

# DOE-ID NEPA CX DETERMINATION

## Idaho National Laboratory

### SECTION A. Project Title: Maintaining Unpaved Roads on the Idaho National Laboratory -- Overarching

#### SECTION B. Project Description and Purpose:

The Idaho National Laboratory (INL) has a variety of highways and roads ranging from paved State Highways, paved roads, improved and unpaved roads to lightly used two track trails. Roads that access the interior of the INL include gravel, dirt, two-track roads and trails, often designated as "T-Roads" or unpaved, unimproved, two-track roads. This environmental checklist (EC) covers the maintenance of unpaved roads on the INL and selected off-site unpaved roads. "This EC does not cover vegetation control or the removal of windblown sand. To remove vegetation (e.g., alongside or middle of the road) or windblown sand during unpaved road maintenance of priority 3 and 4 roads requires a separate EC." Maintenance of Priority 1 and 2 roads can control vegetation and windblown sand within the normal width of the roadway."

INL has many unpaved roads that cross the site and using these roads requires ongoing maintenance. The Department of Energy (DOE), the United States Geological Survey, Bureau of Land Management, and many contractor organizations use these unpaved roads to conduct security exercises, evacuate facility areas, and to access wildland fires, power line and other easements, water and monitoring well sites, research & development activities, cultural and biological survey areas, and other remote locations or activities. Maintenance of unpaved roads may include activities such as grading, and filling potholes or low areas in the roads. The extent of maintenance on a road depends on the intended use, for instance, an area graveled emergency evacuation road requires frequent and more extensive maintenance, while an unpaved (two-track) road to an inactive borrow source or abandoned well requires infrequent and less extensive maintenance.

This EC incorporates information from other documents such as the "Idaho National Engineering and Environmental Laboratory Wildland Fire Management Environmental Assessment and Finding of No Significant Impact (FONSI) (DOE/EA-1372)" and the INL Roads and Grounds Rangeland Management Plan (PLN-1084). Tables 1a and 1b (*see box at bottom of this page*) identifies 50 unpaved roads (or road segments) on the INL, designating the road "use" category, and gives each a priority rank. INL's Roads and Grounds organization performs maintenance of unpaved roads based on the level of priority listed (Priority 1, 2, 3, and 4) to support normal and emergency access and egress to facilities, wildland fires, security patrols, power distribution and environmental project access.

**Note:** Unpaved roads are those INL dirt and two-track roads and some trails, often designated as "T" roads (such as T-1, T-5, and T-20), but not necessarily.

**Priority 1** roads are those designated as emergency evacuation routes and security access roads. Roads and Grounds personnel maintain Priority 1 roads for emergency evacuation and security response activities. The level of maintenance requires grading and graveling roadways within rights-of-way.

**Priority 2** roads give graded access to the INTEC percolation ponds, National Security Test Range,

East Butte, some wellheads, spreading area dike near RWMC, the Experimental Field Station, and includes the Haul road between CTRIC and MFC. INL also maintains the access road to Howe Peak, which is off the INL Site, and works directly with the U.S. Forest Service. Roads and Ground personnel maintain Priority 2 roads passable and graveled and spot graded, as needed.

**Priority 3** roads are two-track roads generally for wildland fire access, but also are used for power line maintenance, environmental monitoring, cultural and biological surveys. Roads and Ground personnel maintain Priority 3 roads as passable to 4x4 vehicles using by dumping gravel fill material in holes and rut and using the dump vehicle to level and compacting fill by driving back and forth over new material, and using a hand rake or shovel, if necessary.

**Priority 4** roads are those unpaved roads that Roads and Grounds do not maintain without a demonstrated specific need such as access to a new project or facility. Maintaining or upgrading a Priority 4 road requires an approved EC. Ranchers and hunters use some Priority 3 and Priority 4 roads to access designated grazing and hunting areas on the INL.

This EC covers the activities associated with maintaining unpaved roads listed in Tables 1a and 1b. Unpaved roads not in Tables 1a and 1b require contacting Environmental Support and Services (ES&S). Constructing or upgrading an unpaved road is not a maintenance activity. Project personnel must submit an EC to ES&S for review and approval of activities related to constructing or upgrading roads. This EC establishes a "baseline" for unpaved roads on the INL. Tables 1a and 1b describes those environmental controls necessary to reduce or eliminate potential environmental impacts from maintenance activities.

