

ENVIRONMENTAL ASSESSMENT

Construction and Operation of a new Access Control Point at Lewis North, Joint Base Lewis-McChord, Washington

Recommended for Approval by:

 27 MARCH 2012

Steven T. Perrenot, P.E. Date
Director, Directorate of Public Works

Approved by:

 28 MAR 12

Thomas H. Brittain Date
Colonel, US Army
Commanding

National Environmental Policy Act (NEPA)
Documentation prepared by the Environmental Division
Public Works, Joint Base Lewis-McChord

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Acronyms

ACP	Access Control Point
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulation
DPW	Department of Public Works
EA	Environmental Assessment
FONSI	Finding of No Significant Impact
INRMP	Integrated Natural Resources Management Plan
I-5	Interstate-5
JBLM	Joint Base Lewis-McChord
LF	Linear feet
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination Permit
SF	Square feet
SWPPP	Stormwater Pollution Prevention Plan

INTRODUCTION

Due to the Grow the Army Initiative, Joint Base Lewis-McChord (JBLM) has been in a period of growth from 2002 when the troop population was just over 20,000 and is currently approximately 32,000. A historical maximum troop population occurred at JBLM in 1987, reaching nearly 26,000. Due to the recent increase in population, the infrastructure systems at JBLM have been and will continue to be strained in areas such as traffic and transportation, housing, and utilities, among others.

With the addition of the new personnel, vehicle traffic will increase proportionally and the existing road network will be strained. New and revised Access Control Points (ACPs)¹ (ingress and egress gates) will be required at key locations to facilitate traffic flow, and reduce congestion. An ACP is a corridor at an installation entrance through which all vehicles and pedestrians must pass when entering or exiting the installation. The perimeter of the ACP consists of both passive and active barriers arranged to form a contiguous barrier to pedestrians and vehicles. ACP guards control the active barriers to deny or permit entry into the installation. Recent traffic surveys have found that JBLM – Lewis North (Lewis North) does not have the access capacities to support the soldier population (approximately 40% of the total military population) stationed there and has become the focus point for development of a new access control point to JBLM.

Location and Background

Lewis North is located in the northern section of JBLM and is geographically separated from the main portion of the installation by Interstate 5 (I-5). Lewis North is located in Pierce County and neighbors the Cities of Dupont to the west, and Steilacoom and Lakewood to the north and east respectively.

There are presently only two operating ACPs to Lewis North (see Figure 1), as well as a single-guard access point that is open in the mornings only for morning commuters.

- Lewis North Gate: serves travelers from I-5, Exit 120. This interchange is the main ingress and egress location for soldiers, family members, and civilian employees entering and exiting Lewis North.
- “D” Street Gate: is on the north side of Lewis North and allows motorists from Steilacoom and Lakewood to enter JBLM without travelling on I-5. This is the only authorized truck accessible ACP onto Lewis North.
- “I” Street: (located in the vicinity of the new ACP) is a swing gate which operates from 0500 to 0900 for inbound traffic only. This gate is not to Army standard for gate security.

In addition to the primary access point, vehicles can also get to Lewis North from Lewis Main by taking side streets through the installation. Drivers can enter JBLM through the Main (Liberty) Gate or Dupont Gate. Once on Lewis Main, drivers can connect with Pendleton Avenue and then travel under I-5 at its western end. Motorists then connect with Flora Road which serpentine north into Lewis North cantonment area. This route essentially back-tracks you to the vicinity of the Lewis North Gate, but currently serves those traveling within the installation and north bound commuters.

