

**4621**

**CATEGORICAL EXCLUSION DETERMINATION -  
COMMON CARRIER STAGING AREA NEPA DOC.  
NO. 405**

**07/19/93**

**DOE-FN/DOE-HQ  
NEPA DOC. 405**

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**CAT EX**

CATEGORICAL EXCLUSION (CX) DETERMINATION

Common Carrier Staging Area  
NEPA Document No. 405  
Fernald Environmental Management Project (FEMP)  
Fernald, Ohio

Proposed Action

The United States Department of Energy (DOE) proposes to construct a common carrier staging area (for delivering unloaded trailers and receiving loaded trailers) in the Process Area of the Fernald Environmental Management Project (FEMP).

Location

The proposed action will take place on the east side of the FEMP site, on both the east and west sides of "F" Street, east of the main electric power substation, and south of the Receiving and Incoming Materials Inspection Area (RIMIA) Building. This area is located outside the Plant Controlled Area and is not expected to require the handling of contaminated construction waste. The 1050 acre FEMP site is located 18 miles northwest of downtown Cincinnati, Ohio.

Background

Common carriers are used at the FEMP site to deliver empty and pick up loaded semi-tractor trailers. The trailers are presently used to transport low-level waste from the FEMP to a disposal site and in the future may be used for shipping other materials and/or equipment for sale or to a disposal site. Delivering and picking up trailers requires entering and exiting the RIMIA. This process has resulted in three areas of concern that are being addressed by this proposed project.

First, there is a need to accurately estimate the number of trailers required to meet shipping schedules. Inaccurate estimates can significantly effect the shipping process by either not having enough trailers to load or too many trailers.

Second, the trailers are being stored in the Controlled Area of the plant in which there is limited space available. This limited space results in traffic congestion in the Controlled Area. In addition, because of the limited spacing, only a limited number of trailers can be loaded at a time which results in fewer trailers being loaded.

Third, the common carrier drivers must enter the Controlled Area to deliver the empty and pick up the loaded trailers. Entry into and exit from the controlled area takes approximately two to three hours because of the necessary radiological examination of the equipment. This time-consuming entry and exit procedure exceeds the time allowed by the FEMP contract with the carrier and subjects FEMP to carrier detention charges.

The proposed action will prevent common carrier drivers from entering the Controlled Area and thereby eliminate the necessity for radiological screening of the equipment. It will also reduce traffic congestion in the Controlled Area by allowing the trailers to be stored in the proposed staging area.

**Description of Proposed Action**

The proposed action, to provide parking for up to 16 semi-trailers at the FEMP, requires construction activities on both the east and west side of "F" Street and involves the construction of a semi-trailer staging area, a turn-in area, and a reinforced concrete dolly pad. In order to achieve this action with maximum utilization of the space available, the trailer stalls will be arranged perpendicular to "F" Street. The project will be located outside the Plant Controlled Area and is not expected to require the handling of contaminated construction waste.

The staging area shall be located on the west side of "F" Street, east of the main electric power substation, and south of the RIMIA Building. The area will provide parking to hold empty and loaded trailers. From the staging area, empty trailers, as needed, will be transported to a Controlled Area, loaded and then returned to the staging area. Loaded trailers will remain in the staging area until shipping occurs. This process will solve the congestion problem resulting from unnecessary traffic in the Controlled Area, will eliminate the common carrier driver delays, and will avoid subjecting the FEMP to carrier detention charges. Construction of the staging area will consist of relocating fencing; stripping and grading the land; and installing the dolly pad, geotextile fabric and aggregate.

Top soil will be stripped from the area of the proposed staging area (60 ft. x 194 ft.) and the turn-in area (55 ft. x 234 ft.) using a bulldozer or road grader. The soil will be handled according to the Removal Action #17 Work Plan for the Improved Storage of Soil and Debris. The area will be rolled with standard rolling equipment to detect any soft spots in the soil. If any soft spots are found, they will be excavated and filled with controlled or clean backfill and compacted by a roller. The area will be graded to follow the existing slope of the land and maintain its westerly drainage to an existing drainage ditch.

