

WAC 197-11-970 Determination of nonsignificance (DNS).

DETERMINATION OF NONSIGNIFICANCE

Description of proposal: T-Barge Dock Project: The Port proposes to install a T-barge in its marina for use as a commercial dock for vessels approximately 44, to 63 feet long with 4.5-foot draft. The T-barge was originally built to transport sections for the new SR-520 Bridge from Grays Harbor to Lake Washington, and will be repurposed to serve 3 to 5 small commercial boats for cargo loading and unloading of ship stores and to transport crew members. Ship stores include inventory carried on-board a ship to meet its daily requirements such as food, water, general supplies, medical supplies, safety supplies, spare parts, etc. Pedestrians and forklifts will be used to safely and efficiently move ship supplies between land and moored vessels. The project does not include additional barge or ship traffic. The project will reduce fuel consumption, reduce river miles travelled by the delivery boats. All construction would most likely be done in one continuous phase over 10 to 12 weeks.

The T-barge is 171 feet by 67 feet with a depth of 12 feet with a surface area of 4,360 square feet. Three 24-inch-diameter steel pipe spud piles would be used to anchor the T-barge. The spud piles will be lowered to sink into the substrate under their own weight, so they will not be driven into place. The barge dock will be ballasted with either City water or sand to achieve the desired draft and freeboard. Water for ballast will not be taken from or released into the Columbia River.

Access from land to the barge dock would be from a steel grated 12-foot wide, 49.5-foot long, stationary pier supported by seven, 18-inch-diameter steel pipe piles. Four of the piles will be located above the ordinary high water and three will be located below the OHW. Pier components would likely be manufactured offsite, and assembled on site. A steel-beam pile cap will be welded to the top of the piles. The gangway ramp would be 11 feet, 4-inches-wide by 100-foot-long gangway with a through-truss frame, hand rails, and deck grating made of aluminum. The decking will have at least 25 percent functional grating. It is anticipated that all seven pier piles would be installed with a vibratory hammer and then driven to depth and proofed for bearing capacity with an impact hammer.

Lighting would be installed on the pier, gangway, and T-barge that would automatically turn on at night and will be directed at areas necessary for safe working conditions. There are existing street lights in the vicinity from Hendrickson Drive and from marina lighting. A new 3-inch waterline and new electrical service will be extended from the south end of the marina and along Hendrickson Drive. Water and electrical services will extend along the pier and gangway and onto the barge dock. Electrical service will originate from a pole across the street. Potable water will originate from a water main located near the Port offices, southwest of the existing marina.

The landward portion of the pier would be supported by a cast-in-place concrete wall abutment and concrete deck (90 square feet). Construction would require equipment such as excavators, dump trucks, concrete trucks, compaction machines, delivery trucks, and forklifts. BMPs would be in place so that uncured concrete will not be allowed to enter the water. Approximately 0.03 acres of the upland parcel adjacent to the dock would be used for staff vehicle parking and a truck loading/unloading area for cargo. This area is currently graveled and would be maintained as a graveled surface. Stormwater currently drains away from the river and toward the roadway and infiltrates, and the proposed project would maintain this flow direction.

The project includes orphan pile removal and reducing an existing log storage area as mitigation. Up to 61 orphan piles near the shoreline would be removed by vibrating the pile. If the pile breaks, the remaining portion will be removed if it is less than 2 feet below the sediment surface. No fill or excavation is proposed for the project and any holes remaining after piles are pulled will fill in via natural processes. Orphan piles will be taken to an approved upland disposal site. Three, existing, 24-inch hollow steel piles and log boom on the south side of the existing log storage area would be moved 50 feet northward to create a space for the new T-barge, gangway, and pier. This would reduce the log storage area by about 11,000 square feet. The log storage area would not be expanded in this location as long as the T-barge remains in place.

Proponent: Port of Kalama, 110 W Marine Drive, Kalama, Washington 98625

Location of proposal, including street address, if any:

At the Port of Kalama marina across from 380 and 110 W Marine Drive, Kalama, WA 98625

Lead agency: Port of Kalama

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

There is no comment period for this DNS.

This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below. Comments must be submitted by June 26, 2018.

Responsible official: Tabitha Reeder

Position/title: Environmental Manager Phone.: 360-673-2325

Address: 110 W Marine Drive, Kalama, WA 98625

Date: June 12, 2018

Signature:

