

DOE-ID NEPA CX DETERMINATION

Idaho National Laboratory

SECTION A. Descriptive Information: Blackfoot Parking Lot Bus Entrance Modifications

SECTION B. Project Description:

The proposed project would create additional parking on, and an alternate entrance to, the Blackfoot parking lot on Idaho National Laboratory (INL) leased property in Blackfoot, Idaho. The purpose is to redirect the traffic flow of the buses coming into the parking lot to make it safer to pick-up and drop off bus passengers and to create additional parking spaces. The project would remove about 25 to 50 feet of fence and construct about a 20-foot in length x 50-foot wide new entrance within the context of highly disturbed parking lot (see attached). In addition, workers would install a gate on the road near the new entrance to prevent traffic from entering an industrial area. INL would carry out this project in late October or early November 2014 for an estimated cost of \$30 K.

SECTION C. Environmental Aspects or Potential Sources of Impact:

Air Emissions: The project will temporarily use mobile sources (equipment) during construction of the new entrance. These sources will be required to meet Idaho Administrative Procedures Act (IDAPA) 58.01.01.625 visible emission opacity requirements. All reasonable precautions would be taken to control fugitive dust. If dust control methods are required, the method used and frequency of application would be documented.

Disturbing Cultural or Biological Resources: Removing fence and constructing a new entrance will occur within the context of an industrial area with previous soil disturbance. Project personnel will use a 'bobcat' to excavate 12" to 18" of soil for the new entrance before laying down a bed of gravel. The Cultural Resource Management Office will conduct a cultural resource survey in the immediate area of soil disturbance.

There are no concerns related to biological resources.

Generating and Managing Waste/Using, Reusing, and Conserving Natural Resources: Project activities will likely generate small amounts of industrial (nonhazardous, nonradioactive) waste (e.g., fencing material, posts, and asphalt pieces). The project will reuse or recycle these materials to the extent practicable.

Releasing Contaminants: Small releases of petroleum (e.g., fuels, oils) are possible, though not expected. Project personnel will report any spills to the spill notification team and environmental support personnel and will take responsibility to cleaned up the spill if necessary.

SECTION D. Determine the Recommended Level of Environmental Review (or Documentation) and Reference(s): Identify the applicable categorical exclusion from 10 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 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 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, B1.32 "Traffic flow adjustments" and B2.5 "Safety and Environmental Improvement."

Justification: The proposed action is consistent with categorical exclusion B1.32 "Traffic flow adjustments to existing roads (including, but not limited to, ... adjusting direction of traffic flow, and adding turning lanes), and road adjustments (including, but not limited to, widening and realignment) that are within the existing right-of-way and consistent with approved land use or transportation improvement plans." In addition, this action also falls under B2.5 "Safety and Environmental Improvement" to create a safer environment to park vehicles and to load and off load bus passengers.

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

Approved by Jack Depperschmidt, DOE-ID NEPA Compliance Officer on: 10/23/2014

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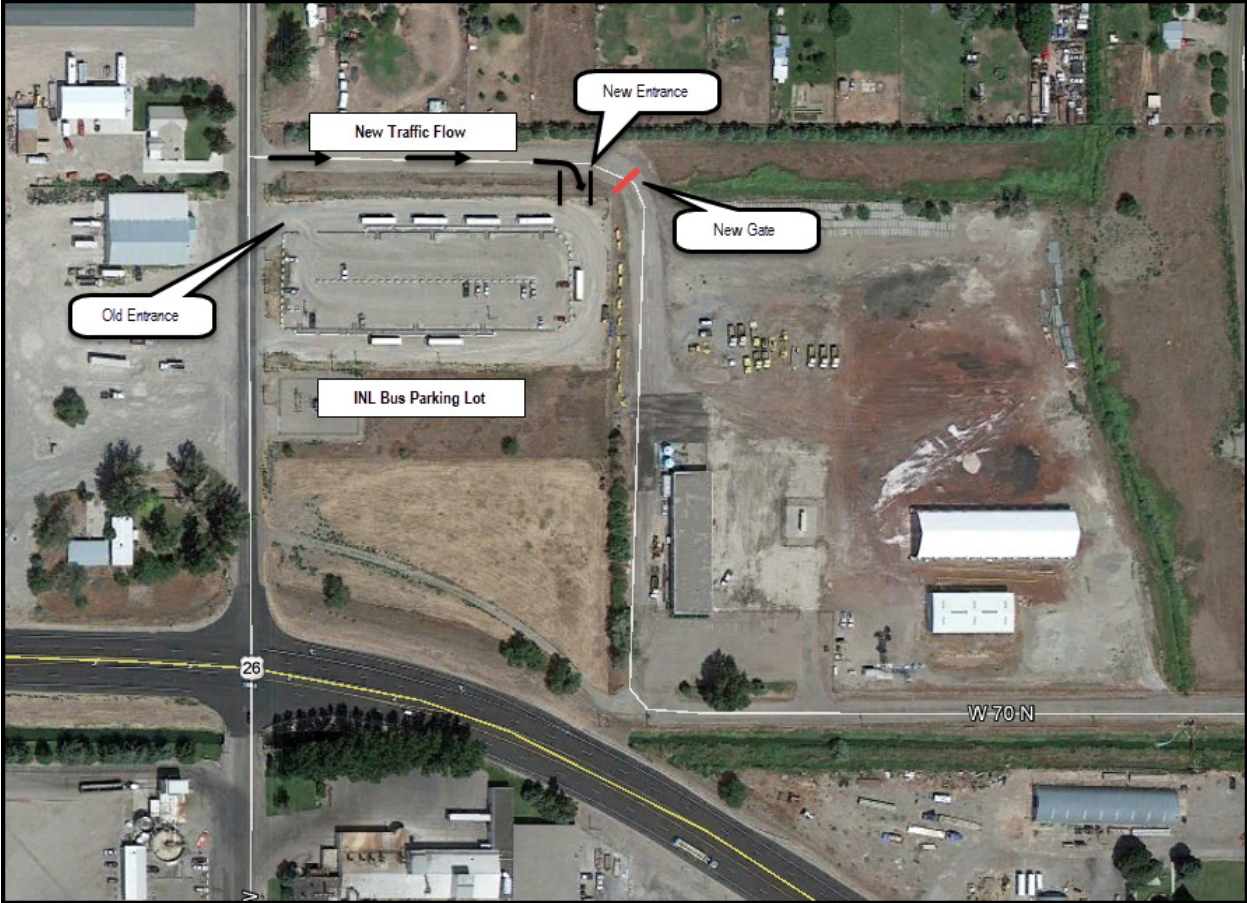


Figure. Proposed traffic flow adjustments at INL's Blackfoot, Idaho bus parking lot.