DOE-ID NEPA CX DETERMINATION
Idaho National Laboratory

CX Posting No.: DOE-ID-INL-19-070 R1

SECTION A. Project Title: Nile Ave and Lincoln Blvd Repair

SECTION B. Project Description and Purpose: Describe the project or action, (for example, new activity, construction, modification, maintenance, research and development, or work for others). Describe activities, work phases, and location in enough detail to understand the geographic extent of the project (e.g., facility area, building number, and if outside facility boundaries (in the field), include a map (or diagram) with GPS coordinates). Also, describe the purpose and need (what is the activity and why is the activity being performed), projected start and end dates, and the estimated project costs.

Revision 1.

As part of the Nile Ave resurfacing effort, large sections of existing road base material will need to be replaced. As an alternative to placing road base in the CFA Landfill or approved spreading areas, the project is proposing to use the road base to extend the shoulder of the road 4 feet on both sides of Nile Ave. This shoulder extension will not include the area of Nile that has historically sensitive locations close to the road. This activity will reduce the amount of material being placed in spreading areas and/or the CFA landfill. There will be a temporary extra lane built within the width of the shoulder for traffic flow during construction.

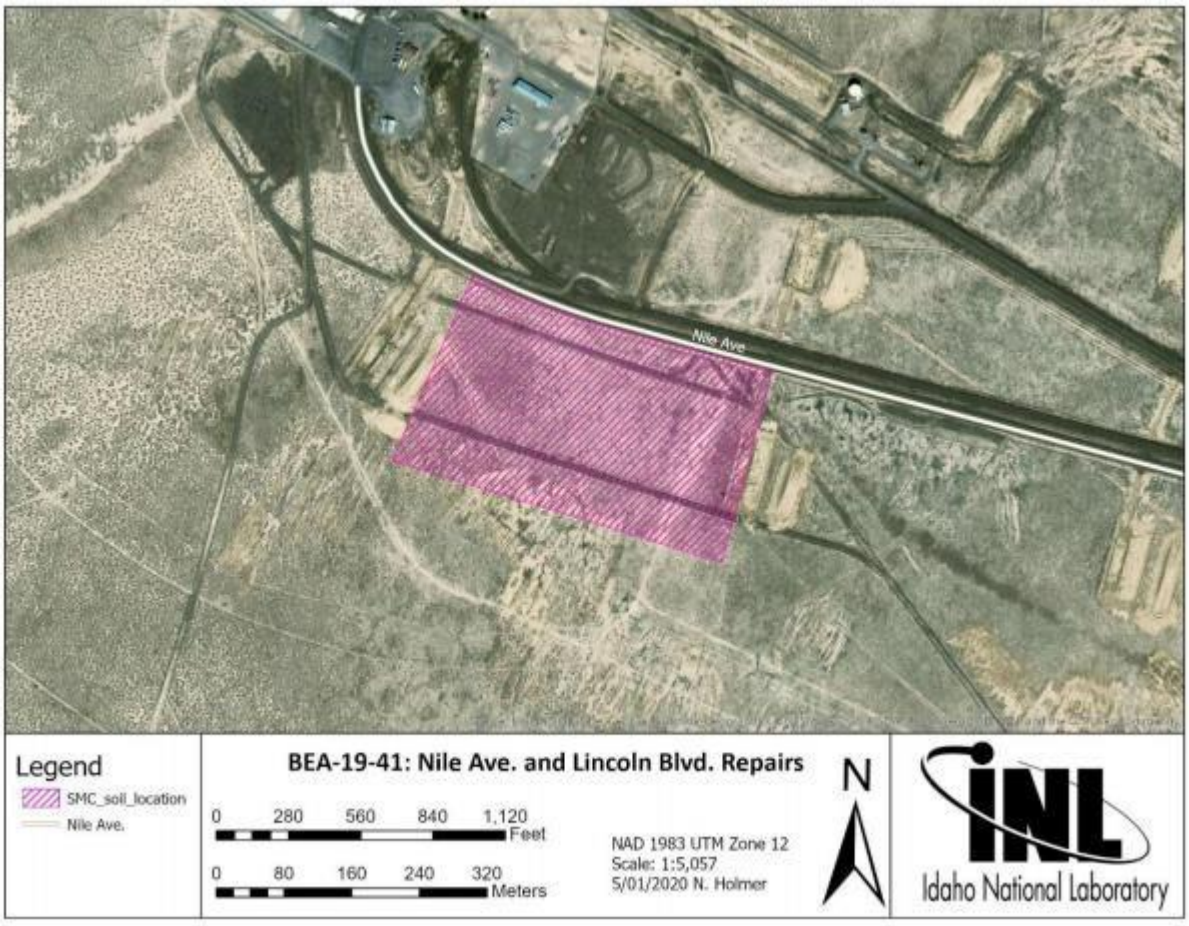
There are three locations where excess soils from the project activities are planned to be located and approved by CRMO. See project specific instructions for the stipulations that must be met:

1) South of the SMC parking lot (seen in Figure 4).
2) North location along the Water Reactor Research Test Facility (WRRTF) access road. (see Figure 5)
3) Directly south of Nile Ave. near the middle of the project area (seen in Figure 6).

Figure 4: Proposed location for excess soil placement (south of the SMC parking lot

Figure 5: Proposed location for excess soil placement (north location along the WRRTF access road)

Figure 6: Proposed location for excess soil placement (south of Nile Ave.)



This revision will also include the paving of sections of TAN-687 Fire Station parking lot. Currently, two sections of the parking lot are gravel. These sections will be paved.

Original EC:

Idaho National Laboratory (INL) needs to rebuild Nile Ave, sections of Lincoln Blvd near Test Area North (TAN) and the Specific Manufacturing Capability (SMC), and the intersection of Nile Ave and Lincoln Blvd shown in Figures 1 & 2. INL proposes to remove the asphalt and the subbase, install new subbase using pulverized material from removed asphalt, and finish the road with an aggregate base and asphalt layer.

Figure 1. Nile Ave reconstruction.

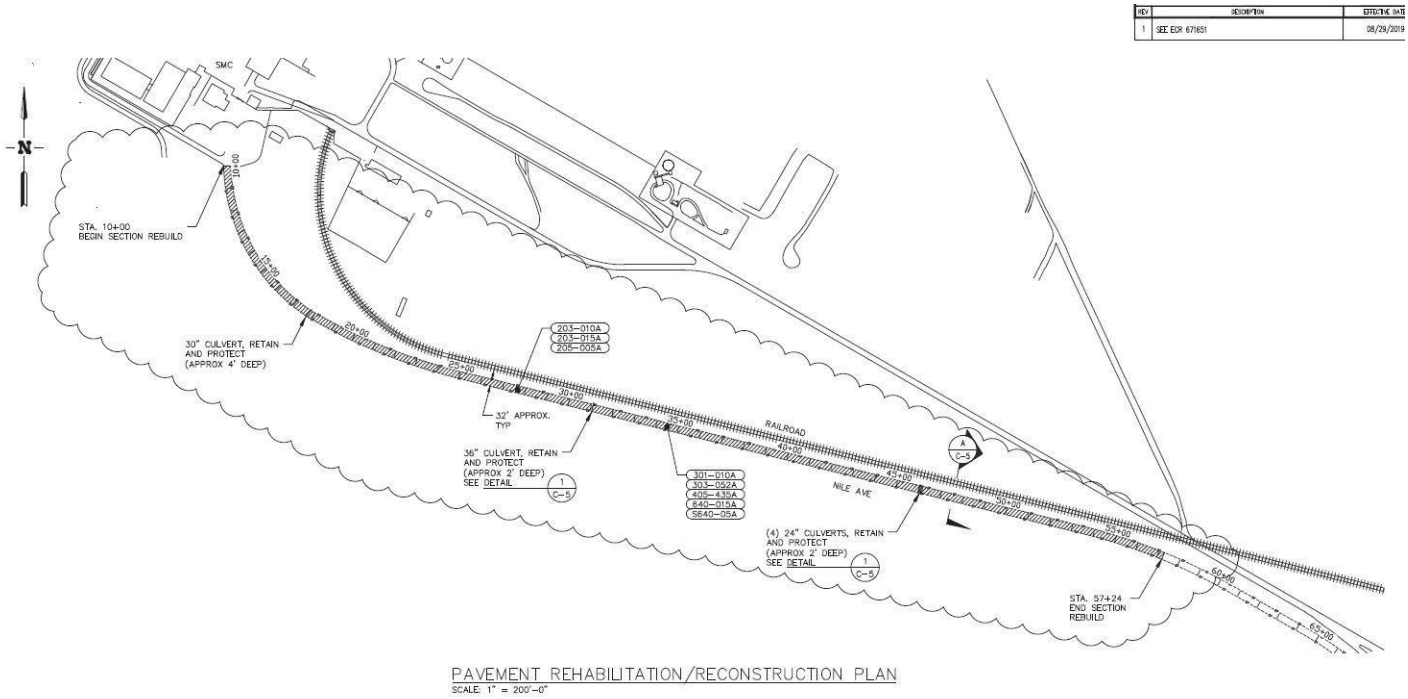
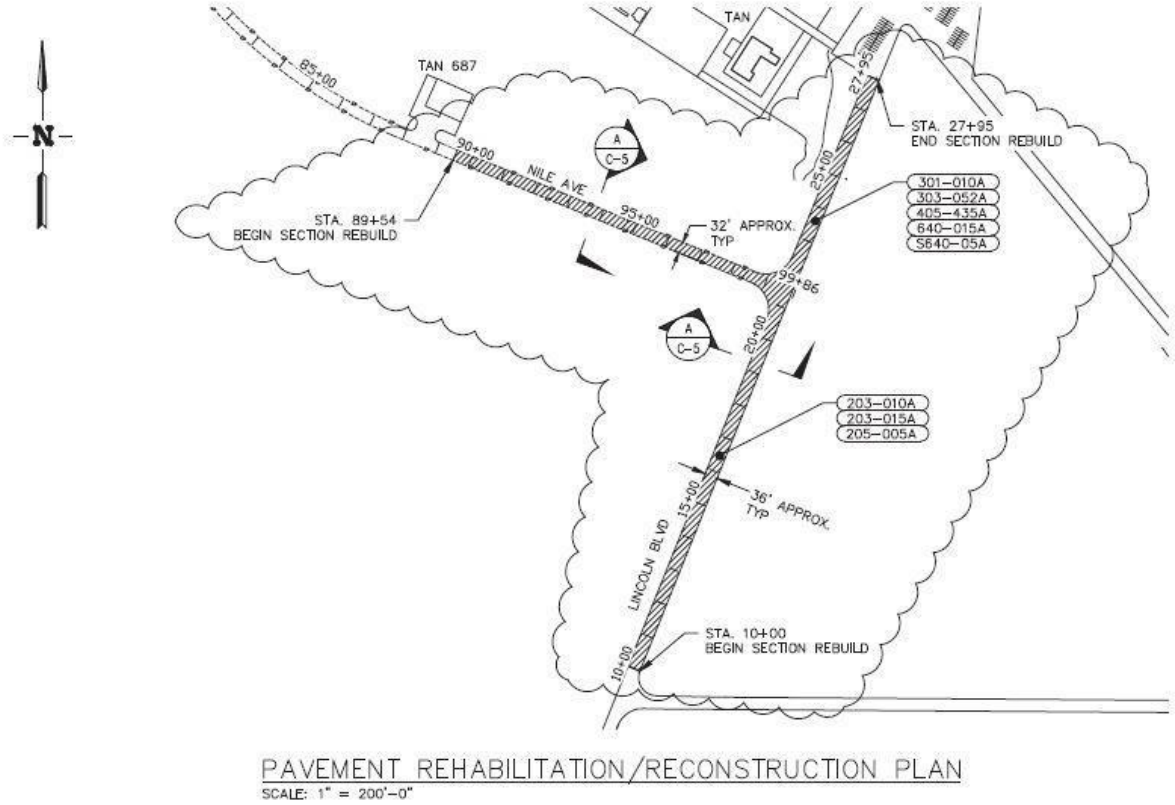


