



U.S. Department
of Transportation

**Federal Highway
Administration**

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November 17, 2014

Refer to: HFL-17

CATEGORICAL EXCLUSION
for
WA RRP RIDG 100(2) River S Bridge Replacement

INTRODUCTION

The Federal Highway Administration Western Federal Lands Highway Division (FHWA) in partnership with the U.S. Fish and Wildlife Service (USFWS) is proposing to improve access by replacing a deficient bridge with a new bridge over Lake River to provide access to the River S Unit of the Ridgefield National Wildlife Refuge (NWR). The project addresses identified safety and mobility issues of the current crossing of Lake River to access by emergency, commercial, and private vehicles to the Ridgefield NWR River S Unit. , The bridge is considered deficient; based upon an at-grade rail crossing with potential for inadequate emergency access, a single lane bridge with impaired site distance, and a bridge foundation in a state of advanced deterioration due to wood rot and is nearing the end of its service life.

In 2010, the USFWS published a Comprehensive Conservation Plan (CCP) for the Ridgefield Wildlife Refuge. The CCP included a Transportation Access Study completed by the FHWA; that study was a preliminary review of alternatives providing access improvements to the River S Unit. Chapter 2 of the CCP identified a concept to remove the existing bridge and providing a new access point to the River S Unit, including a 2-lane bridge and 1-mile entrance road. In 2011, the USFWS requested FHWA's Western Federal Lands Division office in Vancouver, Washington to lead the process for the River S Unit Access Project in compliance with the National Environmental Policy Act (NEPA). FHWA developed a full range of alternatives to address access-related problems to the River S Unit and vetted the alternatives through the NEPA public process. This process provided the information necessary to produce the *Level 1 Alternatives Screening* document which is enclosed as Attachment A to this Categorical Exclusion. This document analyzed the existing conditions of the current access location as well as identified specific alternative locations to provide long term access to the River S Unit, and then provided the rationale why the alternative did or did not meet the project purpose and/or specific criteria.

As the NEPA process progressed, it was determined that the project did not individually or

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cumulatively have significant environmental impacts and could be assessed through a Categorical Exclusion. During the extensive public process no substantial controversy on environmental grounds was voiced by the public. As the project progressed, funding constraints reduced the project scope to replacing the existing bridge with a new bridge with a grade-separated railroad crossing which qualifies as a Categorical Exclusion under 23 CFR 771.117(d)(3).

This project is being developed as part of the Federal Lands Transportation Program (FLTP) of the FHWA Public Lands Highway Program, which is financed by the Federal Highway Trust Fund. FHWA is the lead agency in addressing NEPA compliance for this construction project. In addition to being the lead agency, FHWA provides USFWS with technical support, which includes designing the project. USFWS is a cooperating agency because the bridge is under their administration within the Ridgefield NWR.

PURPOSE AND NEED

The purpose of this action is to provide for long-term access that addresses visitor demand and meets the operational and management needs of the Ridgefield NWR Complex. When compared to the no-build alternative, the proposed action is intended to achieve the following objectives: a) improve the reliability and mobility of public access to and from the River 'S' Unit, b) improve the USFWS's ability to efficiently carry out their operations consistent with their management goals within the Ridgefield Refuge Complex, and c) provide for a transportation solution that is sustainable for the resources on the refuge and the community of Ridgefield.

The specific needs to be addressed by the proposed action include:

Reliability of Long Term Public Access to River 'S' Unit: The existing road and bridge were constructed sometime in the late 1950's. The single lane road and bridge are narrow and passage can be difficult for the passenger vehicles and buses accessing the River 'S' Unit. Access to the River 'S' Unit has been closed several times to conduct major repairs to the road and bridge and to allow heavier equipment to pass without conflicting with passenger vehicles. When constructed, the existing timber bridge had an anticipated life span of about 40 years. The bridge now requires routine maintenance and due to the extent of deterioration of the foundation piles major reconstruction in the short term will be necessary to keep the bridge open to the public. These routine repairs can have undesirable environmental impacts and impede the ability of the public to access the refuge. In order to maximize the federal transportation funds available, long term solutions to access the River 'S' Unit were examined.