A reinforced concrete dolly pad (10 ft. x 192 ft. x 8 in.) will be constructed in the eastern or upper one half of the staging area. (A dolly pad is a concrete slab used to support the metal supports of a tractor trailer after the automotive cab has been removed from the trailer.) The rest of the staging area will be covered by geotextile fabric and topped with 8 inches of aggregate (gravel or small stones). Each parking stall will have a precast parking bumper against which the trailers will be parked.

To make the staging area accessible, a turn-in area (55 ft. x 234 ft.) will be located across from the staging area on the east side of "F" Street. This turn-in area will enable the drivers to maneuver the semi-tractor trailers into and out of the staging area. The turn-in area will be constructed in the same manner as the staging area; however, there will be no need to construct a dolly pad. There are currently two light poles in the proposed turn-in area. The light poles will be protected by bollards (metal pipes inserted into the ground) surrounding the light poles. The bollards will be filled with concrete to provide additional strength in the event they are hit by a tractor trailer.

The estimated cost of the proposed action is \$118,000.

Categorical Exclusion to be Applied

The authority for finding this project to be subject to NEPA Categorical Exclusion is contained in Subpart D of 10 CFR 1021, entitled "National Environmental Policy Act Implementing Procedures and Guidelines." The Final Rule and Notice, effective May 26, 1992, includes a list of categorical exclusions that are classes of actions that normally do not require the preparation of either an Environmental Impact Statement or an Environmental Assessment. The Final Rule and Notice specifically lists in Part 1021, Appendix B to Subpart D, Sec. 1021.410, B1.15, the following as types of actions that are Categorical Exclusions applicable to Specific Agency Actions:

Siting, construction, and operation of small-scale support buildings and support structures (including prefabricated buildings and trailers) and/or small-scale modifications of existing buildings or structures, within or contiguous to an already developed area (where site utilities and roads are available). Covered support buildings and structures (and/or modifications) include those for office purposes; parking; cafeteria services; education and training; visitor reception; computer and data processing services; employee health services or recreation activities; routine maintenance activities; storage of supplies and equipment for administrative services and routine maintenance activities; security (including security posts); fire protection; and similar support purposes but excluding facilities for waste storage activities, except as provided in other parts of this appendix.

This Categorical Exclusion is appropriate since the proposed action as described is the construction of a common carrier staging area intended to provide parking spaces at the FEMP for trailers used in hauling low-level wastes, other materials and equipment. The proposed action will not violate applicable statutory, regulatory, or permit requirements; it will not require siting and construction or major expansion of waste disposal, recovery or treatment facilities; and it will not impact any environmentally sensitive areas (e.g., wetlands, floodplains, or the sole-source aquifer).

Compliance Action

I have determined that the proposed action meets the requirements for the CX referenced. Therefore, the proposed action is categorically excluded from further NEPA review and documentation.

Approval: Ray Hansen  
Raymond J. Hansen, Acting Manager  
U.S. Department of Energy, Fernald Field Office

Date: 7-19-93

United States Government

Department of Energy

Fernald Field Office

# memorandum

JUL 20 1993

DATE: DOE-2460-93

REPLY TO:  
ATTN OF: FN:Skintik

SUBJECT: CATEGORICAL EXCLUSION DETERMINATION (CX 405) - COMMON CARRIER STAGING AREA

TO: Carol Borgstrom, EH-25, FORS

The subject categorical exclusion (attachment) under Section D of the Department of Energy's National Environmental Policy Act Guidelines has been approved and is being forwarded for your review.

The Department of Energy, Fernald Field Office (DOE-FN) requests that you notify us within two weeks, in accordance with the Interim Procedural Guidelines for implementation of SEN-15-90, whether you have any objection to this determination.

If you have any questions regarding this matter, please contact Ed Skintik at (513) 648-3151.

Raymond J. Hansen  
Acting Manager

Attachment: As Stated

cc w/att:

- R. S. Scott, EM-20, FORS
- K. A. Chaney, EM-424, TREV
- L. Harris, EM-431, TREV
- C. J. Brown, FERMCO/51-7
- A. R. Coordinator, FERMCO