Figure 2. Lincoln Blvd and Nile Ave reconstruction.



PAVEMENT REHABILITATION/RECONSTRUCTION PLAN
SCALE: 1" = 200'-0"

In addition, while repaving the SMC parking lot, as evaluated in environmental checklist (EC) INL-18-079 R1, INL built a temporary bus turn-around in the location shown in Figure 3. The proposed action paves and maintains the turn-around for future use.

Figure 3. Location of temporary bus-turn-around at SMC.

The proposed action obtains crushed rock and gravel from the Monroe Boulevard Gravel Pit. Expansion of the pit is not anticipated.

Total road replacement has the potential to generate large quantities of excess soil. Cultural and biological resource personnel determine locations (out of storm water corridor, limited sage brush disturbance, previously disturbed areas, etc.) to place this soil. Seeding with native vegetation may be required depending on location and future use of the area.

Road widening is not part of the proposed action, and project activities would occur primarily within the disturbed footprint of current roads. Roads at the INL Site have grades that are relatively level, and construction of retaining walls is not needed. In addition, construction of by-pass roads or lanes is not part of the project scope. Existing pullouts and turnarounds will be used to the maximum extent practical. Construction of new pullouts and turnaround areas would be reviewed to verify compliance with applicable requirements.

Some of the types of construction equipment used for construction activities under the proposed action include:

- Road graders
- Bulldozers
- Heavy trucks
- Excavators

Roads or areas not specifically mentioned in this Environmental Checklist (EC) that are identified for repair or replacement require revision of this EC. The project and facility management will work with Cultural and Biological Resource Personnel to designate pull-out areas, turnarounds, laydown areas, and other areas needed to complete the proposed action. Work activities will be confined to these identified areas.

SECTION C. Environmental Aspects or Potential Sources of Impact:

Air Emissions

Activities addressed by this EC have the potential to contribute to air emissions from the operation of fuel burning equipment and use of maintenance equipment. If mobile sources (equipment) will be used temporarily, they must meet Idaho Administrative Procedures Act (IDAPA) 58.01.01.625 visible emission opacity requirements.

Fugitive dust may be generated during proposed work.

Discharging to Surface-, Storm-, or Ground Water

Nile Ave and the section of Lincoln Blvd that is being worked are outside the Storm Water Corridor.

Disturbing Cultural or Biological Resources

Project activities have the potential to remove topsoil and vegetation, compact soils, and damage soil structure. Indirect effects could include soil erosion and reduced soil productivity. Erosion of disturbed soils would be greatest during and immediately after ground disturbance. Afterwards, soils would stabilize as they settle and as vegetation becomes reestablished. Reseeding of all disturbed areas would reduce erosion.

Road reconstruction activities will be within the width of the current roadways (including shoulders of roads). Turnouts, turnarounds, and parking areas will be necessary to complete the work. Disturbance of the road shoulders and ground used for turnouts, turnarounds, and parking areas have the potential to disturb both Cultural and Biological Resource and would result in the long-term loss of soil productivity.

The proposed action will generate a large amount of excess soil that will require placement in a pre-determined location.

Generating and Managing Waste

The project activities will generate industrial (non-hazardous, non-radioactive) wastes such as wiring, metal, and asphalt. Potential waste materials will be evaluated for waste minimization prior to generation, and industrial waste generated during proposed activities will be evaluated for recycling opportunities prior to disposal at the INL Landfill Complex.