Table 1a and 1b are located at the back of this document.

#### Unpaved Road Priority Rank and Use

Priority 1	=	Emergency evacuation / Security roads (graveled and graded routinely)
Priority 2	=	Project access road (maintained to passable (graveled and spot graded, as needed)
Priority 3	=	Wildland fire access / Maintained as passable to 4x4 vehicles using dump and level techniques, but not graded
Priority 4	=	Not maintained

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### **SECTION C. Environmental Aspects or Potential Sources of Impact:**

#### **Air Emissions**

- Project activities may generate fugitive dust during soil disturbing activities. Operating equipment will also create fugitive dust.

#### **Discharging to Surface-, Storm-, or Ground Water**

- At crossings of water bodies, maintenance of unpaved roads could cause pollution of surface water. In addition, unpaved road maintenance activities could cause pollution of storm water in areas where storm water may reach surface waters at the site. Road maintenance activities involving soil disturbance (disturbance of unstable road segments) greater than 1 acre could influence aquatic habitat or waters of the United States, including wetlands.

#### **Disturbing Cultural or Biological Resources**

- The Cultural Resource Management (CRM) Office has completed surveys of most Priority 1 and Priority 2 roads for cultural resources (see Table 1). The surveys found archaeological sites along the edges of some of these roads, but did not find sensitive remains within the roadbeds (see Table 1). Ongoing maintenance of Priority 1 and 2 roads should have no effect on cultural resources and can go forward (consult Table 1 for guidance).
- The majority of Priority 3 roads INL has not surveyed for cultural resources. The limited surveys along these roads confirm the presence of archaeological sites within and beside the vehicle tracks. Several of the roads are cultural resources themselves because they have been in use as routes of travel for horses, wagons, stagecoaches, and now 4 x 4 vehicles for more than 100 years. Finally, there may be other resources of importance to the Shoshone-Bannock Tribes within, along, or included as part of Priority 3 roads. Therefore, ongoing maintenance of Priority 3 roads on the INL may cause impacts to the cultural resources as described above.
- Diverse complements of small mammals, reptiles, and breeding bird species common to the sagebrush steppe, including sage-grouse use the roads and areas surrounding the roads. Pronghorn and mule deer also use these areas throughout the year but primarily in a transitory manner. Measurable long-term impacts on any species of federal or state concern are unlikely as long as project personnel carry out the activities and follow instructions in this EC. Short-term impacts include temporary removal and disturbance of habitat for some species. Maintenance activities may cause minimal noise impacts.

#### **Generating and Managing Waste**

- Project personnel may generate small amounts of industrial waste during maintenance activities. The activities will not generate contaminated waste. WGS personnel will manage waste streams and non-hazardous and non-radioactive waste streams will go to the INL Landfill complex.

#### **Releasing Contaminants**

- The project will purchase, store, and use chemicals in maintenance activities such as oils, petroleum products, cleaners, etc. Project personnel may use non-hazardous chemical substitutes in the place of hazardous chemicals as long as the non-hazardous substitutes meet the requirements and specifications of the requester. In addition, project personnel will use spill prevention/minimization measures during storage and use of chemicals and fuels. Although not anticipated, spills could occur when using chemicals or fueling equipment. In the event of a spill, notify facility PEL. If the PEL 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.
- Near wells, unpaved road maintenance activities could influence wells, potentially contaminating drinking water if work is near wells.
- Several stretches of unpaved roads are within the 100-year floodplain of the Big Lost River. Roads and Grounds personnel must consider the potential effect of a flood on roads and road maintenance activities and the potential effects of the maintenance activities on the floodplain dimensions, and flow characteristics. Activities such as grading and filling potholes or low areas in the road, dumping gravel fill material in holes and ruts and using the dump vehicle to level and compact fill by driving back and forth over new material, and hand raking or shoveling are considered road maintenance activities, within the scope of this EC. ES&S does not expect these maintenance activities to increase the height profile or horizontal extent of unpaved roads, and thus, alter floodplain dimensions or flow characteristics. However, if the 100-year flood occurs, erosional forces of the floodwaters may damage or destroy portions of the unpaved roads.
- Roads and Grounds personnel use the above-listed road maintenance activities to repair damage from floods. However, ES&S does not consider the activity maintenance if repair activities involve changing the character, scope, or size of original crossing designs or making bigger roadway embankments or increasing the elevation or width of the roadbed or bringing in several loads of fill and heavy equipment. ES&S considers construction or modification work necessary to repair or replace unpaved roads damaged by flooding beyond the scope of road maintenance under this EC.