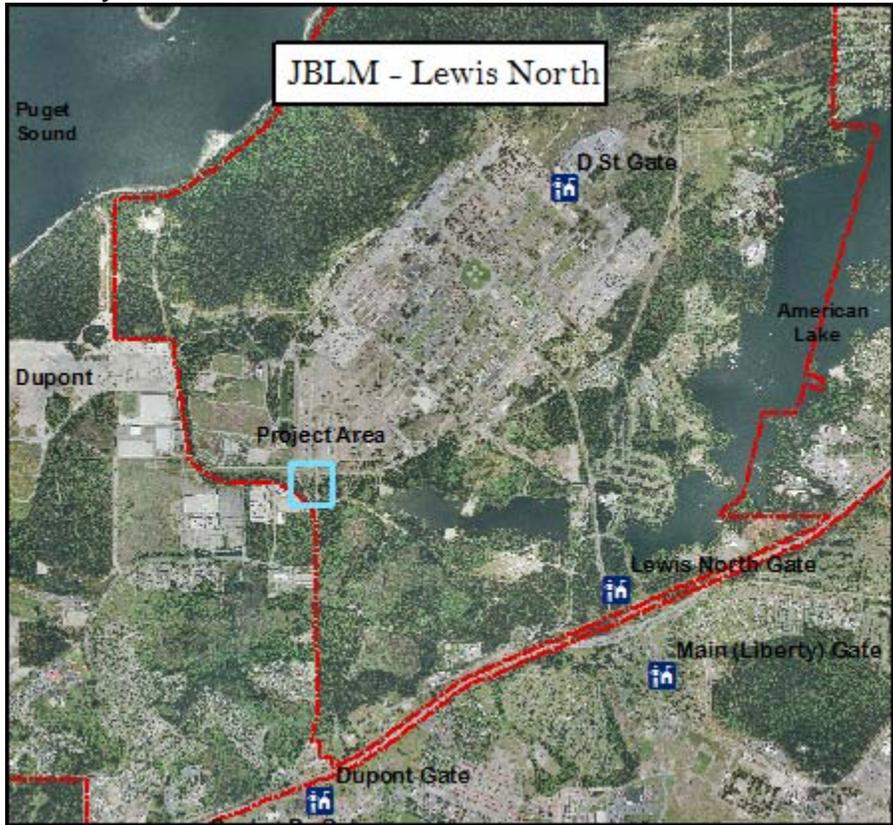
Purpose and Need

The purpose of the Proposed Action is to construct an additional ACP entrance to serve Lewis North. The need for the proposed action is:

- To reduce traffic flows at or near the existing access control points.
- Allow for truck traffic to have another alternative for accessing Lewis North.
- Allow for more alternatives for drivers to avoid delays during road and ACP maintenance interruptions.

¹ ARMY ACCESS CONTROL POINTS STANDARD DESIGN/CRITERIA, Army Corps of Engineers, 2009.

Figure 1: Project Vicinity



(JBLM, 2012)

Scope of the Analysis

The scope of this document is to analyze the potential environmental effects of the proposed construction and operation of a new APC located at JBLM - Lewis North. This EA has been prepared in accordance with the National Environmental Policy Act (NEPA); the regulations issued by the Council on Environmental Quality (CEQ), 40 Code of Federal Regulation (CFR) Part 1500-1508; and the Army’s implementing procedures published in 32 CFR 651, *Environmental Analysis of Army Actions*.

DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

The Department of the Army proposes to construct a new access control point (ACP) off the Steilacoom-Dupont Road into Lewis North. The proposed ACP will comply with Army ACP design criteria, focusing on safety and efficiency through the gates. Construction will impact less than 20 acres and is proposed to include the following features:

- | | |
|--|--------------------------------------|
| New Access Control Point | Overwatch Position |
| Search Building (650 SF) | Active Vehicle Barriers |
| Search Area Canopy for Trucks (4,240 SF) | Passive Vehicle Barricade (5,822 LF) |
| 4 Guard booths (50sf/ea) | ACP Traffic Lanes (254,997 SF) |
| Search Area Canopy for Cars (1,950 SF) | Earthwork (238,302 SF) |
| ID Check Area Canopy (7,475 SF) | Sidewalk (1,953 SF) |
| Gatehouse (840 SF) | Fencing (200 LF) |

Figure 2: Example of an ACP located at Fort Benning, Georgia



(US Army, Directorate of Emergency Services, (<http://www.army.mil/media/162819/>))

Development of the Project Alternatives

Section 102(2)(E) of NEPA states that Agencies shall study, develop, and describe appropriate alternatives for any proposal which involves conflicts concerning alternative uses of available resources. Alternatives include the proposed action, the no action alternative, and any reasonable alternatives to the proposed action that can be realistically accomplished.

To be considered a reasonable alternative, the action must meet the projects purpose and need. In addition, the proposed action and/or alternatives must be located within the installation boundaries and at a distance far enough away to facilitate the queuing of vehicles without creating an off-post traffic problem. The project also must consider the impact to natural resources and surrounding land uses.

Proposed Action

The proposed action and the preferred alternative for this action, would construct a new ACP at the intersection of Wharf Road and Steilacoom-DuPont Road. This location was identified because of its direct access to North Fort and its location off the roadway to ensure traffic is facilitated away from thoroughfares. In addition to access, this project location has minimal impacts or conflicting land use (existing structures) and natural resources (trees, wetlands) which excluded other potential project locations along Dupont-Steilacoom Road. The ACP will include improvements to Steilacoom-DuPont road such as a traffic signal light, northbound right turn lane, southbound left turn lane, and new signage appropriate for the new intersection.

No Action Alternative

No Action Alternative serves as the baseline from which to compare all other reasonable alternatives and is not analyzed as a viable option with which to accomplish the proposed action. The JBLM would continue to use the existing two access control points, the "I" Street swing gate, and the Pendleton Avenue route when needed to access Lewis North.