Continuity and Efficiency in Refuge Operations: The USFWS maintains over 7,000 acres in the Ridgefield National Wildlife Refuge Complex. The USFWS is mandated by law to manage refuge lands. These lands require routine maintenance operations in order to provide the highest quality of wildlife habitat possible. These operations include, grazing, mowing, invasive species removal, tree planting, manipulating wetland water levels, delivery of goods and materials, and regulating visitor and hunter use. Heavy equipment (farm tractors and implements and trucks with trailer equipment) is used to conduct refuge operations. All of the heavy equipment used to

conduct these operations are stored on the Bachelor Island Unit, accessible only by the River 'S' Unit bridge and road. Due to the single lane bridge, public traffic on the River 'S' Unit can be in conflict with the USFWS's ability to efficiently carry out their operations.

Sustainable Transportation Solution: The Ridgefield National Wildlife Refuge draws over 120,000 visitors per year (CCP, 2009). In 2012, there were approximately 73,000 visitors to the River 'S' Unit with 75,000 anticipated in 2013. Traffic on the auto tour route has been increasing and is expected to continue to increase over the next 15 years (CCP). A goal of the project is to maintain the Auto Tour Route to support a maximum of 200 vehicles on peak days. While visitation is expected to increase, the USFWS has identified goals and objectives to ensure the quality of the experience on the refuge and the habitat itself can be preserved. A transportation facility that is both economically and environmentally sustainable is needed for the refuge to provide safe, accessible, and high quality wildlife-dependent recreation over the long term. Key elements of a sustainable transportation solution for the Refuge include reducing operations and maintenance expenses associated with the existing bridge, accommodating the projected increase in visitation and vehicle traffic, and encouraging non-vehicular access by enhancing pedestrian and bicycle connectivity between the River 'S' Unit and the community.

ALTERNATIVES EVALUATED

A total of 7 different alternatives were evaluated under a Level One Screening process. There were 23 options assessed under those 7 original alternatives. The alternatives and screening criteria were posted on the FHWA website for public comment as well as an open house was held on January 31, 2013. Those attending were provided an opportunity to review the alternatives and criteria and weigh in on whether there are additional alternatives or criteria that should be considered. FHWA conducted the following studies: Traffic Impact Assessment of potential new River S access locations, Railroad Crossing Study, Existing Bridge Evaluation and a Lake River Navigation Study (i.e. Coast Guard Bridge Navigation Bridge Clearance assessment). These studies, together with the public input, helped to refine the alternatives screening process (Attachment A) and led to the selection of a preferred alternative, described below as the proposed action.

PROPOSED ACTION

The project will replace the existing, trestle-style River S Bridge with a new bridge immediately to the south of the existing bridge. The new structure will be a four-span bridge supported on drilled shaft piers. It will be approximately 500 feet long to span both the US Coast Guard navigation channel of Lake River and the Burlington Northern Santa Fe (BNSF) railroad tracks east of the bridge. Each bent will be founded on large-diameter drilled shafts that will be sufficiently embedded within the soil for structure stability. Up to four large diameter shafts will be drilled at depth in Lake River (estimated 50 to 80 feet below ground line). Two piers (Pier 1 and Pier 2) will be placed in the river channel, with a third pier outside of the river channel on the eastern streambank to support the railroad overcrossing portion of the bridge. Bridge abutments will be setback from the edge of Lake River about 50 feet to the west and 200 feet to the east. The total bridge width could be up to 32 feet wide, and will include two travel lanes

plus a pedestrian walkway. The bridge superstructure will be built of precast concrete girders with a cast-in-place deck. Construction requires the use of two temporary work platforms installed on each streambank to build the mid-channel piers. At the contractors' discretion, the two work platforms could be connected across Lake River, but this would trigger a separate US Coast Guard bridge permit for this connection. The existing bridge will be demolished and removed once the new bridge has been constructed and is open for public use.

PUBLIC INVOLVEMENT

Public outreach began early in the planning of this project. In 2009, the USFWS published its Comprehensive Conservation Plan (CCP) for the Refuge. The CCP included a Transportation Access Study completed by the FHWA; that study was a preliminary review of alternatives for providing access improvements to the River S Unit. The USFWS selected a new access to the River S Unit in its final CCP, meaning a new access point for River S was desired. A specific location for this access was not selected in the CCP.