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**Using, Reusing, and Conserving Natural Resources**

- INL will reuse and recycle materials where economically practicable and will divert waste from disposal in the CFA Landfill, where conditions allow.

**SECTION D. Conditions, Permits, Special Instructions:**

- Note: Environmental Controls, Conditions, and Instructions Related to Maintaining Priority 1, 2, and 3 Roads are found online at the following Tables.

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

**References:** : B1.3 'Routine Maintenance'

**Justification:** The National Environmental Policy Act Implementing Procedure; Final Rule Categorical Exclusion (CX) B1.3 "Routine Maintenance / Custodial Services for Buildings, Structures, Infrastructures, Equipment", the Wildland Fire Management Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) (DOE/EA-1372), the 'INEEL Sagebrush Steppe Ecosystem Reserve FONSI' (and Final Management Plan)' (EA ID-074-02-067), and the Multipurpose Haul Road EA and FONSI (DOE/EA-1772 covers the maintenance actions described in this EC. The CX covers action such as corrective, preventive, and predictive maintenance of infrastructure (including pathways, roads). The Wildland Fire Management EA, for Alternative 2 allows for the maintenance of certain roads as wildland fire access roads.

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: 7/2/2018

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### Specific 'Environmental' Controls, Conditions, and Instructions related to Maintaining Priority 1, 2, 3, and 4 Roads on the INL

Road maintenance activities meeting the scope of this EC and following applicable conditions and instructions for Priority 1, 2, and 3 roads (as found in **Tables 1a and 1b**), are not required to complete and submit a 2<sup>nd</sup> Tier EC, but must be verified by the PEL. Road maintenance activities not meeting the scope or conditions described in this EC or work on Priority 4 roads, must complete and submit to ES&S a 1<sup>st</sup> Tier EC for review and approval.

**Note:** Unpaved roads on the INL that are not listed in Table 1b should not be maintained until discussing with ES&S.

**Note:** Constructing or upgrading an unpaved road is not a maintenance activity and requires submittal of an EC for review and approval by ES&S. However, once a road is constructed or modified, and it falls within one of the three priority rankings (1, 2, or 3), this EC covers maintenance activities on those roads as described in this EC. ES&S will keep Tables 1a and 1b current by adding newly constructed or designated Priority 1, 2 and 3 roads at [http://webfiles/esh/ess/nepa/files/Unpaved\\_Road\\_Table.pdf](http://webfiles/esh/ess/nepa/files/Unpaved_Road_Table.pdf).

INL PLN-1084 and three environmental assessments address using and maintaining specific unpaved roads on the INL. Those document and the description of allowed (or not allowed) activities under the EA are shown below.

**PLN-1084, INL Roads and Grounds Rangeland Management Plan**, has additional conditions and operator instructions, which addresses roads and road maintenance as it relates to biological and cultural resources.

**Idaho National Engineering and Environmental Laboratory Wildland Fire Management Environmental Assessment, DOE/EA-1372, April 2003 (Department of Energy)**

- "No fuel management activities will occur along unimproved roads. The INEEL
- <sup>1</sup> will maintain the following strategic unimproved roads as passable for 4X4 equipment: T-3, T-4, T-5, T-9, T-12, T13, T-16, and T-20, and power line roads [know as Priority 3 or Wildland Fire Access Roads]"

**INEEL Sagebrush Steppe Ecosystem Reserve, Final Management Plan, EA ID-074-02-067, May 2004 (Bureau of Land Management and Department of Energy)**

- Non-paved roads and trails within the Reserve are designated as 1) open to all authorized vehicles, 2) open to only authorized research vehicles, or 3) authorized forest access routes [i.e., open for public access to forest lands]. Most roads in the Sagebrush Steppe Reserve are 'open to only authorized research vehicles' and are either trails or Priority 4 roads. There are three roads designated as 'forest service access routes. Maintenance on any road in the Sagebrush Steppe Reserve is controlled by the 'Reserve Management Committee', except T-9 and T-28 from SMC to Highway 22 which are designated Priority 3 or Wildland Fire Access road. Contact Environmental Support & Services when planning maintenance activities on all other roads within the Sagebrush Steppe Ecosystem Reserve affecting T-27 and parts of T-17, and T-23.

**Environmental Assessment for the Multipurpose Haul Road within the Idaho National Laboratory, DOE/EA-1772, August 2010 (Department of Energy)**

- The 'Haul Road' is a Priority 2 road with special use conditions (see the EA). Maintenance occurs under the Priority 2 descriptions as outlined in this EC.

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<sup>1</sup> INEEL is the acronym for 'Idaho National Engineering and Environmental Laboratory' which is no longer used, but in this and other cases in this document come from referenced documents. The current acronym for the Laboratory is INL for 'Idaho National Laboratory'

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**Table 1a. Controls and conditions for Priority 1, 2, or 3 roads on the INL. Note: Refer to Table 1b for road priority and status of specific resources along individual roads.**

**Control Fugitive Dust**

- Project personnel or subcontractors will take reasonable precautions to control fugitive dust (e.g., using water, dust suppressant chemical, or covering trucks transporting dirt), and will document controls in daily logbooks.

**Protect Water Crossings, Soil Stabilization, and Storm Water Discharges**

- Project personnel must maintain water crossings during dry or low water conditions in compliance with Section 404 of the Clean Water Act. Contact your PEL to verify the proposed activity will not affect surface waters at the site. Note: Maintenance does not include any modification that changes the character, scope, or size of the original crossing design.
- Project personnel must evaluate water crossings for compliance with Section 404 of the Clean Water Act.
- Project personnel must control dust and maintain soil stabilization during road maintenance activities (using gravel, wood chips, traffic mat for saturated areas, or equivalent material) to protect groundwater, drinking water, surface water, and storm water.

**Protect Wells**

- Project personnel must protect production wells, monitoring wells, and well lots/pads if maintenance activities occur near these structures.

**Protect Cultural Resources**

- Project personnel must coordinate maintenance activities with INL's CRM Office before conducting maintenance on Priority 2 and 3 roads not surveyed by the CRM Office for cultural resources or for help in avoiding impacts to known resources in surveyed areas (see Table 1).
- Project personnel must stay within the current width of Priority 1, 2 and 3 roads. In other words, no maintenance activities should damage roadside archaeological sites.

**Protect Biological / Vegetation / Sage Grouse / Breeding Bird Surveys**

- Project personnel must conduct maintenance activities, if within 5km of an active sage grouse lek, after 9 am and before 6 pm on Priority 1, 2 and 3 roads between March 15 and May 15 to avoid disturbing sage grouse breeding activities.
- Project personnel must obtain gravel or borrow source material after 9 am and before 6 pm in the T-12, Adams Boulevard, and Ryegrass Flats gravel/borrow pits/sources between March 15 and May 15 to avoid disturbing sage grouse breeding activities.
- Project personnel must coordinate maintenance activities with ESER contractor (DOE's Environmental Surveillance, Education, and Research Program) during June to avoid disturbing breeding bird surveys on some Priority 1, 2 and 3 roads.
- Project personnel must control undesirable plant species on Priority 1, 2 and 3 roads to avoid activities that encourage non-native plant species (including noxious weeds) encroaching into areas with native vegetation. Note: Care should be taken to spray weeds when least likely to disturb any wildlife since some may use these species for forage and cover.
- Project personnel must stay within the current width of Priority 1, 2 and 3 roads. In other words, no maintenance activities should damage roadside vegetation.
- Project personnel must not damage vegetation on the sides of the road, nor remove or bury vegetation in the center of a 2-track road. In other words, project personnel should maintain the Priority 3 roads as a 2-track and only place fill material in the tracks.