Alternatives Ruled Out From Detailed Analysis

Several alternative project locations and/or project options were developed and reviewed in development of this project. The following alternatives did not sufficiently meet the screening criteria to achieve the purpose and need for this action and have therefore been ruled out for further detailed analysis.

Adding another ACP at Main (Liberty) Gate

This alternative is very similar to the “No Action”. While adding an ACP would reduce the queue at the Main Gate; this alternative does not provide direct access to those traveling to Lewis North. Vehicles would still have to detour through Lewis Main by traveling on Pendleton Avenue, to Main Street, then Flora Road and continue into the Lewis North cantonment area. This alternative would impact on-installation traffic and congestion on these side streets, while also not providing a direct access to Lewis North.

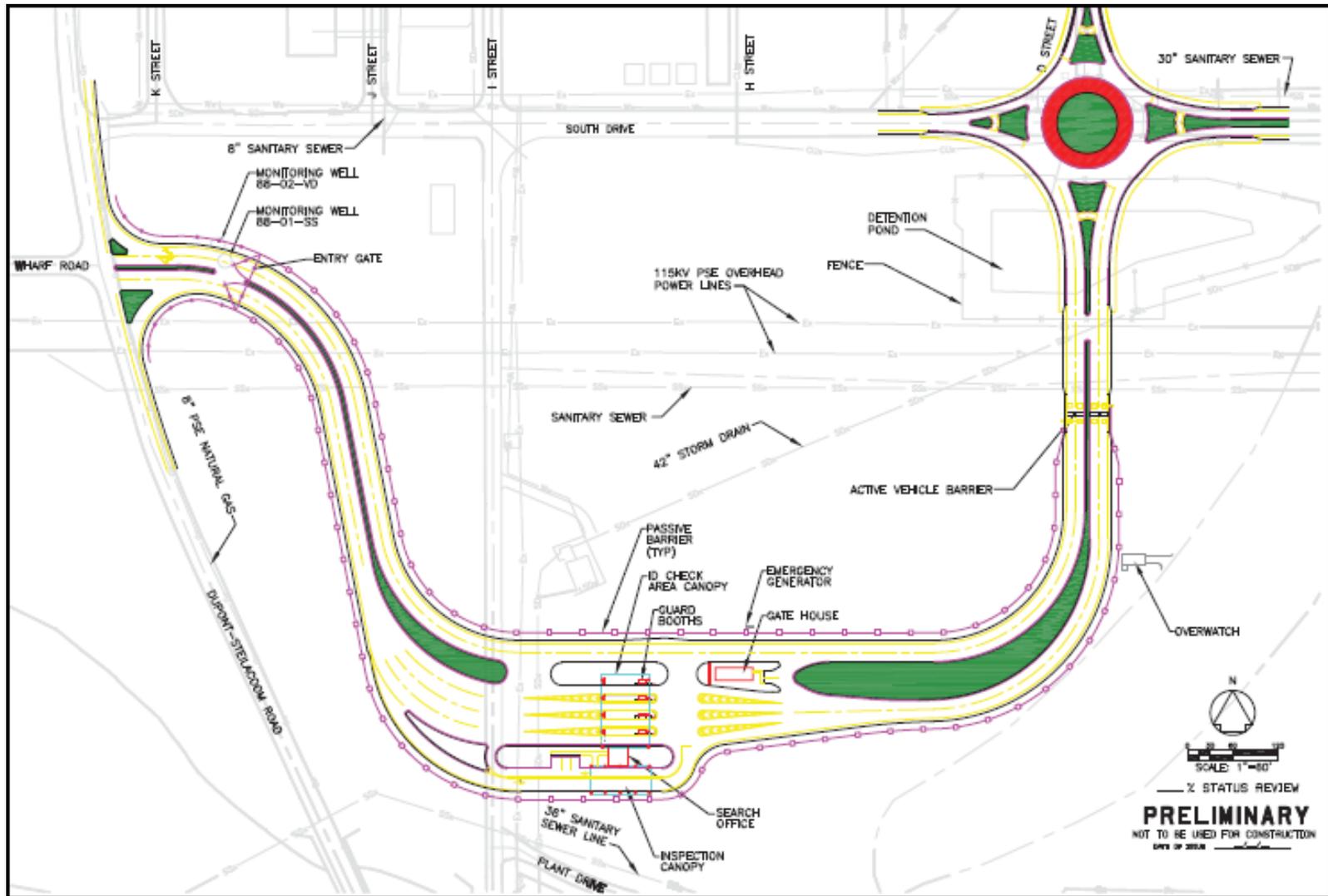
Adding another ACP at the Intersection of Steilacoom-DuPont Road and 7th Street

This alternative was excluded as a reasonable option because of vehicle safety concerns. 7th Street is located too close to the bend in the Dupont-Steilacoom Road that occurs just north of this intersection. Should a gate closure or turning gate traffic cause congestion in the roadway, the curvature of the road would reduce the line of site of traffic coming down from Steilacoom, and subsequently reduce the time drivers have to identify and react to a problem or traffic hazard.

