RECORD OF CATEGORICAL EXCLUSION DETERMINATION

A. **Proposed Action:** Western plans to remove an existing three-pole turning structure (3/1B) on the existing Raceway-Westwing 230-kV Transmission Line, add a new replacement three-pole turning structure (also 3/1B), and move equipment to a bay constructed by Arizona Public Service (APS) within the existing Raceway Substation in order to accommodate APS's new transmission line and substation equipment. APS intends to use the bay currently occupied by the Raceway-Westwing 230-kV Transmission Line for their new Morgan (aka TS-9)-Raceway 230-kV Transmission Line. The proposed configuration avoids the two lines from crossing over or under each other. The project's purpose is to maintain the reliability and safety of the bulk electric system.

The existing three-pole structure will be dismantled, and during this process the conductors may be set on the ground temporarily. Western currently plans to leave the concrete foundations in place, but may break them off at or two feet below ground level. The foundations are likely 18 feet deep.

The new three-pole structure will be composed of 70-foot-tall steel poles. The concrete foundations are expected to be five feet in diameter and 18 feet deep.

New or moved electrical equipment within the substation will be mounted on poles with seven-foot-deep concrete pier foundations or two-to-four-foot-deep concrete slabs. Foundations for the new tubular steel bay superstructure are expected to be four feet in diameter and 18-feet deep. Conduit for control cables within the substation will be buried in plastic pipes and buried at least two feet below the ground surface. This area was previously leveled, compacted, and graved during the construction of the substation in the 1990s.

Western's construction activities could use any or all of the following equipment: bucket truck, crew truck, pickup truck, flatbed truck, dump truck, bulldozer, backhoe, motor grader, tractor trailer, tractor-mounted cranes, tractors with augers, air compressors, hydro lifts, concrete-mixer truck, hydraulic cranes, 50 to 100-ton capacity crane, pullers, tensioners, reel-stringing trailer, and tractor/harrow/disk.

Existing access roads are adequate, and road improvements are not planned. Equipment pads will be bladed as needed, because construction equipment such as bucket trucks and cranes require level surfaces in order to safely operate.

The New Waddell-Raceway-Westwing 230-kV Transmission Line and associated equipment in Raceway Substation is part of the Central Arizona Project. It is owned by U.S. Bureau of Reclamation (BOR) and operated and maintained by Western. The transmission line right-of-way crosses private/other lands and measures 300 feet wide. Within the right-of-way, the transmission line is situated 225 feet from the

northwest edge and 75 feet from the southeast edge. Raceway Substation is owned and operated by APS. The project is located within the SW1/4 of Section 4 and the SE1/4 of Section 5 in Township 5 North, Range 1 East, Gila and Salt River Baseline and Meridian. The corresponding USGS topographic map is Baldy Mountain, Arizona.

Western plans to begin this construction project on March 22, 2010 and complete it by June 30, 2010.

B. Categorical Exclusion Applied: 10 CFR, Part 1021, Subpart D, Appendix B, B4.6: "Additions or modifications to electric power transmission facilities that would not affect the environment beyond the previously developed facility area including, but not limited to... changing insulators, circuit breakers, conductors, transformers..."

10 CFR, Part 1021, Subpart D, Appendix B, B4.13: "Reconstruction (upgrading or rebuilding) and/or minor relocation of existing electric powerlines approximately 20 miles in length or less to enhance environmental and land use values. Such actions include relocation to avoid right-of-way encroachments, resolve conflicts with property development,... allow for the construction of facilities such as canals and pipelines..."

C. Regulatory Requirements in 10 CFR 1021.410 (b):

a. The proposed action fits within a class of actions that is listed in Appendix B to Subpart D.

   i. The proposed action was reviewed for the requirements of the Endangered Species Act, the National Environmental Policy Act (NEPA), the National Historic Preservation Act, and all applicable Department of Energy Orders.
   ii. The proposed action does not require the siting, construction, or major expansion of waste storage, disposal, recovery, or treatment facilities.
   iii. The proposed action does not disturb hazardous substances, pollutants, contaminants, or CERCLA-excluded petroleum and natural gas products that pre-exist in the environment such that there would be uncontrolled and unpermitted releases.
   iv. The proposed action was reviewed and surveyed for impacts to cultural and sensitive biological resources. Cultural and sensitive biological resources have been determined to not be affected.

b. There are no extraordinary circumstances related to the proposal that may affect the significance of the environmental effects of the proposal; and

c. The proposal is not "connected" to other actions with potentially significant impacts, is not related to other proposed actions with cumulatively significant impacts, and is not precluded by 40 CFR 1506.1 or 10 CFR 1021.211.

D. **Determination:** Based on my review of information conveyed to me and in my possession (or attached) concerning the proposed action, as NEPA Compliance Officer (as authorized under DOE Order 451.1A), I have determined that the proposed action fits within the specified class of actions, the other regulatory requirements set forth above are met, and the proposed action is hereby categorically excluded from further NEPA review.