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**Table 1b. Name, Location, Priority, Resource Status for Unpaved Roads on the INL (Contact ES&S if 'Resource Status' or 'EC' box is checked).**

Road (Name)	Location	Priority	Resource Status Contact ES&S if Checked						
			Cultural	Nesting Bird	Storm Water	Stream Crossing	Sagebrush Steppe	EC	
Access Road - INTEC Percolation Pond	Road starts at gun range road and leads up to and around the INTEC percolation ponds	2	√		√				<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, older than 10 years; Cultural Resources requires consideration during maintenance (10-BT-1448)</li> <li>• Average road width = 19 feet</li> <li>• The road borders the Sagebrush Conservation Area (SCA)</li> </ul>
Access Road - Vadose Zone Research Park Roads	Located near the SE bank/floodplain of the Big Lost River from Lincoln Blvd. at INTEC to NE of Highway 20/26	4	√		√	√		√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, older than 10 years</li> <li>• Crosses the Big Lost River, crossing evaluation complete for Clean Water Act Section 404</li> <li>• In storm water corridor</li> <li>• In the Sagebrush Conservation Area</li> </ul>
Access Road - NSTR	Runs east-west from T-25 to NSTR Pad accessing laydown, observation, and pad areas	2							<ul style="list-style-type: none"> <li>• Cultural Resource survey is up to date</li> </ul>
Access Road – East Butte	Located south of Highway 20 just east of MFC entrance road (~1 mile) and goes to the top of East Butte. A short section at the beginning of the road is off-site.	2	√						<ul style="list-style-type: none"> <li>• Cultural Resource surveys is needed, none to date</li> </ul>
Access Road – Howe Peak	Located off the INL site on HYW-33 about 10 miles north of HWY-20/26. Gives access to the top of Howe Peak. . INL maintains road to top of Howe Peak and coordinates with the U.S. Forest Service.	-	√						<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date; U.S. Forest Service responsibility</li> </ul>
Access Roads – INL Borrow Sources (Ryegrass Flats, Adams Blvd., T-28 South)	Adjacent to borrow sources	-	√						<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, older than 10 years</li> <li>• In the Sagebrush Conservation Area (part or all)</li> </ul>
CFA-INTEC	Runs south from the south-side INTEC perimeter road to the CFA Facility.	1	√						<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date Average road width = 21 feet</li> <li>• Partly in Sagebrush Conservation Area</li> </ul>

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Road (Name)	Location	Priority	Resource Status Contact ES&S if Checked						
			Cultural	Nesting Bird	Storm Water	Stream Crossing	Sagebrush in Stepples	EC	
Farragut Blvd.	Part of the RWMC perimeter road system. Runs northeast to southwest from Highway 20 south to eastern part of RWMC perimeter road.	1	√						<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed older than 10 years; Five Cultural Resources require consideration during maintenance (10-BT-2085, 10-BT-2086, 10-BT-2087, 10-BT-2092, 10-BT-2093)</li> <li>• Average road width = 32 feet</li> <li>• In Sagebrush Conservation Area</li> </ul>
Haul Road, including Wilson Boulevard	Generally runs west – east from intersection of Jefferson Blvd. and Wilson Blvd. through the old ARA facilities then mostly parallel T-25 east to the Taylor Road near MFC. ); access from Jefferson Blvd. (near CITRC) or Taylor Blvd. (near MFC).	2							<ul style="list-style-type: none"> <li>• Cultural Resource surveys up to date</li> <li>• In Sagebrush Conservation Area</li> </ul>
Perimeter Road - EBR-1	Runs the perimeter of the EBR-1 Facility	1							<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, older than 10 years. Registered Historic Property</li> <li>• In storm water corridor</li> <li>• Average road width = 13 feet</li> <li>• Borders Sagebrush Conservation Area; do not remove sagebrush as part of maintenance</li> </ul>
Perimeter Road - INTEC	Runs the perimeter of the INTEC Facility, and then connects to the CFA/INTEC evacuation road to the east.	1	√						<ul style="list-style-type: none"> <li>• Cultural Resource surveys up to date; One Cultural Resource requires consideration during maintenance (10-BT-269)</li> <li>• In storm water corridor</li> <li>• Average road width = 20 feet</li> <li>• Borders Sagebrush Conservation area, do not remove sagebrush as part of maintenance</li> </ul>
Perimeter Road - NRF	Runs the perimeter of the NRF Facility, starts at Washington Blvd. then continues around to the S-side parking lot.	1							<ul style="list-style-type: none"> <li>• Cultural Resource surveys is up to date</li> <li>• Average road width = 16 feet</li> <li>• Parts border Sagebrush Conservation Area, do not remove sagebrush as part of maintenance</li> </ul>