Adding another ACP further to the north of 7th Street

Any alternative further north of 7th Street places the ACP too far away from the freeway and would not serve the traffic and commuters traveling on I-5 and would be located too close to the “D” Street ACP. It does not satisfactorily meet the projects purpose and need because it would not reduce traffic flows at or near the existing ACPs.

Figure 3: Proposed Action Project Plan



(Black & Veatch, 7 Sep 11)

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AFFECTED ENVIRONMENT

The affected environment reviews the environmental setting or general environmental conditions of the proposed project area. It describes the environmental baseline against which the environmental effects can be evaluated. Throughout scoping of this project, specific resource areas were identified that may be affected by the proposed action. These included: transportation and traffic, biological resources, and water quality.

Several resource areas are not expected to be impacted by the proposed action or alternatives and have been eliminated from further analysis in this environmental assessment (EA). The rationale for their exclusion is outlined in the table below.

Table 1: Resources Excluded from Further Analysis

Resource Area	Reason for Dismissal
Land Use	Surrounding land use in the vicinity of the proposed action and alternatives are zoned for industrial activity, manufacturing, office, and some non-manufacturing activities such as wholesaling and distribution, per the City of Dupont's Comprehensive Land Use Plan. The implementation of the proposed action or alternatives is consistent with designated land use and would not impact future development within the project area, and therefore is not further considered within this document.
Soil Erosion	Short term construction activities and the removal of trees have the potential to increase soil erosion. The impacts of this project to soils was considered, but has been determined to be insignificant because of the relatively flat project area (there is very minimal amount of elevation change throughout the project area) and the erosion control measures that will be in place along the disturbed areas to prevent any sedimentation from entering water channels or creeks. Due to the acreage of the project area, the contractor will also be required to obtain a National Pollutant Discharge Elimination Permit (NPDES) permit, submit applicable construction drawings and a Stormwater Pollution Prevention Plan (SWPPP) to ensure preventative measures for soil erosion are put in place as part of project activities. Due to these actions and the topography of the project site, loss of soils due to erosion were considered discountable
Air Quality	The potential for impacts to air quality resulting from construction, as well as long-term ACP operations were identified during scoping of this project. JBLM's air quality is classified as good and is in attainment with the National Ambient Air Quality Standards (Fort Lewis DPW, 2010). Short-term, minor air quality impacts from construction of the proposed projects is considered negligible. This projects association to vehicle emissions was specifically considered against JBLM's sustainability goal to reduce air emissions by 85% by 2025 (2003 baseline). This project will have no measureable impact to emissions since it will neither add nor remove vehicles from the roadways. The implementation of this project may reduce emissions from vehicles idling in queue at current Lewis North gate entrances, but the effects of this would not be measurable, and were determined to be insignificant.

Cultural Resources	The Sequalitchew watershed is used by local treaty tribes for usual and accustomed fishing. Although located within the vicinity of the project; these waterbodies are outside of the project footprint and will not be impacted by the proposed action or alternatives. No other archeological, tribal, or historic resources have are known to occur on the site, and the implementation of the proposed action or alternatives is not expected to impact any cultural resources.
Socioeconomic Resources and Environmental Justice	Implementation of the proposed action would have no effect to socioeconomic conditions, including off-installation minority and low-income populations. All project alternatives, including the proposed action occur within JBLM property boundaries and would not result in any negative effects to neighboring areas outside of the installation.
Hazardous Materials and Waste	No hazardous wastes or materials will be removed or introduced as part of the proposed action or alternatives and therefore will have no impact to the project area.
Noise	Short-term noise associated with construction and demolition are considered insignificant because activities are temporary in nature and would not generate peak noise levels. Surrounding commercial land use and openspace also contribute to impacts from noise being considered discountable for this proposed project.