In 2011, the USFWS requested that the FHWA lead the River S Unit Access Project under the National Environmental Policy Act (NEPA). By building upon past planning efforts and through an Environmental Assessment (EA) process, the FHWA would produce an in-depth transportation analysis to assess the current access location and identify specific alternative locations to the River S Unit. With this effort, the FHWA intended to engage in a public scoping process under NEPA by which to develop the purpose and need and full range of alternatives to deal with access-related problems to the River S Unit. A draft purpose and need was developed and posted to the project website in December 2012. Public comments were sought on the draft purpose and need but none were received. Several comments made by the public on the proposed action were made in general terms and not specific to the purpose and need. The project website provided an overview of the proposed action and invited the public at large to provide comments on the purpose and need for the action. A questionnaire was posted on the project website for anyone to answer questions and provide their input.

Key stakeholders were also identified early on and were interviewed using the same questionnaire available on the website. Interviews were conducted from December 2011 through March of 2012 to gather feedback and unique perspectives prior to the project beginning in earnest. Stakeholders were selected to represent a cross-section of views and concerns regarding the project or area. The stakeholders comprised 34 community members and interested parties who represented a broad range of perspectives; some of stakeholders interviewed were: Port of Ridgefield, City of Ridgefield, Ridgefield Market, Taverner Ridge Home Owners Association, residents of McCuddy's Marina, Friends of the Ridgefield Refuge, Burlington Northern Santa Fe Railroad, Clark County School Districts, Clark County Fire and Rescue, Washington Department of Transportation and the Washington Department of Ecology.

Stakeholders that were interviewed would like to see the access to the River S Unit and the Refuge improved to increase tourism and economic development. The stakeholders involved recognized that while increased visitation and tourism may bring economic benefits, there are

also potential impacts to plan for and address. Generally, it was acknowledged the existing access to the River S Unit of the Refuge is inadequate and there are multiple safety and longevity concerns for the approach via the access road and the bridge across Lake River. In general, the stakeholders agreed it would be beneficial to provide a route to the River S Unit that draws tourism through the City of Ridgefield downtown core, provides safe access for vehicles as well as pedestrians and bicyclists, closes the at-grade rail crossing (eliminating the need for train whistles), ties into the regional trail system, and above all protects the Refuge as a major tourism attraction and habitat sanctuary. The stakeholders did identify concerns with potential increases in traffic and pollution, inadequate parking, and environmental impacts to the habitat and Refuge.

An open house was held from 4-6 p.m. on Thursday, January 31, 2013, at the Ridgefield Community Center, 210 North Main Avenue, in Ridgefield, Washington. Twenty-one attendees signed in and viewed the project materials. The open house was promoted via an e-mail to 448 recipients in the project mailing list, which included regional media contacts, including: *The Oregonian*, *The Portland Business Journal*, *The Seattle Times*, *The Columbian*, *Vancouver Business Journal*, and the *Battle Ground Reflector*.

The purpose of the open house was to obtain comments on the range of alternatives and the screening process. Project staff members were available to present information, answer questions, and gather input from attendees regarding the project's purpose and need and screening criteria. Attendance consisted of citizens at large as well as agency staff representing the City of Ridgefield, US Coast Guard, US Fish & Wildlife Service and Federal Highway Administration. No formal comments were submitted during the open house.

ENVIRONMENTAL ACTIVITIES

FHWA is the lead agency in addressing NEPA compliance for this road improvement project.

MATERIAL, DISPOSAL AND STAGING AREAS

There are no government provided material sources. Within the project limits, there are staging or storage areas that FHWA has completed the requisite environmental clearance and is available for the contractor to use. Should other sites be chosen by the contractor those sites must result in actions that: a) will have no effect on properties on or eligible for listing to the National Register of Historic Places; b) will have no effect on federally-listed threatened or endangered species or critical habitat protected under the Endangered Species Act, and c) will not encroach into waters of the U.S. or wetlands protected under the Clean Water Act. Should the contractor elect to use a non-commercial or expanded commercial site, the contractor will be responsible for conducting environmental evaluation of the site. FHWA will not approve use of any site until these conditions are met.

ANCILLARY SITES

There may be some construction activities that will take place outside the construction limits that will require ground disturbance, occupation, clearing, or could result in some environmental impacts. Such activities may be material extraction, material wasting, water retrieval, staging, etc. These activities will take place at either commercial or non-commercial sources.