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Road (Name)	Location	Priority	Resource Status Contact ES&S if Checked						
			Cultural	Nesting Bird	Storm Water	Stream Crossing	Sagebrush in Steppes	EC	
Perimeter Road - RWMC	Runs the perimeter of RWMC; including East to Farragut Blvd. and west to intersect with T-12.	1	√						<ul style="list-style-type: none"> <li>• Cultural Resource survey of RWMC perimeter complete, but East and West extensions not surveyed.</li> <li>• In storm water corridor</li> <li>• Parts in Sagebrush Conservation Area, do not remove sagebrush as part of maintenance</li> <li>• Average road width = 36 feet</li> </ul>
Perimeter Road – ATR Complex	Runs the perimeter of the ATR Complex, then runs SE from the East perimeter road to Lincoln Blvd.	1			√				<ul style="list-style-type: none"> <li>• Cultural Resource surveys up to date</li> <li>• Partly in storm water corridor.</li> <li>• Average road width = 21 feet</li> </ul>
Power Line Loop (ARA/MFC)	Runs East along the power line from ARA Road to MFC	3	√	√					<ul style="list-style-type: none"> <li>• Cultural Resource surveys are partially up to date</li> <li>• Parts in Sagebrush Conservation Area</li> </ul>
Power Line Loop (East & West Loops)	Runs North along power line from MFC to TAN, then South to NRF, ATR Complex, & INTEC, and CFA Substation, then East to ARA Road. Note: The East part of the power line loop is T-25 (see below).	3	√	√	√	√	√		<ul style="list-style-type: none"> <li>• West Loop partly in storm water corridor, passes through playa 3, and crosses the Big Lost River at two locations.</li> <li>• Cultural Resource surveys are partially up to date (only for the section between MFC and the NSTR Access road.</li> <li>• Parts in Sagebrush Conservation Area</li> </ul>
Security Road - RR Tracks are on both sides of the railroad tracks in some places)	Runs along the RR track starting at Scoville Station and ending at NRF. Note: maintained the road on both sides of track; gravel road	1							<ul style="list-style-type: none"> <li>• Cultural Resource surveys up to date</li> <li>• Vehicles cross the Big Lost River on the RR tracks</li> <li>• Partly in storm water corridor</li> <li>• Average road width = 13 feet</li> <li>• Parts in Sagebrush Conservation Area</li> </ul>
Wellhead Roads	Miscellaneous roads that access wellheads.	4	√					√	Cultural Resource surveys needed, none to date

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Road (Name)	Location	Priority	Resource Status Contact ES&S if Checked							
			Cultural	Nesting Bird	Storm Water	Stream Crossing	Sagebrush in Steppe	EC		
Wellhead Road – to Well TAN-2312	Starts at Highway 33 south of TAN and travel southeast to wellhead TAN-2312	2						√		<ul style="list-style-type: none"> <li>• Working with Campus Development for a T-Road designation and with GIS to update map</li> <li>• Cultural Resource surveys up to date</li> <li>• Parts in Sagebrush Conservation Area</li> <li>• In Sagebrush Steppe Reserve. INL has a MOU with the BLM.</li> </ul>
T-1	Runs NW-SE W. of RWMC, crosses T-12	4	√	√	√				√	<ul style="list-style-type: none"> <li>• Historic Trail</li> <li>• Spreading Areas C and D (Clean Water Act Section 404 not applicable).</li> <li>• Partly in storm water corridor. Crosses the Big Lost River</li> <li>• Cultural Resource survey not complete, unless otherwise documented</li> <li>• In Sagebrush Conservation Area</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-2	Runs NW-SE NW of RWMC, turns & Runs SW-NE along Big Lost River, crosses Highway 20, ends at the ATR Complex	4	√	√	√	√			√	<ul style="list-style-type: none"> <li>• Historic Trail</li> <li>• Cultural Resource surveys needed, none to date</li> <li>• Partly in storm water corridor and crosses the Big Lost River</li> <li>• Short part of near west INL boundary in Sagebrush Conservation Area</li> </ul>
T-3 (partial section)	Runs from Lincoln Blvd. to the Experimental Field Station	2			√					<ul style="list-style-type: none"> <li>• Cultural Resource surveys up to date</li> <li>• In storm water corridor</li> <li>• Average road width = 14 feet</li> <li>• Parts in Sagebrush Conservation Area</li> </ul>
T-3 (partial sections)	Runs from INL West border to Lincoln Blvd. (between ATR Complex & NRF) and from the Experimental Field Station to the INL East border near Highway 20	3	√	√	√	√				<ul style="list-style-type: none"> <li>• Partly in storm water corridor. Crosses Big Lost River.</li> <li>• Parts in Sagebrush Conservation Area</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>