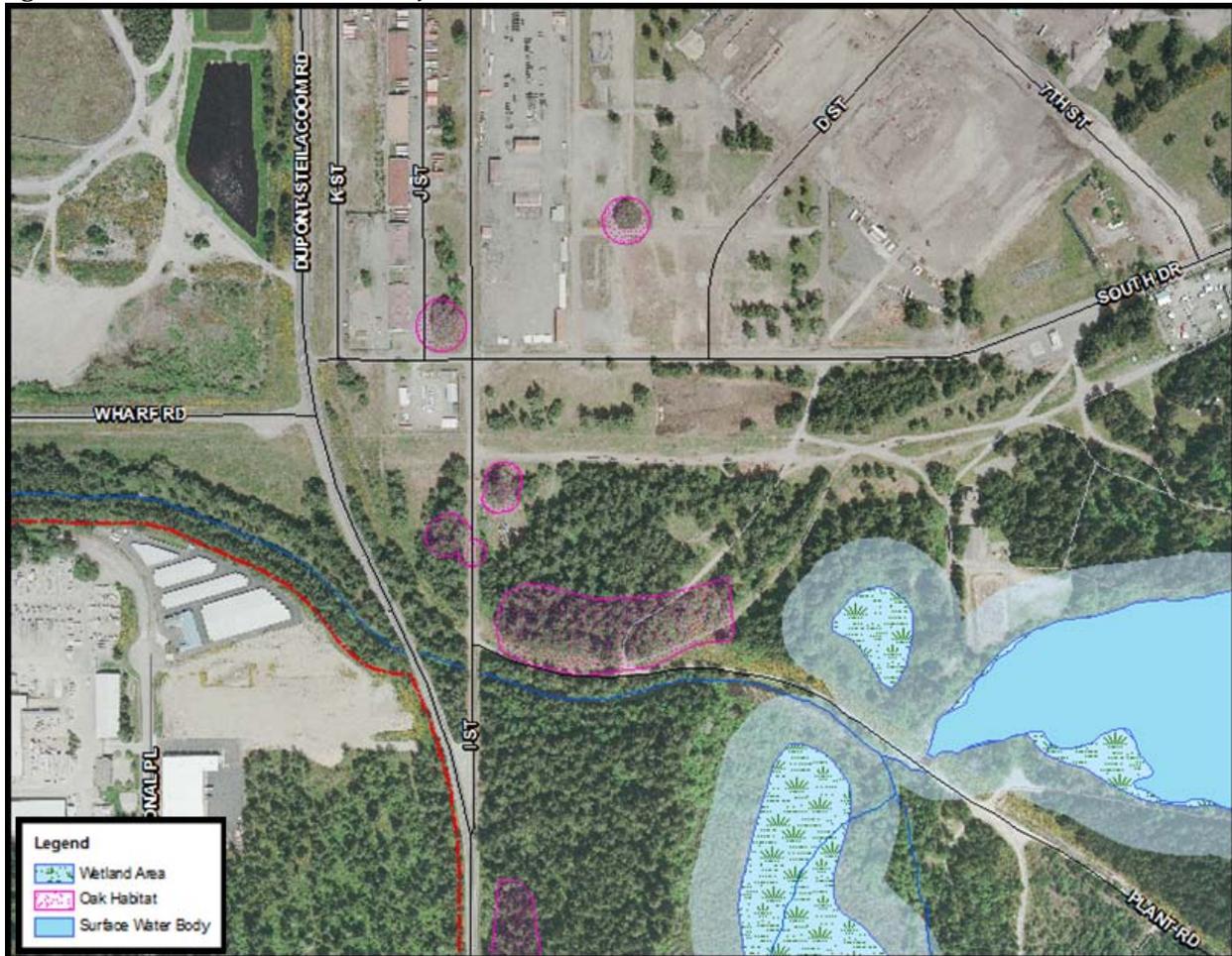
(JBLM, 2012)

The proposed project site is located in an area of varied development intensity where housing developments, industrial hubs, and developed military areas are adjacent to undeveloped Puget Sound lowland forests. Land use adjacent to the proposed project site is designated for manufacturing research and industry by the City of Dupont Comprehensive Land Use Plan (2001). In addition to serving access to Lewis North and manufacturing/industry, the Dupont-Steilacoom Roadway also serves as thoroughfare between Steilacoom and Dupont, with access to I-5.

Forested openspace within the project area is largely dominated by dense coniferous species such as Douglas fir, western red cedar, and western hemlock. In addition to the evergreen species, stands of Oregon white oak habitat may be present within the project area intermixed within the evergreen tree species. White oaks have been identified for protection within JBLM because of the habitat that it provides to many state listed wildlife species, including the western gray squirrel. In addition to squirrels, these forested habitats provide habitat to many local species such as rodents, raccoons, black tailed deer, and black bear. Bird species including bald and golden eagles and several species of migratory birds also populate these forests habitats. No federal threatened or endangered species are known to occur within the project area.