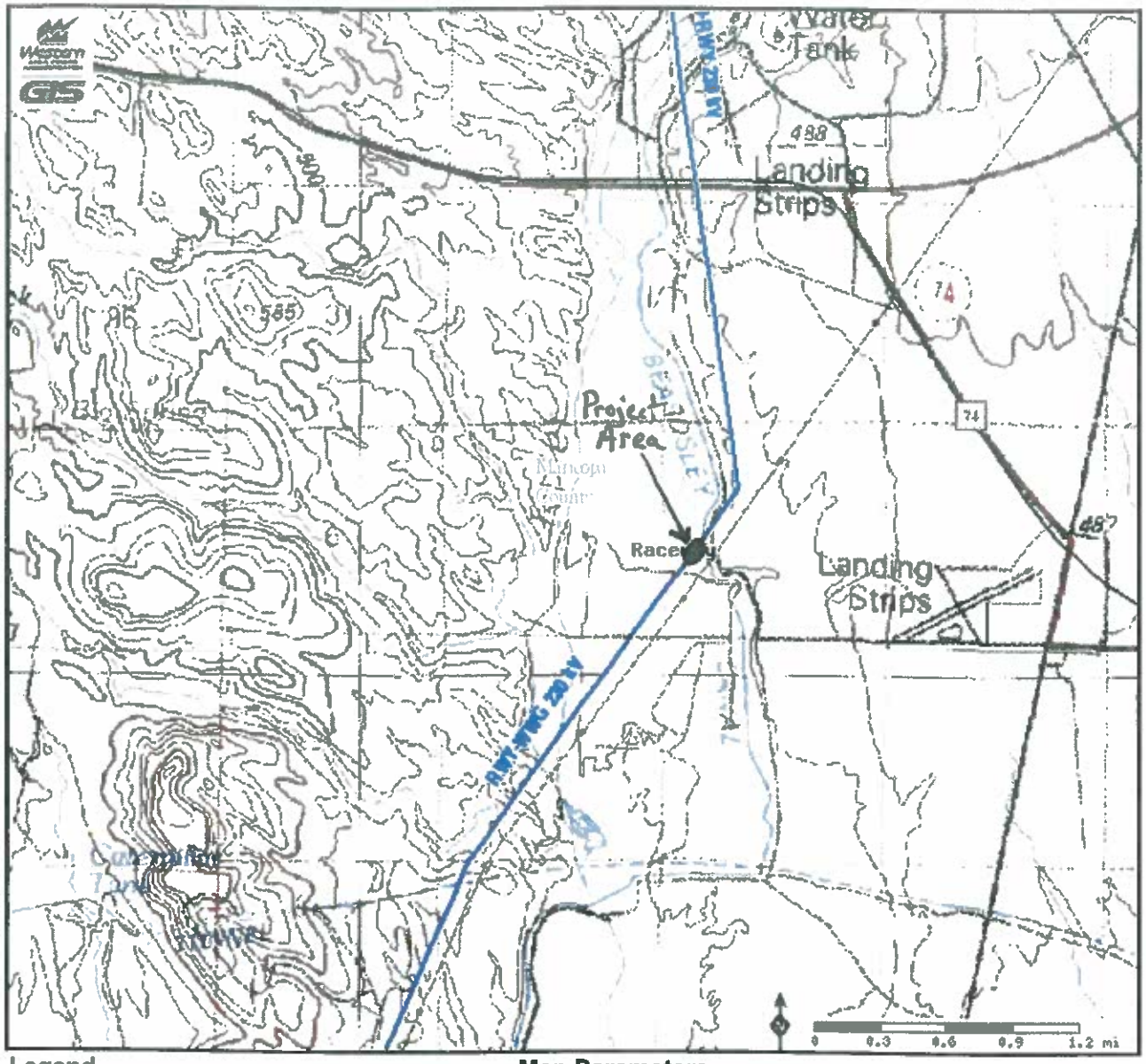
E. **Special Conditions:**

a. Western will hold an on-site cultural awareness training session so that construction personnel are aware of avoidance areas.
b. Western will avoid setting up equipment or driving over Avoidance Areas 1a and 1b in the vicinity of the three-pole structures to be dismantled and constructed (**Figure 1**).
c. Western can drive both rubber-tired and tracked vehicles on, but not improve or expand, an existing access road in Avoidance Area 1c near the northeast corner of Raceway Substation (**Figure 1**).
d. Western will have a cultural monitor observe excavations for the new three-pole structure to promptly report any discoveries.
e. Avoidance Area 2 will be marked by a cultural monitor within the transmission line right-of-way. The markings will be removed at the end of project-related, ground-disturbing activities outside the substation. While work is not planned in this area, it may be necessary to lay the conductor on the ground surface within this area (**Figure 1**).

John R. Holt
NEPA Compliance Officer

3/11/10
Date

Desert Southwest Region



Legend

- Complete T-Line
- Proposed or Re-route T-Line
- Incomplete T-Line
- Distribution Line
- Underground T-Line
- Interconnecting Facilities
- Interconnecting Transmission
  - IU Accuracy Unknown -
- Facilities
- Interstate Highways
- States
- Counties
- USGS 100K Topo-Quads

Map Parameters

UTM ZONE 12, NAD83
Scale 1:48,000

minx: 376886 *maxx:* 386106
miny: 3737866 *maxy:* 3744587

1/21/2010 2:45 P.M.

Western Area Power Administration
An agency of the U.S. Department of Energy

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