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Road (Name)	Location	Priority	Resource Status Contact ES&S if Checked						
			Cultural	Nesting Bird	Storm Water	Stream Crossing	Sagebrush in Steppe	EC	
T-4	Starts at Highway 26 (near Atomic City), crosses Highway 20; passes East of MFC and ends at T-9; jogs East along T-9, then follows INL border to Highway 33 West of Mud Lake	3	√	√					<ul style="list-style-type: none"> <li>• Special tribal defined use area between East &amp; Middle Buttes.</li> <li>• Historic Trail.</li> <li>• Parts in Sagebrush Conservation Area</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-5	Starts at Highway 33 South of Howe, runs East, then South to Lincoln Blvd. North of NRF	3	√		√				<ul style="list-style-type: none"> <li>• Partly in storm water corridor.</li> <li>• Parts in Sagebrush Conservation Area</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-6	Runs W-E, S. of Highway 20, starts at Highway 26 near junction of Highway 20/26, ends at T-4 near E. Butte	4	√	√				√	<ul style="list-style-type: none"> <li>• Historic Trail.</li> <li>• Cultural Resource surveys needed, none to date</li> <li>• Parts in Sagebrush Conservation Area</li> </ul>
T-7	Runs W-E; NE of MFC, starts at T-22 ends at T-4	4	√	√				√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-8	Runs NW-SE; NE of MFC, Starts at T-4 and ends at the INL East boundary	4	√	√				√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date</li> <li>• Eastern part in Sagebrush Conservation Area</li> </ul>
T-9	Start from Highway 30 SW of WRRTF, runs Southeast to INL East boundary	3	√	√				√	<ul style="list-style-type: none"> <li>• Crosses isolated unnamed playa.</li> <li>• West segment falls within the Sagebrush Steppe Reserve. INL has a MOU with the BLM.</li> <li>• Historic Trail.</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-10	Runs S-NNE; WNW of RWMC; Starts near Big Lost River and ends at Highway 20/26	4	√	√	√			√	<ul style="list-style-type: none"> <li>• In storm water corridor.</li> <li>• Historic Trail.</li> <li>• Cultural Resource survey not complete, unless otherwise documented</li> <li>• Southern portion in Sagebrush Conservation Area</li> </ul>

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Road (Name)	Location	Priority	Resource Status Contact ES&S if Checked						
			Cultural	Nesting Bird	Storm Water	Stream Crossing	Sagebrush in Stepples	EC	
T-11	Runs S-N; W. of ATR Complex, starts at Highway 20/26 and ends at Highway 33	4	√	√				√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date</li> <li>• Partly in Sagebrush Conservation Area</li> </ul>
T-12 (North part)	Runs SW-NE; W. of RWMC, starts at UPRR and runs North to Highway 20/26	1		√	√			√	<ul style="list-style-type: none"> <li>• This section of the road serves as RWMC emergency evacuation road north of the UPRR</li> <li>• Cultural Resource surveys needed, none to date, but none needed for maintenance</li> <li>• In storm water corridor</li> <li>• Average road width = 24 feet</li> </ul>
T-12 (South part)	Runs SW-NE; W. of RWMC, crosses, starts at INL South boundary and runs north to UPRR	3	√	√	√			√	<ul style="list-style-type: none"> <li>• In storm water corridor. Crosses Spreading Area A.</li> <li>• Cultural Resource surveys needed, none to date</li> <li>• In Sagebrush Conservation Area</li> </ul>
T-13 (Dike Portion)	Runs N-S; W. of RWMC, starts at the junction with T-12 and ends at the end of spreading area dike south of RWMC. Does not include the road from end of dike to INL S. boundary	2							<ul style="list-style-type: none"> <li>• In storm water corridor.</li> <li>• Roads and Grounds fill and grade this section to repair washouts that occur during the winter.</li> <li>• Borders Sagebrush Conservation Area</li> </ul>
T-13 (Non Dike Portion)	Runs N-S; W. of RWMC, starts at the at the south end of the dike to INL S. boundary	4	√	√	√			√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date for the section of road between end of the dike and INL s. boundary</li> <li>• In storm water corridor</li> <li>• In Sagebrush Conservation Area</li> </ul>
T-14	Runs S-N; W&N of NRF, starts at T-3 near Lincoln Blvd and ends at the INL NW boundary	4	√	√				√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date</li> <li>• Mostly in Sagebrush Conservation Area</li> </ul>
T-16	Runs S-N; starts at the INL South boundary, runs North crossing Highway 20, and running between CFA & PBF, ends at INTEC	3	√	√				√	<ul style="list-style-type: none"> <li>• Historic trail.</li> <li>• Cultural Resource surveys needed, none to date In Sagebrush Conservation Area</li> </ul>

