# Categorical Exclusion Determination

Bonneville Power Administration
Department of Energy

**Proposed Action:** Ross Complex Bridge and Speed Feedback Sign Project

**Project Managers:** Les Lasher, NWM-4 and Mike Hahn, NWM-PSB-2

**Location:** Clark County, Washington

**Categorical Exclusion Applied (from Subpart D, 10 C.F.R. Part 1021):** B1.13 Pathways, short access roads, and rail line and B2.5 Facility safety and environmental improvements.

**Description of the Proposed Action**: BPA proposes to construct short sections of road and a bridge to span over the Portland Vancouver Junction (PVJ) Railroad and install a speed feedback sign system within BPA's Ross Complex in Vancouver, Washington. The bridge is needed to provide a direct connection between BPA's Cold Creek equipment storage yard and the Ross Complex to reduce potential traffic hazards and material/equipment transit times. The speed feedback sign system is needed to slow vehicular traffic at a cross walk on NE Ross Street within the Ross Complex.

The bridge would span the PVJ railroad and link Ross Complex and the Cold Creek Yard (an isolated lay-down storage area for the Ross Warehouse). The bridge would consist of a two-way, single span bridge set atop spread footings, shaft foundations, or pile-driven foundations. The two spread footings would each be about 50 feet long (for the width of the bridge driving surface), 14.5 feet wide and 4 feet deep. Shaft foundations would consist of 3 foot diameter by about 30 to 60 feet deep drilled shafts backfilled with concrete. Pile-driven foundations (sheet or pipe) would be similar in depth to drilled shafts, but would be composed of steel. The top portions of the spread footings, shaft foundations or pile-driven foundations would support the bridge. Geotechnical borings within the proposed footing/foundation footprints would determine which type would be used.

Since the railroad sits in a gully where it crosses through the proposed bridge site and because the southern road approach is lower in elevation than the northern approach, fill would be required on the southern side to maintain a moderate slope leading to the bridge while also providing the required railroad clearance from the bottom of the bridge.

South of the bridge, about 250 feet of new road would connect the bridge to NE North Road at its intersection with 15th Street. On the north side, about 120 feet of new road would connect the bridge to the Cold Creek Yard. The overall length of the two road approaches and bridge is about 400 feet. Additionally, about 200 feet of gravel access road would be constructed just west of the southern bridge entry to provide a connection to an existing access road that runs parallel to the railroad. A stormwater system to collect runoff from the new roads and bridge also would be constructed.

Disturbance would result from excavation for the bridge footings and stormwater system, road grading, movement of vehicles and heavy equipment, organics/soil/debris removal, tree removal (about 10 trees), and the addition and compaction of fill materials. The total area of land disturbance for the

bridge project including construction-related temporarily disturbed areas would be approximately 2 acres.

The speed feedback sign system within Ross Complex would consist of installing one street light pole, a junction box, underground lighting conduit, and two radar driver speed feedback signs along NE Ross Street. The street light pole footing would be 2 feet in diameter by 4 feet deep. The junction box would be 22 inches long and 17 inches wide and would be installed below ground. The underground light conduit would be installed in a 6-inch wide trench reaching a length of approximately 300 feet. The two speed feedback signs would have footing dimensions of 2 feet in diameter by 4 feet deep.

Disturbance would result from footing excavation for the light pole, junction box, conduit, and speed feedback signs. There also may be movement of vehicles and heavy equipment. The total area of land disturbance would be approximately 0.5 acres.

**Findings**: In accordance with Section 1021.410(b) of the Department of Energy's (DOE) National Environmental Policy Act (NEPA) Regulations (57 FR 15144, Apr. 24, 1992, as amended at 61 FR 36221-36243, July 9, 1996; 61 FR 64608, Dec. 6, 1996, 76 FR 63764, Nov. 14, 2011), BPA has determined that the proposed action:

(1) fits within a class of actions listed in Appendix B of 10 CFR 1021, Subpart D (see attached Environmental Checklist);
(2) does not present any extraordinary circumstances that may affect the significance of the environmental effects of the proposal; and
(3) has not been segmented to meet the definition of a categorical exclusion.

Based on these determinations, BPA finds that the proposed action is categorically excluded from further NEPA review.

*/s/ Tish Eaton*
Tish Eaton
Environmental Protection Specialist

Concur:

*/s/ Stacy L. Mason* Date: *January 21, 2016*
Stacy L. Mason
NEPA Compliance Officer

Attachment: Environmental Checklist

# Categorical Exclusion Environmental Checklist

This checklist documents environmental considerations for the proposed project and explains why the project would not have the potential to cause significant impacts on environmentally sensitive resources and would meet other integral elements of the applied categorical exclusion.

**Proposed Action:** Ross Complex Bridge and Speed Feedback Sign Project

## Project Site Description

Ross Complex, located within the city of Vancouver, WA, is a BPA fee-owned, industrial property managed to support transmission services. The proposed project sites are in areas of previously disturbed soils from industrial and traffic uses. Topography in the speed feedback sign area is gently sloping with vegetation consisting of ornamental shrubs and trees. At the bridge site the railroad travels through a gully; vegetation on the gully sides consists of non-native vegetation with four small to medium trees on the south side and six large trees on the north side. The area just to the west of the bridge site contains remnants of recent slide activity. High voltage transmission lines cross through or near both project sites.