Sequalitchew Lake is located east of the project area; Sequalitchew Creek which serves as the lakes drainage to the Puget Sound, runs just south of the proposed project area, parallel to the proposed location of the new ACP checkpoint. Sequalitchew Creek provides habitat for several fish species, including Coho salmon which is a federal species of concern. Several wetland areas are adjacent to these Sequalitchew waterways, but are also not included as part of the proposed action area. The water quality of surface water bodies are considered good. An Environmental Survey (Appendix A) that was completed as part of this action found that the project was within land use controls for ground water due to its proximity to a former landfill that is in the projects vicinity.

Figure 4: Habitat Areas within the Project Area



(S. Sparks, 2010 Aerial JBLM GIS Database, January 10, 2012)

ENVIRONMENTAL CONSEQUENCES

Environmental consequences are those impacts that directly or indirectly affect the environment as a result of the proposed action. The degree to which environmental resources are affected is based on significance criteria specific to each resource, as well as the time (long-term or short-term) and place (local or regional) that the proposed action would occur. The spatial parameters defined for individual activities are also known as the region of influence.

Transportation and Traffic

Proposed Action

Implementation of the proposed action will impact traffic on the Dupont-Steilacoom Road by encouraging some of Lewis North's commuting traffic to divert from the North Gate and Dupont Gate to access JBLM at the new ACP location, increasing vehicles on this roadway. This impact is not expected to be significant because the increase in cars is not expected to be substantially more than the vehicles already utilizing the I Street Gate and would not cause traffic or a back-up to occur along this roadway as vehicles would quickly turn off of the shared road, and onto JBLM property through the new ACP.

The implementation of the proposed action would add an intersection at the crossing of Dupont-Steilacoom Road and Wharf Road. Although the addition of an intersection would interrupt vehicles using this roadway as a thoroughfare, the effects of its implementation are expected to have long term beneficial effects for public safety and vehicle access to surrounding land use within the City of Dupont. A traffic signal would slow down speeding traffic traveling down the roadway and also create a safer outlet for the industrial and manufacturing community turning and off of Wharf Road onto Dupont Steilacoom Road.

No Action Alternative

The No Action Alternative serves as the status quo. Under this alternative traffic will continue to be strained at existing installation ingress and egress gates. Moderate, long-term adverse impacts are expected from this alternative as JBLM would not be addressing traffic concerns at installation gates due to increases in population.

Biological Resources

Proposed Action

Substantial tree removal will be required as part of the proposed project (approximately 18 acres). While evergreen trees are common, Oregon white oak are considered a priority habitat with Washington State and also have special management status within the JBLM Integrated Natural Resources Management Plan (INRMP). All white oaks that are removed as part of the implementation of the proposed action would be mitigated and replaced at a ratio of 5:1.

Implementation of the proposed project would not have significant impacts to biological resources including fish and wildlife and their associated habitats. Species that may utilize the forested area within the proposed project area are common throughout the Puget Sound lowlands. Species may be displaced due to the implementation of the proposed project, but the proposed action would not result in decreases of populations. No state or federal listed species are known to occur in the area.

No Action Alternative

The No Action Alternative serves as the status quo. Under this alternative there would be no change to the biological resources in the area.

Water Quality

Proposed Action

Ground disturbing construction and excavation activities associated with the proposed action have the potential to impact water resources due to sediment run-off which can flow into nearby streams and surface water bodies. In addition to ground disturbing construction activities, the proposed action would increase impervious surface from the construction of new roadways and building structures. Impervious surfaces have been attributed to challenges associated with groundwater recharge, increased flow and turbidity during storm events, and the input of pollutants from roadway run-off. These activities have the potential to have short-term, negligible impacts on Sequalitchew Creek (Sequalitchew Lake and associated wetlands are outside of the impact area for this project).

The proposed project would obtain a NPDES permit and a SWPPP which imposes construction best management practices (BMPs) such as sediment fencing around disturbed areas to prevent erosion (turbidity) to waterways. BMPs including the use of flumes and swales will allow stormwater to

infiltrate onsite. Because of the implementation of these BMPs and the erosion control measures utilized throughout construction, the impacts of the proposed action will not significantly impact water quality within the project vicinity. Implementation of the proposed action would mimic this baseline due to the mandatory BMPs that would be implemented to maintain or restore the hydrology of the project area to predevelopment conditions.

No Action Alternative

The no action alternative serves as the baseline for this project and would have no impact to water quality.

CUMULATIVE EFFECTS DISCUSSION

Cumulative effects address the incremental environment impacts of the proposed action, together with impacts of past, present, and reasonably foreseeable future actions. The cumulative effects address the impacts from projects that may be individually minor, but result in collectively significant impacts when taking into account actions occurring over a period of time.