Commercial sources are established, have provided material to public and private entities on a regular basis over the last two years, have appropriate state and local permits, and do not require expansion outside their currently established and permitted area. Should non-commercial sites be chosen by the contractor or if the project requires expansion of a commercial site outside of its currently-permitted boundary, the contractor will be responsible for conducting environmental evaluation of the site.

NATIONAL HISTORIC PRESERVATION ACT SECTION 106

Archival research and field survey for cultural resources subject to Section 106 process of the National Historic Preservation Act of 1966 was conducted on several land parcels pertaining to the River S Unit Access Road Project and the Carty Unit Pedestrian Access Project on or adjacent to the Ridgefield National Wildlife Refuge, Clark County, Washington. The report, *“Cultural Resources Identification for the River S Unit Access Road and Carty Unit Pedestrian Trail on the Ridgefield National Wildlife Refuge, Clark County, Washington”* revealed no cultural resources subject to Section 106 processes, or any identified traditional cultural resource. It was recommended that the River S Unit Access Road Project and the Carty Unit Pedestrian Access Project proceed.

The USFWS conducted a review of the report and applied the Programmatic Agreement and the 36CFR800 regulations that implement Section 106 of the National Historic Preservation Act (NHPA) and has determined that the property on the Carty and River S Units project is a “no historic properties affected” outcome 36CFR800.4(d)(1). The “no historic properties affected” determination was reached when the cultural resource survey found no historic properties present and consultation requests with the area tribes did not draw comment. USFWS has retained a bridge historian to conduct research of the existing bridge to determine if it is eligible for listing on the National Register of Historic Places (NRHP). A report completed October 24, 2014 concluded the bridge does not meet eligibility criteria for consideration as a historic property. Additionally, no archaeological evidence was identified during the survey. Removing the structure would be considered a No Historic Properties Affected outcome. This report has been submitted to the Washington Department of Archaeology and Historic Preservation (DAHP). Concurrence October 29, 2014 with the report findings anticipated within thirty (30) days.

The USFWS consulted with the Confederated Tribes of Warm Springs, the Cowlitz Indian Tribe and the Chinook Nation. In May, 2014 the Tribes were provided the report, *“Cultural Resources Identification for the River S Unit Access Road and Carty Unit Pedestrian Trail on the Ridgefield National Wildlife Refuge, Clark County, Washington”* that was prepared for Section 106 compliance with NHPA. No comments on the report were received by

USFWS. Additionally, in December, 2012 USFWS mailed the Tribes the results of the selected range of alternatives for the River 'S' Access Alternatives Study for their review and comment. No comments were received. FHWA will coordinate with the tribes if any comments are received after the date of this decision document.

ENDANGERED SPECIES ACT

Section 7 of the Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) for marine and anadromous species, and the US Fish and Wildlife Service (USFWS) for freshwater species and wildlife, if there is a proposed "action" that may affect ESA-listed species or their designated critical habitat. NMFS and USFWS have identified that the Lower Columbia River Coho Salmon, Lower Columbia River Chinook Salmon, Columbia River Chum Salmon, Lower Columbia River Steelhead and Eulachon (all listed threatened) and the Bull trout (listed threatened), Northern Spotted owl, Streaked Horned-lark, Golden paintbrush, Water howelia (all listed threatened) and the Columbian White-tailed Deer (listed endangered) and Bradshaw's desert parsley (listed endangered) may occur in the project area.

FHWA conducted a review of existing literature and scientific data, interviews with experts, and on-site field investigations to gather site-specific information on the presence of listed and candidate species. Project activities were evaluated to determine potential impacts to ESA-listed and candidate species and habitats. FHWA prepared a biological assessment report for the species under NMFS jurisdiction and entered into formal consultation under Section 7 of the Endangered Species Act (ESA) with NMFS on July 24, 2014. Juvenile salmon and steelhead may occur in low numbers in Lake River during construction. The in-stream pile driving window (June 1 – September 15) occurs when water temperature in Lake River is greater than 18° C. The presence of juvenile anadromous salmonids rearing in the project area is unlikely, but not discountable. Therefore, the biological assessment report concluded with a determination of "May Affect and is Likely to Adversely Affect" Lower Columbia River Chinook, Lower Columbia River Coho and Lower Columbia River Steelhead. The biological assessment also determined that the proposed project "May Affect and is Not Likely to Adversely Affect" Columbia River Chum and Eulachon. It is anticipated a Biological Opinion for this project will be issued by NMFS late December, 2014. The Biological Assessment submitted to NMFS identified and described Conservation Measures (identified and described within this Categorical Exclusion document as "Mitigation Measures"). FHWA has had ongoing communication with NMFS staff on this consultation. It is not anticipated additional Conservation Measures will be prescribed by NMFS that will change the current proposed project.