The west side of the bridge footprint is adjacent to and possibly slightly within an area that contains contaminants (Institutional Control Area #4 (ICA)).

## Evaluation of Potential Impacts to Environmental Resources

| Environmental Resource Impacts | No Potential for Significance | No Potential for Significance, with Conditions |
|---|---|---|
| 1. **Historic and Cultural Resources** | ☑ | ☐ |

Explanation: Findings of no historic properties affected with concurrence from WA DAHP: for the bridge site (1/5/2016) and for the speed feedback sign site (12/17/15). In the event any archaeological material is encountered during project activities, the following actions should be taken:

- Stop work in the vicinity and immediately notify the BPA environmental lead so that a BPA archaeologist, appropriate BPA project staff, interested tribes, Washington SHPO, and the appropriate local, state, and federal agencies may be notified.

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| 2. **Geology and Soils** | ☑ | ☐ |

Explanation: Expect soil disturbance on already disturbed sites using conventional earth moving equipment; soil layers have been previously rearranged; erosion control measures and best management practices would be implemented to reduce dust.

- Stockpile material removed from ICA #4 on 6 mm thick plastic or approved equivalent for transport to landfill and develop a plan to prevent rainfall from contacting ICA materials. Contact Andrew Chang at abchang@bpa.gov or 503-956-3044 to coordinate disposal of ICA materials.

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| 3. **Plants** (including federal/state special-status species) | ☑ | ☐ |

Explanation: No federal or state status species on either site; no habitat present.

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| 4. **Wildlife** (including federal/state special-status species and habitats) | ☑ | ☐ |

Explanation: Both sites lack required habitat conditions to support wildlife habitat or federal or state status species. No known Washingon State special status wildlife species would be affected.

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| 5. **Water Bodies, Floodplains, and Fish** (including federal/state special-status species and ESUs) | ☑ | ☐ |

Explanation: There are no water bodies within or near either site. Neither site is located in a floodplain nor near water so fish are not present.

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| 6. **Wetlands** | ☑ | ☐ |

Explanation: There are no wetlands within or near either site.

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| 7. **Groundwater and Aquifers** | ☑ | ☐ |

Explanation: No new wells or use of ground water is proposed for either project.

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| 8. **Land Use and Specially Designated Areas** | ☑ | ☐ |

Explanation: All work would be conducted in an existing industrial area. All proposed ground disturbing actions would follow best management practices.

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| 9. **Visual Quality** | ☑ | ☐ |

Explanation: Views of the bridge and speed feedback signs would be visually consistent with existing views of equipment, vehicles, and materials stored within Ross Complex.

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| 10. **Air Quality** | ☑ | ☐ |

Explanation: Anticipate insignificant amounts of dust and vehicle emissions due to project actions. Conventional earth moving equipment would be operated. All proposed ground disturbing actions would follow best management practices to reduce the release of dust and vehicle emissions.

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| 11. **Noise** | ☑ | ☐ |

Explanation: Temporary construction noise to occur during daylight hours. Operational noise levels would not change. City of Vancouver noise ordinances would be followed.

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| 12. **Human Health and Safety** | ☑ | ☐ |

Explanation: All proposed construction would follow city and state construction requirements and include following best management practices to reduce impacts to human health and increase safety awareness. Collect, remove, and legally dispose of any construction waste, fill material unsuitable for grading and backfilling, and contaminated fill material off-site in accordance with the policies and procedures prescribed by BPA's Pollution Prevention & Abatement group, Ross Hazardous Materials facility permit, Ecology, and EPA.

## Evaluation of Other Integral Elements

The proposed project would also meet conditions that are integral elements of the categorical exclusion. The project would not:

☑ Threaten a violation of applicable statutory, regulatory, or permit requirements for environment, safety, and health, or similar requirements of DOE or Executive Orders.

Explanation, if necessary:

☑ Require siting and construction or major expansion of waste storage, disposal, recovery, or treatment facilities (including incinerators) that are not otherwise categorically excluded.

Explanation, if necessary:

☑ Disturb hazardous substances, pollutants, contaminants, or CERCLA excluded petroleum and natural gas products that preexist in the environment such that there would be uncontrolled or unpermitted releases.

Explanation, if necessary: ICA #4, located adjacent to and possibly slightly within the bridge footprint, contains contaminated materials. However, there would be no uncontrolled or unpermitted releases of hazardous substances, pollutants, or contaminants during construction of the bridge and roads because all materials potentially disturbed within the ICA would be stockpiled and disposed of properly.

☑ Involve genetically engineered organisms, synthetic biology, governmentally designated noxious weeds, or invasive species, unless the proposed activity would be contained or confined in a manner designed and operated to prevent unauthorized release into the environment and conducted in accordance with applicable requirements, such as those of the Department of Agriculture, the Environmental Protection Agency, and the National Institutes of Health.

Explanation, if necessary:

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**Landowner Notification, Involvement, or Coordination**

All proposed work for the bridge and speed feedback signs is within the Ross Complex on BPA-fee owned property.

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Based on the foregoing, this proposed project does not have the potential to cause significant impacts on any environmentally sensitive resources.

Signed: */s/ Tish Eaton*
Tish Eaton – ECT-4

Date: *January 21, 2016*