The proposed action is not expected to have any significant cumulative impacts. Approximately 18 acres of forested vegetation will be cleared as part of this project. Vegetation and wildlife habitat on JBLM North have been impacted in the past, and continue to be impacted due to construction and military training activities. As JBLM grows, mimicking the general growth of the south Puget Sound; lowland forested habitat have been and will continue to be converted into developed lands which impact native flora and fauna communities. Past development, as well foreseeable future industrial and manufacturing uses in the area will also contribute to this changing landscape. The Department of Army also has several projects occurring in Lewis North vicinity, including the construction of Battalion and Company Operation Facilities, road alignments projects, and new water treatment plant with an associated water reclamation system. There are no known local or state projects planned in the project vicinity. The City of Dupont has zoned the area next to this project for commercial and industrial uses, and new facilities for such purposes could be developed in the future, which would also contribute to the projects cumulative impacts.

The proposed action is not expected to cause significant cumulative impacts to biological resources including forested habitats and wildlife because of retained openspace within JBLM, near Puget Sound and Sequelitchew Lake. The proposed action area is adjacent to land that has already been subject to development and is consistent with past uses and future planning. The location of this site protects the highest quality wildlife habitats from development, and still maintains large natural openspace areas for habitat.

Mitigation Measures

In addition to those BMPs that were described as part of the proposed action, mitigation measures will be required to offset the projects potential impacts to Oregon white oak species. Although not a factor in reaching insignificance levels, implementation of the project will replace oaks impacted by the proposed action at a ratio of 5:1, where five Oregon white oak trees will be replanted for every white oak impacted by the implantation of the project. Trees will be replanted in clumps, mimicking the growth patterns and habitats that they grow naturally, and scheduled watering will be included in the monitoring plan until roots have been established to ensure survival.

CONCLUSION

Through evaluation of the direct, indirect, and cumulative impacts that could reasonably be expected to occur as a result of the implementation of the proposed action; it has been found that the development of a new "I" Street ACP would not result in significant effects to the environment, including traffic and transportation, biological resources, and water quality; therefore, an Environmental Impact Statement is not needed. A Finding of No Significant Impact (FNSI) is warranted for this project and a draft FNSI was prepared in support of this finding.

PREPARERS

Stephanie Sparks²
NEPA Specialist
Versar Incorporated
5 years experience

Bill Van Hoesen
NEPA Program Manager
Joint Base Lewis-McChord
14 years experience

Dave Clouse
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Joint Base Lewis-McChord
29 years experience

Martin Burris
Stormwater Program Manager
Joint Base Lewis-McChord
20 years experience

REFERENCES

40 CFR § 1500 et seq. Council on Environmental Quality. 1978

AR 200-1 Environmental Protection and Enhancement

32 CFR Part 651 Environmental Analysis of Army Actions

City of Dupont, Comprehensive Land Use Plan. Ordinance No. 01-698. November 13, 2001.
http://www.ci.dupont.wa.us/files/library/75f93a8137572a85_o.pdf

Final Environmental Impact Statement for the Fort Lewis Army Growth and Force Structure Realignment. Fort Lewis, Washington. July, 2010.

² Disclosure statement on file. Contractor has no direct/indirect financial or other interest in the outcome of this project.

DISTRIBUTION LIST

Federal Agencies

Federal Highway Administration
Western Federal Lands Highway Division
Defense Access Road Program
610 East Fifth Street
Vancouver, WA 98661

State Agencies

Washington Department of Ecology
Environmental Review
PO Box 47703
Olympia, WA 98504

Washington Department of Transportation
Transportation Planning
PO Box 47370
Olympia, WA 98504

Counties and Regional Agencies

Pierce County Planning and Land Services
2401 S. 35th Street
Tacoma, WA 98504

Pierce County Public Works & Utilities
2401 S. 35th Street
Tacoma, WA 98504

Cities and Towns

Town of Steilacoom
Planning Department
1030 Roe Street
Steilacoom, WA, 98388

City of Dupont
Planning Department
1536 Richmond Avenue
Dupont, WA 98327

City of Lakewood
Planning Department
6000 Main Street SW
Lakewood, WA 98499

Tribal Governments

The Honorable Joan K. Ortez
Chair, Steilacoom Indian Tribe
PO Box 88419
Steilacoom, WA 98388

The Honorable Cynthia Iyall
Chair, Nisqually Indian Tribe
4820 She-Nah-Num Drive SE
Olympia, WA 98513

The Honorable Herman Dillon, Sr.
Chair, Puyallup Tribal Council
3009 East Portland Avenue
Tacoma, WA 98404

The Honorable James Peters
Chair, Squaxin Island Tribe
SE 10 Squaxin Lane
Shelton, WA 98584