The Ridgefield NWR biologists are conducting inter-agency Section 7 ESA consultation with the Ecological Services branch of USFWS. It is anticipated Ecological Services will formally concur on the determination the proposed action will have "no effect" on bull trout, Northern Spotted owl, Streaked Horned-lark, Golden paintbrush and Water howelia. USFWS Ecological Services concurred with the Ridgefield NWR staff determination that under ESA the project will have a

“May Affect, Not Likely to Adversely Affect” for Columbian White-tail Deer. It is anticipated formal concurrence with these findings under ESA will occur in late November, 2014.

USDOT ACT OF 1966 – SECTION 4(f)

Section 4(f) of the Department of Transportation Act of 1966 affords protection to publicly-owned parks, recreation areas, and wildlife and waterfowl refuges as well as publicly or privately-owned historic properties. Under Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) amended existing Section 4(f) legislation at both Title 49 U.S.C Section 303 and Title 23 U.S.C. Section 138, simplified the process and approval of projects that have only *de minimus* impacts on lands impacted by Section 4(f). Under the new provisions, once the US DOT determines that a transportation use of Section 4(f) property results in a *de minimus* impact, analysis of avoidance alternatives are not required and the Section 4(f) evaluation process is complete.

A determination of *de minimus* impact on parks, recreation areas, and wildlife and waterfowl refuges, may be made when all three of the following criteria are satisfied:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource; and
3. The official(s) with jurisdiction over the property are informed of U.S. DOT's intent to make the *de minimus* impact determination based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

FHWA has determined the proposed project will have No Adverse Impact on the 4(f) resource. The Ridgefield NWR Refuge Manager concurred with FHWA's finding in a concurrence letter dated October 30, 2014. Public Notice to the 4(f) document was provided via a posting of the 4(f) documents on the Ridgefield NWR and FHWA Western Federal Lands Highway Division internet sites. An “email blast” was sent to all 448 email addresses from the mailing list of the Ridgefield NWR Comprehensive Conservation Plan (CCP) providing a link to the FHWA site with a request for comment by September 26, 2014. Comments received on the Public Notice were general in nature and not specific to the 4(f) resource.

EXECUTIVE ORDER 11990 PROTECTION OF WETLANDS

In accordance with Executive Order 11990, *Protection of Wetlands*, project consultants have evaluated the effects of the project activities on the wetlands. A wetland delineation was completed in July, 2013. A total of four wetlands were identified within the combined project areas for the River S Bridge replacement and Carty Unit Pedestrian Path. Wetlands in the River

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S Bridge replacement project have been delineated and will not be filled or reduced in size and function.

EXECUTIVE ORDER 13112 INVASIVE SPECIES

E.O. 13112 was issued to prevent the introduction of invasive species and provide for their control and to minimize the economic, ecological, and human health impacts that invasive species cause. Conservation measures have been identified to prevent and control the spread of noxious weeds.

EXECUTIVE ORDER 11988 FLOODPLAIN MANAGEMENT

Executive Order 11988 directs all federal agencies to refrain from conducting, supporting or allowing actions in floodplains unless it is the only practicable alternative. The FHWA requirements for compliance are outlined in 23 CFR 650 Subpart A. FHWA will coordinate with Clark County to demonstrate the project would meet the substantive requirements of the County's floodplain management program to be consistent with this E.O.

PERMITS

The following permits are forecasted for this project:

- A Bridge Permit (Section 9 of Rivers and Harbors Act of 1899, General Bridge Act of 1946) would be required from the US Coast Guard (USCG) as Lake River has been determined navigable waters of the US. A replacement bridge cannot make navigation conditions worse than existing conditions if the project is to receive a USCG bridge permit.
- A Clean Water Act Section 404 permit would be required from the US Army Corps of Engineers for the activity below Ordinary High Water (OHW) of Lake River to construct the foundation for a new bridge and remove the existing bridge as well as extend an existing culvert in an unnamed seasonal stream under the access road to the bridge.
- A Clean Water Act Section 401 Water Quality Certification would be required through the 404 permit to ensure water quality standards are met as a result of authorizing discharge into waters of the US under the 404 permit and would be issued by the Washington Department of Ecology (WDOE).
- The project is expected to disturb more than one acre, a National Pollutant Discharge Elimination System (NPDES) Nationwide 1200C permit would be required from the Environmental Protection Agency and WDOE.
- A Right of Entry Permit would be required from the City of Ridgefield for access and use of City property during construction of the new bridge. The project will coordinate with the City of Ridgefield to demonstrate the project would meet the substantive requirements of the Washington Shoreline Management Act, and thereby allow the City to issue a Right of Entry Permit to FHWA.

MITIGATION MEASURES

The following mitigation measures would minimize the degree and/or severity of adverse effects and would be implemented during the project:

General conditions

- Install high-visibility construction fencing to avoid unintended impacts to sensitive areas. Implement an Engineer-approved Spill Prevention Control and Countermeasures (SPCC) plan to guard against the release of any harmful pollutant or product. Maintain a current copy of the approved SPCC plan on-site for the duration of the project and no work or staging shall occur prior to implementing the plan. The approved SPCC plan provides site- and project-specific details identifying potential sources of pollutants (e.g. creosote treated timber), exposure pathways, spill response protocols, protocols for routine inspection fueling and maintenance of equipment, preventative and protective equipment and materials, and emergency notification and reporting protocols.
- An Erosion Control and Sedimentation Plan will be incorporated into the construction plans to be implemented by the contractor during construction. Contractor is to install and maintain the appropriate temporary erosion and sediment control measures to avoid and minimize affects to waterbodies and wetlands resulting from clearing, grading, management of site drainage, and related activities.
- Clean and inspect all equipment to be used for the construction activities prior to arriving at the project site. Ensure no potentially hazardous materials are exposed, no leaks are present, and that equipment is properly functioning.
- Operation of construction equipment used for project activities shall occur from on top of a floating barge or work bridge, existing roads or the streambank (above OHWM).
- Use only vegetable-based oils in hydraulic lines for any equipment operating below the water surface.
- All pumps used to collect water from Lake River will employ fish screening to avoid the impingement and entrainment of juvenile salmonids according to NMFS 2008.
- Implement a system or plan to ensure containment of materials, wastes, or debris resulting from bridge construction and demolition. Any treated wood wastes from the old bridge will be disposed at a properly permitted disposal site.

Pile driving

- Impact hammer pile driving shall occur during an in-water work window of June 1 to September 15.
- Use of In-water vibratory piling for pile installation or removal may occur at any time.
- Install temporary piling for work bridge by using a vibratory pile driver to drive pile to the point of practical refusal before switching to an impact hammer for pile proofing. This will reduce the number of pile strikes by upwards of 90 percent.
- When using impact hammer to proof piles surround the pile being driven with a bubble curtain, as described in NMFS and USFWS (2006, Appendix A), that must distribute small air bubbles around 100% of the pile perimeter for the full depth of the water column. Prepare Water Quality Sampling Plan for conducting water quality monitoring according to the Washington 401 Water Quality Certification issued for the project.

Drilled shaft installation

- Use casing to installation to contain and isolate the drilled shaft work area from the active flow of Lake River. Install casing using vibratory driver or casing oscillator.
- The casing will be slowly lowered through the water column thereby allowing adult fish to move out of the way to minimizing fish entrapment.
- Pump waste water and process water from drilled shaft installation to upland area or containment area for later disposal in accordance with permit requirements.

Piling removal

- When the existing bridge is no longer used for transportation purposes, it shall be removed in its entirety.
- Install a floating surface boom to capture floating surface debris, except in the Coast Guard defined navigation channel.
- Remove all derelict and unused piles from the project area.
- Dislodge the piling with a vibratory hammer or other similar means, when possible – never intentionally break a pile by twisting or bending.
- Lift the pile from the sediment and through the water column so as to not lose sediments adhered to the pile.
- Place the pile in a containment basin on a barge deck, work platform, or shoreline without attempting to clean or remove any adhering sediment. Pilings shall not be shaken, pressure cleaned, left hanging to dry or any other action intended to clean or remove the adhering material from the pile.
- If pile is intractable or breaks, cut the pile off at the sediment line.
- Dispose of all removed piles, floating surface debris, any sediment spilled on work surfaces, and all containment supplies at a permitted upland disposal site.