All solid waste will be managed by WGS using approved laboratory procedures.

Releasing Contaminants

Typical construction chemicals such as fuels, lubricants, adhesives, concrete, concrete cure, asphalt, etc., will be used and will be submitted to chemical inventory lists with associated Safety Data Sheets (SDSs) for approval in the vendor data system prior to use. The facility Chemical Coordinator will enter
these chemicals into the INL Chemical Management Database. All chemicals will be managed in accordance with laboratory procedures. When dispositioning surplus chemicals, project personnel must contact the facility Chemical Coordinator for disposition instructions.

Although not anticipated, there is a potential for spills when using chemicals or fueling equipment. In the event of a spill, notify facility Environmental Staff. If Environmental Staff cannot be contacted, report the release to the Spill Notification Team (208-241-6400). Clean up the spill and turn over spill cleanup materials to WGS.

Using, Reusing, and Conserving Natural Resources

All materials would be reused and/or recycled where economically practicable. All applicable waste would be diverted from disposal in the landfill where conditions allow. The project would practice sustainable acquisition.

SECTION D. Determine Recommended Level of Environmental Review, Identify Reference(s), and State Justification: Identify the applicable categorical exclusion from 10 Code of Federal Regulation (CFR) 1021, Appendix B, give the appropriate justification, and the approval date.

For Categorical Exclusions (CXs), the proposed action must not: (1) threaten a violation of applicable statutory, regulatory, or permit requirements for environmental, safety, and health, or similar requirements of Department of Energy (DOE) or Executive Orders; (2) require siting and construction or major expansion of waste storage, disposal, recovery, or treatment or facilities; (3) disturb hazardous substances, pollutants, contaminants, or Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)excluded petroleum and natural gas products that pre-exist in the environment such that there would be uncontrolled or unpermitted releases; (4) have the potential to cause significant impacts on environmentally sensitive resources (see 10 CFR 1021). In addition, no extraordinary circumstances related to the proposal exist that would affect the significance of the action. In addition, the action is not “connected” to other action actions (40 CFR 1508.25(a)(1) and is not related to other actions with individually insignificant but cumulatively significant impacts (40 CFR 1608.27(b)(7)).

References: 10 CFR 1021, Appendix B to subpart D, items B1.3 "Routine maintenance", B1.15 “Support Buildings” and B1.32 “Traffic Flow Adjustments”.

Justification: B1.3 "Routine maintenance activities and custodial services for buildings, structures, rights-of-way, infrastructures (including, but not limited to, pathways, roads, and railroads), vehicles and equipment, and localized vegetation and pest control, during which operations may be suspended and resumed, provided that the activities would be conducted in a manner in accordance with applicable requirements. Custodial services are activities to preserve facility appearance, working conditions, and sanitation (such as cleaning, window washing, lawn mowing, trash collection, painting, and snow removal). Routine maintenance activities, corrective (that is, repair), preventive, and predictive, are required to maintain and preserve buildings, structures, infrastructures, and equipment in a condition suitable for a facility to be used for its designated purpose. Such maintenance may occur as a result of severe weather (such as hurricanes, floods, and tornados), wildfires, and other such events. Routine maintenance may result in replacement to the extent that replacement is in-kind and is not a substantial upgrade or improvement. In-kind replacement includes installation of new components to replace outmoded components, provided that the replacement does not result in a significant change in the expected useful life, design capacity, or function of the facility. Routine maintenance does not include replacement of a major component that significantly extends the originally intended useful life of a facility (for example, it does not include the replacement of a reactor vessel near the end of its useful life). Routine maintenance activities include, but are not limited to:

Is the project funded by the American Recovery and Reinvestment Act of 2009 (Recovery Act) ☐ Yes ☒ No

Approved by Jason Sturm, DOE-ID NEPA Compliance Officer on: 7/14/2020