Libraries

Pierce County Library System
Processing and Administrative Center
3005 112th Street East
Tacoma, WA 98446

Local Businesses

Cal Portland
Dupont RM Plant & Pioneer Aggregates Plant
4301 Pioneer Way
Dupont, WA 98327

Intel Corporation
2800 Center Drive
Dupont, WA 98327

Pier 1 Imports Distribution Center
4175 Pioneer Avenue
Dupont, WA 98327

Environmental Survey (ES)
Lewis North Access Control Point

NEPA #: 11-PWE-034/SLS
Planning Project: G. Stedman
PN# 66206

1. Proposed Action

The Department of Army proposes to construct a new Access Control Point (ACP) at Joint Base Lewis McChord (JBLM) – Lewis North. The new ACP will address the increase population at Lewis North and facilitate traffic flow and reduce congestion at existing installation entrance gates. The proposed construction would include:

- New Access Control Point
- Search Building (650 SF)
- Search Area Canopy for Trucks (4,240 SF)
- 4 Guard booths (50sf/ea)
- Search Area Canopy for Cars (1,950 SF)
- ID Check Area Canopy (7,475 SF)
- Gatehouse (840 SF)
- Overwatch Position
- Active Vehicle Barriers
- Passive Vehicle Barricade (5,822 LF)
- ACP Traffic Lanes (254,997 SF)
- Earthwork (238,302 SF)
- Sidewalk (1,953 SF)
- Fencing (200 LF)

An Environmental Assessment is being prepared for this action.

2. Dates of the Action

This is a FY12 project.

3. Contamination Assessment Information Sources:

- a. Review of the Environmental Baseline Survey (EBS) for Fort Lewis¹ produced by ENSR, February 2001.
- b. Review of the Fort Lewis Environmental Restoration Program/Compliance Clean-up (ERP/CC) Overview Map produced by Public Works GIS team, July 2008.
- c. Review of the GIS database for any environmental conflicts/concerns.

4. Statement of Findings

- a. The EBS showed that the former Landfill #5 is in the proposed projects vicinity.
- b. The ERP/CC Map confirmed the location of the former Landfill #5 and disclosed Groundwater Use Planning Installation controls that are a result of that landfill location. The ERP/CC Map also showed that the project is adjacent to Lewis North's Former B-Range which has the potential for finding UXO during ground disturbing activities.
- c. The GIS database showed the proposed project location has an environmental monitoring well and a stormwater outfall point within the project area.

5. Summary of Findings

Two environmental restoration sites (Landfill #5 and Former B-Range) are located in the proposed projects vicinity, but are largely outside of the project areas footprint. An environmental monitoring well and a stormwater outfall point are in the project area boundaries and will need to be addressed during project planning.

6. List of Permits/Clearances Required

Dig Permit

¹ This document contains references to "Fort Lewis" which are legacy references and will not change over time. Others are temporary and will change to Joint Base Lewis-McChord as revisions and updates occur to those references.

7. Construction Site Categorization: AR 200-1, Chapter 15-6 (3)(b)

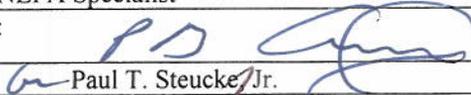
- a. The garrison commander is responsible for the environmental survey including an unexploded ordnance survey, and associated documentation of a proposed MILCON or NAF construction site before site selection. The IMA region director is responsible for certifying the site categorization.
- b. Sites are classified into the three following categories:
 - 1. Category I: There is no reason to suspect contamination will be encountered during construction.
 - 2. Category II: There is no known contamination; there remains some potential that contamination may be encountered during construction.
 - 3. Category III: The site is known to be contaminated or there is a strong suspicion contamination will be encountered during construction.

Project location(s)	Category code	Reason for code
On the corner of South Drive and D Street, JBLM - Lewis North.	III	The site is known to be contaminated or there is a strong suspicion contamination will be encountered during construction.

8. Survey assessment concurrence

a. Prepared by Stephanie Sparks, NEPA Specialist

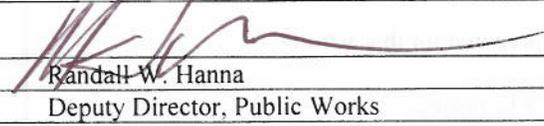
b. Reviewed and concurred on by:



Paul T. Steucke, Jr.
Chief, Environmental Division

6 MAR 2012
date

c. Reviewed and concurred on by:



Randall W. Hanna
Deputy Director, Public Works

6 MAR 2012
date

FIGURE 1:

LEWIS NORTH ACCESS CONTROL POINT Environmental Survey Map