Barge use

- Any barge used as a work platform to support construction must be:
 - large enough to remain stable under foreseeable loads and adverse conditions;
 - inspected before arrival to ensure vessel and ballast are free of invasive species; and
 - secured, stabilized and maintained as necessary to ensure no loss of balance, stability, anchorage, or other condition that can result in release of a contaminant or construction debris.
- Anchor barges outside the Coast Guard defined navigation channel and only move barges where water depths are sufficient to avoid and minimize prop-wash and resulting turbidity.

Traffic

- To minimize road impacts the project will use the fill generated by the floodplain excavation, and thereby reduce the need to import borrow material.
- Time frames will be limited as to when bridge parts, equipment, concrete, and other materials are hauled in via local public roads.
- To minimize impacts to local public roads, some equipment or materials could also be transported into the project site via barge.

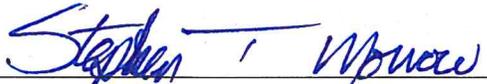
CONCLUSION

Consistent with the FHWA program management policy, and based upon the above considerations, FHWA has determined that this action (1) will not have a significant effect on the human environment and (2) falls within the category of actions covered by FHWA's categorical exclusion regulations and therefore meets the categorical exclusion definition contained in 40 CFR 1508.4. FHWA finds this work constitutes an action covered under the National Listing of Categorical Exclusions, 23 CFR 771.117(a) because: 1) the action will not induce significant impacts to planned growth or land use for the area; 2) the action will not require the relocation of any people; 3) the action will not have a significant impact on any natural, cultural, recreational, historic, or other resource; 4) the action will not involve significant air, noise, or water quality impacts; 5) the action will not have significant impacts on travel; and 6) the action will not otherwise, either individually or cumulatively, have any significant environmental impacts.

Typically this project would constitute an action within the National Listing of Categorical Exclusions, 23 CFR 771.117(c)(28) because it is a bridge replacement as well as construction of grade separation to replace an existing at-grade railroad crossing. This work does not qualify for the Categorical Exclusion listed in 23 CFR 771.117(c)(28) because the project needs a bridge permit from the U.S. Coast Guard and project effects cause a determination of "May Affect and is Likely to Adversely Affect" Lower Columbia River Chinook, Lower Columbia River Coho and Lower Columbia River Steelhead under ESA therefore the project constitutes an action within the National Listing of Categorical Exclusions, 23 CFR 771.117(d)(13).

In accordance with the National Environmental Policy Act and its implementing regulations, a Class II Categorical Exclusion is hereby selected as the appropriate environmental classification for this project.

RECOMMENDED BY:

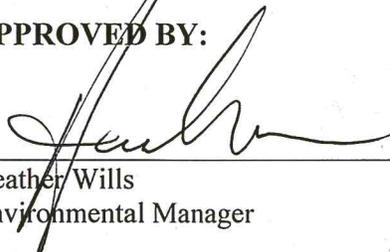


Steve Morrow
Environmental Protection Specialist

11-17-14

Date

APPROVED BY:



Heather Wills
Environmental Manager

11/17/14

Date

LEVEL 1 ALTERNATIVES SCREENING

Alternative Description	Would this alternative provide safe and reliable, long-term public access to the River S Unit?	Would this alternative provide safe and reliable, long-term, year-round access for Refuge operations and maintenance?	Would this alternative reduce conflicts between passenger vehicles, buses and refuge heavy equipment?	Would this alternative improve pedestrian and bicycle safety and connectivity for the public to the River S Unit?	Is this alternative economically feasible?	Is this alternative technically feasible?	Does this alternative involve any known major environmental issues?	Does this alternative minimize or avoid use of private ROW?	Would long-term O&M be feasible for this alternative?	Does this alternative maintain existing navigation uses?	Screen Out	Carry Forward
Existing Access Options												
A. No build.	●	●	●	●	○	○	○	○	○	○		✓
B. No improvement to the existing access road, install new RR crossing for 3 track system, and replace bridge.	○	○	●	●	○	○	○	○	○	○		✓
C. Improve existing gravel access road to a consistent 18 foot width, install new RR crossing for 3 track system, and replace bridge.	○	○	○	●	○	○	○	○	○	○		✓
D. Improve existing gravel access road to a consistent 18 foot width, grade separate road and RR, and replace bridge.	○	○	○	●	○	○	○	○	○	○		✓
Main Street Option												
A. Utilize WSDOT ROW (Viewshed Park) to extend Main Street over RR and Lake River with a new bridge and improve city streets to accommodate refuge traffic.	○	○	○	○	●	○	●	●	○	○		✓
B. Utilize WSDOT ROW (Viewshed Park) to extend Main Street (tangent) over RR and Lake River with a new bridge and improve city streets to accommodate refuge traffic.	○	○	○	○	●	○	●	○	○	○		✓
Sargent Street Option												
A. Extend Sargent Street west over the RR and Lake River with a new bridge and improve city streets to accommodate refuge traffic.	○	○	○	○	●	○	○	●	○	○		✓
Mill Street Options												
A. Develop new road 18 foot paved from Mill Street to the south end of marina property and cross Lake River with a new bridge.	○	○	○	○	●	○	○	●	○	○		✓
B. Develop new road 18 foot paved from Mill Street to the south end of marina property and cross Lake River with a new moveable bridge.	○	○	○	○	●	○	○	●	●	○		✓
C. Develop new road 18 foot paved from Mill Street to the mid section of the marina property and cross Lake River with a new bridge.	○	○	○	○	●	○	○	●	○	○		✓
D. Develop new road 18 foot paved from Mill Street to the mid section of the marina property and cross Lake River with a new moveable bridge.	○	○	○	○	●	○	○	●	●	○		✓
E. Develop new road 18 foot paved from Mill Street to the north side of the existing boat ramp parking area and cross Lake River with a new bridge.	○	○	○	○	●	○	○	○	○	○		✓
F. Develop new road 18 foot paved from Mill Street to the north side of the existing boat ramp parking area and cross Lake River with a new moveable bridge.	○	○	○	○	●	○	○	○	●	○		✓
Pioneer Street Options												
A. Utilize Port Access project with revised span layout to accommodate an intersection on the bridge to safely separate port and refuge traffic, extend refuge access over Lake River with a new bridge.	○	○	○	○	●	○	●	●	○	○		✓
B. Utilize Port Access project with a new road 18 foot paved from Mill Street to the north side of the existing boat ramp parking area and cross Lake River with a new moveable bridge.	○	○	○	○	●	○	○	●	●	○		✓
C. Utilize Port Access project with a new road 18 foot paved from Mill Street to the north side of the existing boat ramp parking area and cross Lake River with a new bridge.	○	○	○	●	●	○	○	●	○	○		✓
D. Utilize Port Access project with a new road 18 foot paved from Mill Street to the south end of marina property and cross Lake River with a new bridge.	○	○	○	○	●	○	○	●	○	○		✓
E. Utilize Port Access project with a new road 18 foot paved from Mill Street to the south end of marina property and cross Lake River with a new moveable bridge.	○	○	○	○	●	○	○	●	●	○		✓
F. Utilize Port Access project with a new road 18 foot paved from Mill Street to the mid section of the marina property and cross Lake River with a new bridge.	○	○	○	●	●	○	●	●	○	○		✓
G. Utilize Port Access project with a new road 18 foot paved from Mill Street to the mid section of the marina property and cross Lake River with a new moveable bridge.	○	○	○	○	●	○	○	●	●	○		✓
Division Street Options												
A. Develop new bridge alignment and profile along Division Street and cross Lake River with a new bridge.	○	○	○	○	●	○	○	○	○	○		✓
B. Develop new bridge alignment and profile along Division Street and cross Lake River with a moveable bridge.	○	○	○	○	●	○	○	○	●	○		✓
Cook Street Option												
A. Develop grade separated option at Cook Street that spans the RR, sewer plant, and then returns to grade before spanning Lake River with a new bridge.	○	○	○	○	●	○	●	●	○	○		✓
Evaluation Key: ○ Fully satisfies purpose or specified criteria, or rates relatively low for impact. ● Partially satisfies purpose or specified criteria, or rates moderate for impact. ● Does not satisfy purpose or specified criteria, or rates relatively high for impact.												