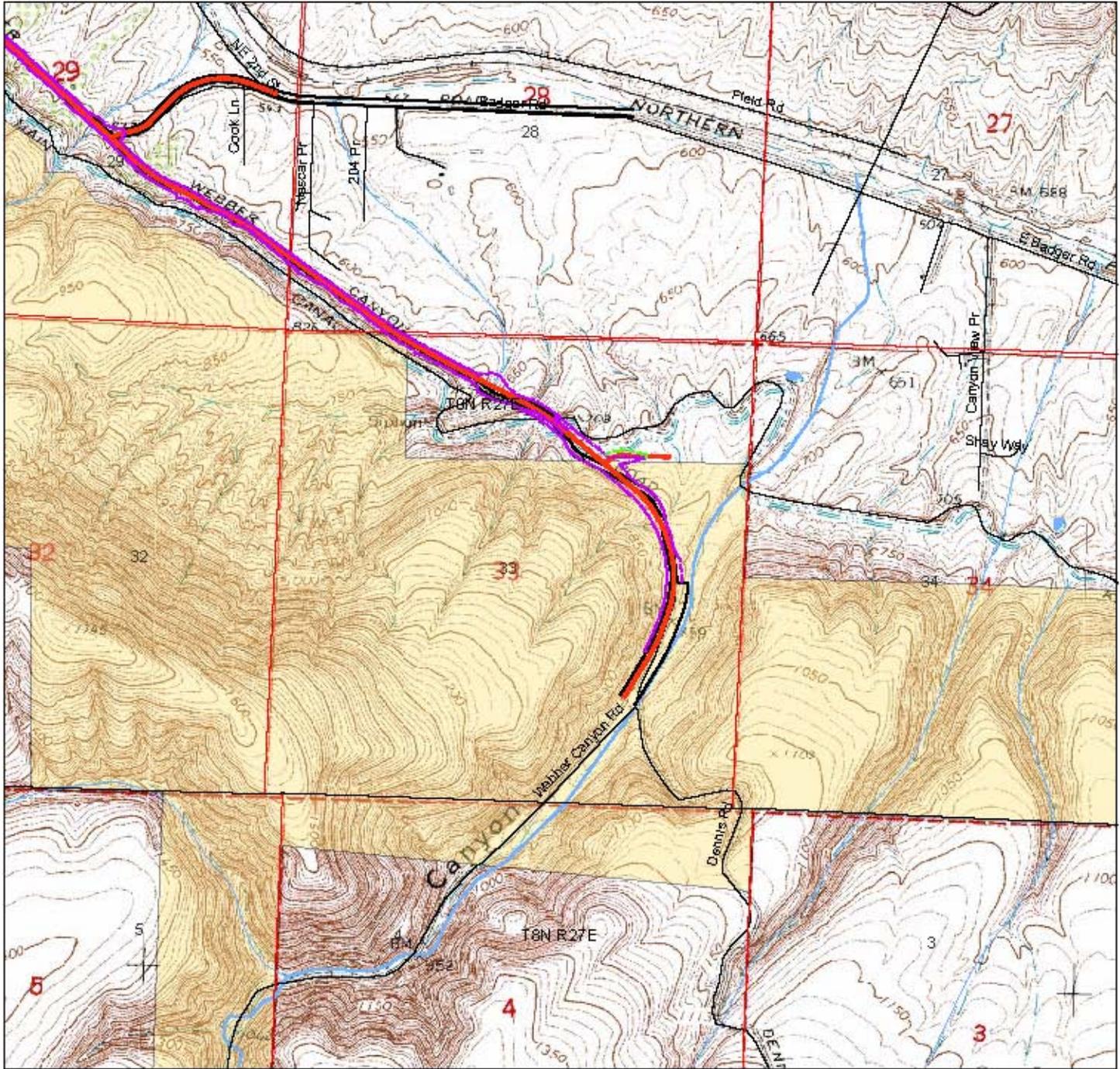
- Debbie Plummer, Outdoor Recreation Planner-Acting
- Diane Stutzman, Botanist
- Lakisha Sloan, Realty Specialist, Team Lead
- Scott Pavey, District Planner and Environmental Coordinator
- Richard Bailey, District Archaeologist
- T. Michael Sweeney, Geologist
- Abbey Shuster, Wildlife Biologist
- Robert Troiano, SWA Coordinator

# Benton County

Webber Canyon Rd Amendment -- WAOR-53144



Contour Interval 40 Feet



1:20,153

- Existing ROW
- Proposed Centerline
- Proposed Construction Easement
- Proposed ROW
- Lakes
- Major Streams
- All Streams
- Water Bodies
- BLM Lands

Willamette Meridian, Benton County, Washington  
 T. 9 N., R. 27 E., Section 33, Por of S 1/4 NE 1/4, Por of NE 1/4 SE 1/4.  
 (15.43 acres more or less)



This map was prepared by the Bureau of Land Management in accordance with the National Map Accuracy Standards. The information on this map is derived from various sources. The information may contain inaccuracies or omissions. The product is developed through digital means and may be updated without notification.

## Project Area



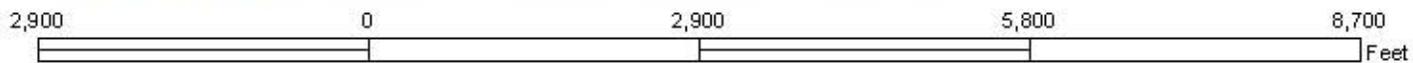
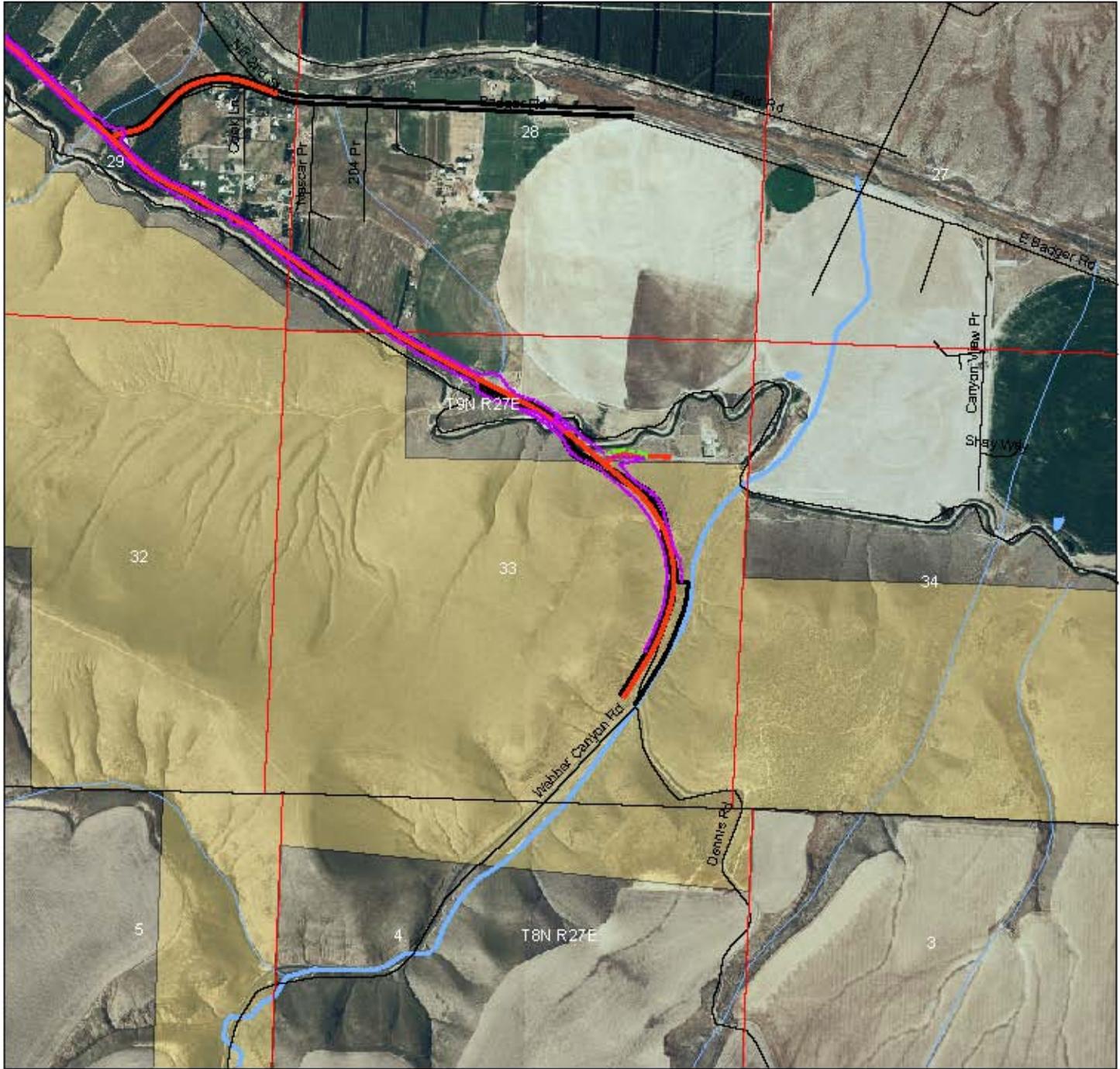
WASHINGTON

# Benton County

Webber Canyon Rd Amendment -- WAOR-53144



Contour Interval 40 Feet



1:20,153

- Existing ROW
- Proposed Centerline
- Proposed Construction Easement
- Proposed ROW
- Lakes
- Major Streams
- All Streams
- Water Bodies
- BLM Lands

Willamette Meridian, Benton County, Washington  
T. 9 N., R. 27 E., Section 33, por of S½NE¼, por of NE¼SE¼.  
15.43 acres more or less)



This document is made by the Division of Land Management and is for informational purposes only. It is not intended to be used as a legal document. The information contained herein is for informational purposes only. The information may not be used for any other purpose. The product is developed through digital means and may be updated without notification.

## Project Area



WASHINGTON