

**U.S. Department of Energy- Idaho Operations Office
National Environmental Policy Act
Categorical Exclusion Determination**

Gatehouse. The bridge was constructed in 1958 and recent bridge inspections have documented spalling and cracking of concrete in the abutments, wingwalls, and soffits. The bridge is also posted for emergency vehicle weight restriction. Due to the age, condition, and emergency vehicle restrictions, a bridge report prepared by Keller Associates (June 2024) recommends engineering of a replacement bridge to begin in the next budget cycle with full replacement planned in the next 2-3 years.

The scope of this project is to remove the existing Taylor Blvd. Bridge and replace it with a bridge having a similar design and layout. Replacement of the bridge will eliminate current emergency vehicle restrictions and mitigate the risk of further restrictions or closures due to deterioration of the existing structure. The new bridge will provide safe and reliable access to MFC and TREAT for employees, visitors, and deliveries. Replacement of the bridge will also require temporary construction of a bypass road and culvert system that can meet emergency vehicle weights as well as weights of commercial and internal shipments of equipment.

The expected time for completing the bridge construction is fiscal year (FY) 2026.

The Taylor Blvd. Bridge is located South of MFC between US Highway 20 and the MFC Badging Office and Gatehouse. The MFC to CITRIC haul Road is located just South of the bridge. The bridge carries traffic on Taylor Blvd. over the Taylor Drainage Channel. The roadway is not part of the Strategic Highway Corridor Network (STRAHNET) nor the National Highway System (NHS).



Environmental Aspects or Potential Sources of Impact:

Air Emissions

This project has the potential to generate fugitive dust.

Discharging to Surface-, Storm-, or Ground Water

N/A

Disturbing Cultural or Biological Resources

There is the potential for this work to impact vegetation and for project personnel to interact with various wildlife species. A Biological Resource Review will be arranged within two weeks prior to the initiation of any activities that might disturb soil or vegetation and again following completion of project activities. A nesting bird survey is included with the Biological Resource Review for actions occurring between April 1 - October 1 per compliance with the Migratory Bird Treaty Act. Bat surveys are also included with the Biological Resource Review in accordance with the INL Bat Protection Plan.

Cultural: A Section 106 review was completed under CRMO project number (BEA-25-014) and resulted in No Historic Properties Affected. Please refer to the Hold Points and Project Specific Instructions of the ECP.

Generating and Managing Waste

When wastes are generated, how they are disposed can adversely affect the environment. Managing wastes appropriately and responsibly and implementing recycling or reuse practices, where feasible, during project activities can reduce the potential impact on the environment.

Releasing Contaminants

When chemicals are used during the project there is the potential for spills that could impact the environment (air, water, soil).

Using, Reusing, and Conserving Natural Resources

Project description indicates materials will need to be purchased or used that require sourcing materials from the environment. Being conscientious about the types of materials used could reduce the impact to our natural resources.

Determination

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); (5) involve genetically engineered organisms, synthetic biology, governmentally designated noxious weeds, or invasive species, unless the proposed activity would be contained or confined in a manner designed and operated to prevent unauthorized release into the environment and conducted in accordance with applicable requirements, such as those listed in paragraph B(5) of 10 CFR Part 1021, Appendix B. The proposal has not been segmented to meet the definition of a categorical exclusion. Segmentation can occur when a proposal is broken down into small parts in order to avoid the appearance of significance of the total action. However, segmentation does not include proposals that are developed and potentially implemented over multiple phases where each phase results in a decision whether to proceed to the subsequent phase. There is no extraordinary circumstance related to the proposal that is likely to cause a reasonably foreseeable significant adverse effect or for which DOE does not know the environmental effect. Extraordinary circumstances are unique situations presented by specific proposals, including, but not limited to, scientific controversy about the environmental effects of the proposal; uncertain effects or effects involving unique or unknown risks; and unresolved conflicts concerning alternative uses of available resources.

References: B1.13 "Pathways, short access roads, and rail lines"

Justification: For the DOE regulations regarding the application of categorical exclusions, including the full text of each categorical exclusion, see 10 CFR 1021.102 and Appendix B to 10 CFR Part 1021. Implementing guidance for categorical exclusions can be found in DOE's National Environmental Policy Act Implementing Procedures (June 30, 2025): (See full text in regulations and implementing procedures).

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The proposal must fit within the classes of actions listed in Appendix B to 10 CFR Part 1021 and must satisfy the conditions that are integral elements of the classes of actions therein.

There are no extraordinary circumstances related to the proposal that may affect the significance of the environmental effects of the proposal. DOE or an applicant may modify the proposal to avoid reasonably foreseeable adverse significant effects such that the categorical exclusion would apply.

The proposal has not been segmented to meet the definition of a categorical exclusion.

[Note: For proposals that fit within the categorical exclusions listed in Appendix C of DOE's NEPA Implementing Procedures, see DOE's notice of adoption for the subject Appendix C categorical exclusion for additional considerations. DOE notices of adoption for other agency categorical exclusions may be found on DOE's Section 109 webpage.]

B1.13 Pathways, short access roads, and rail lines. Construction, acquisition, and relocation, consistent with applicable right-of-way conditions and approved land use or transportation improvement plans, of pedestrian walkways and trails, bicycle paths, small outdoor fitness areas, and short access roads and rail lines (such as branch and spur lines).

Approved by Robert Herzog, DOE-ID NEPA Compliance Officer on: 10/23/2025