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			Cultural	Nesting Bird	Storm Water	Stream Crossing	Sagebrush in Steppe	EC	
T-17	Runs SW-NE; E. of Lincoln Blvd., starts at Ogden Blvd. and ends at Highway 28	4	√	√			√	√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date In Sagebrush Steppe Ecological Reserve, contact ES&amp;S (Northern part)</li> </ul>
T-18	Runs SW-NE; between Highway 20 and Highway 26, starts at Highway 26, and ends at T-6	4	√	√				√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-19	Runs –S-N; E. of Middle Butte, starts at T-4 and ends at Highway 20	4	√	√				√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-20	Runs S-NW; N. of MFC, starts at Road T-3 and ends at the Utah P&L Lines (West Loop) west of Lincoln Blvd.	3	√	√					<ul style="list-style-type: none"> <li>• Historic Trail.</li> <li>• Crosses National Security Test Range safety fan</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-21	Runs S-N, W. of the east INL boundary, starts at Highway 20 and ends at Road T-4	4	√	√				√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-22	Runs S-NNE; N. of MFC, starts at Road T-20 and runs North to T-9, jogs West, then continues East to INL East boundary	4	√	√				√	<ul style="list-style-type: none"> <li>• Historic Trail.</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-23	Runs SE-NW; N. of MFC, starts at road T-22 crosses the T-25 (Power Line Road) and ends at T-17	4	√	√			√	√	<ul style="list-style-type: none"> <li>• Historic Trail.</li> <li>• Cultural Resource surveys needed, none to date In Sagebrush Steppe Ecological Reserve, contact ES&amp;S</li> </ul>
T-24	Runs WSW-ENE; E. of PBF, starts at the ARA road and ends at ANL-W	4	√	√				√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-25 (MFC – NSTR Access Road)	Runs North along power line from MFC to NSTR Access Road. Note: This is the East part of the power line loop.	2							<ul style="list-style-type: none"> <li>• Cultural Resource surveys up to date</li> </ul>
T-25 (NSTR Access Road to TAN)	Runs North along power line from NSTR access road to TAN. Note: This is part of the East part of the power line loop.	3	√	√			√	√	<ul style="list-style-type: none"> <li>• Cultural Resource surveys up to date; Cultural Resources require consideration during maintenance for this section of T-25 (East Power Line Loop)</li> <li>• In Sagebrush Steppe Ecological Reserve, contact ES&amp;S</li> </ul>

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			Cultural	Nesting Bird	Storm Water	Stream Crossing	Sagebrush Steppe	EC	
T-27	Runs SW-NE; SW of TAN, starts at the intersection of Highways 22 & 33 and ends at the WRRTF turnoff	4	√	√	√	√	√	√	<ul style="list-style-type: none"> <li>• In storm water corridor. Crosses Big Lost River at several locations.</li> <li>• In the Sagebrush Steppe Reserve.</li> <li>• In Sagebrush Steppe Ecological Reserve, contact ES&amp;S</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-28 (North part)	Runs E-W; Starts at Highway 22 and ends near Birch Creek diversion crossing.	3	√	√	√	√			<ul style="list-style-type: none"> <li>• In the storm water corridor. Crosses historic Birch Creek channel once.</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>
T-28 (South part)	Runs S-N; Starts North of LOFT and ends at first Birch Creek Diversion crossing.	3	√	√	√	√			<ul style="list-style-type: none"> <li>• In the storm water corridor. Crosses historic Birch Creek channel once.</li> <li>• Cultural Resource surveys needed, none to date</li> </ul>