



U.S. Department of Energy
Office of Nuclear Energy
National Environmental Policy Act
Determination

NEPA Identification: DOE-INL-ID-26-022

Proposed Action Title: INTEC Railroad Revitalization

Location(s) (City/County/State): Idaho National Laboratory Site

Proposed Action Description:

The purpose of this work order is to outline the tasks and requirements necessary to maintain and restore the existing railroad back into service from the main track at point of switch to the fence at the southeast corner of INTEC (approximately .50 miles). The work will include grubbing vegetation, applying sterilant, inspecting track conditions, replacing ties, installing rail anchors, replacing broken joint bar bolts, hauling and distributing new ballast, and installing two road crossings (one asphalt with precast concrete pads and one gravel road with a prebuilt wooden crossing).

Coordination with the facility manager for road outages during crossing work is required. A hot work permit shall be initiated for ALL cutting, grinding, and welding.

The railroad must meet the required safety and operational standards upon completion.

Detailed Work Plan

1. Vegetation Removal (Grubbing)

Objective: Remove all vegetation within 25 feet from the centerline of the track on both sides, creating a total cleared area of 50 feet (rail easement).

2. Vegetation Management (Weed Control)

Objective: Eliminate and prevent future growth of vegetation within the 50-foot rail easement. Apply sterilant to kill all vegetation within the entire 50-foot easement (25 feet on either side of the track centerline). Ensure compliance with environmental and safety guidelines for herbicide application. Document treated areas and provide records of herbicide use.

3. Track Inspection and Assessment

Objective: Inspect the entire track from the point of switch at the main track to identify areas requiring repairs or improvements.

Inspection Focus Areas:

- Condition of ties (identify decayed, broken, or misaligned ties).
- Alignment of rails and spacing (ensure a consistent rail gauge of 56.5 inches, with no more than 58 inches). Condition of rail joints, joint bars, and bolts.
- Rail anchor placement and functionality.

1. Tie Replacement and Realignment

Objective: Replace damaged ties, install new ties at rail joints, and realign ties where they have shifted.

2. Rail Anchor Installation

Objective: Install rail anchors to prevent rail movement and improve track stability.

3. Joint Bar Bolt Replacement

Objective: Replace all broken or missing joint bar bolts to ensure rail joint integrity.



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4. Ballast Hauling and Placement

Objective: Transport and distribute approximately 700 cubic yards of rail ballast from Idaho Falls to CFA and place it as needed.

Materials/Equipment Required:

- Dump trucks for hauling ballast.
- Ballast regulator and tamper.

5. Road Crossing Installation

Objective: Install two new road crossings: one for an asphalt road with precast concrete pads, and one for a gravel road with a prebuilt wooden crossing.

5.1. Asphalt Road Crossing with Precast Concrete Pads

Objective: Coordinate with the facility manager to schedule road closure. Remove existing asphalt over the crossing area. Excavate and prepare the area by leveling and compacting the subgrade. Install precast concrete crossing pads securely over the track structure. Repave the road with asphalt on both approaches to ensure a smooth transition.

5.2. Gravel Road Crossing with Prebuilt Wooden Crossing

Objective: Coordinate with the facility manager to schedule road closure. Level and prepare the crossing area, ensuring proper grading and compaction of the gravel road approaches. Lay the prebuilt wooden crossing panels securely over the track structure. Verify the stability and alignment of the wooden panels. Rail Gauge: Maintain a distance of 56.5 inches between rails, with a maximum allowable deviation of 58 inches.

Crossing Standards:

Objective: Precast concrete pads for the asphalt road crossing must meet relevant engineering and safety standards. Prebuilt wooden panels for the gravel road crossing must be treated for durability and properly secured to the track structure. Compaction: Ensure sufficient ballast compaction around replaced ties and at road crossings to provide stability.

Safety Compliance: All work must adhere to OSHA, FRA, and INL safety standards.

Environmental Compliance: Follow all applicable regulations for vegetation removal and herbicide use.



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Map of Area

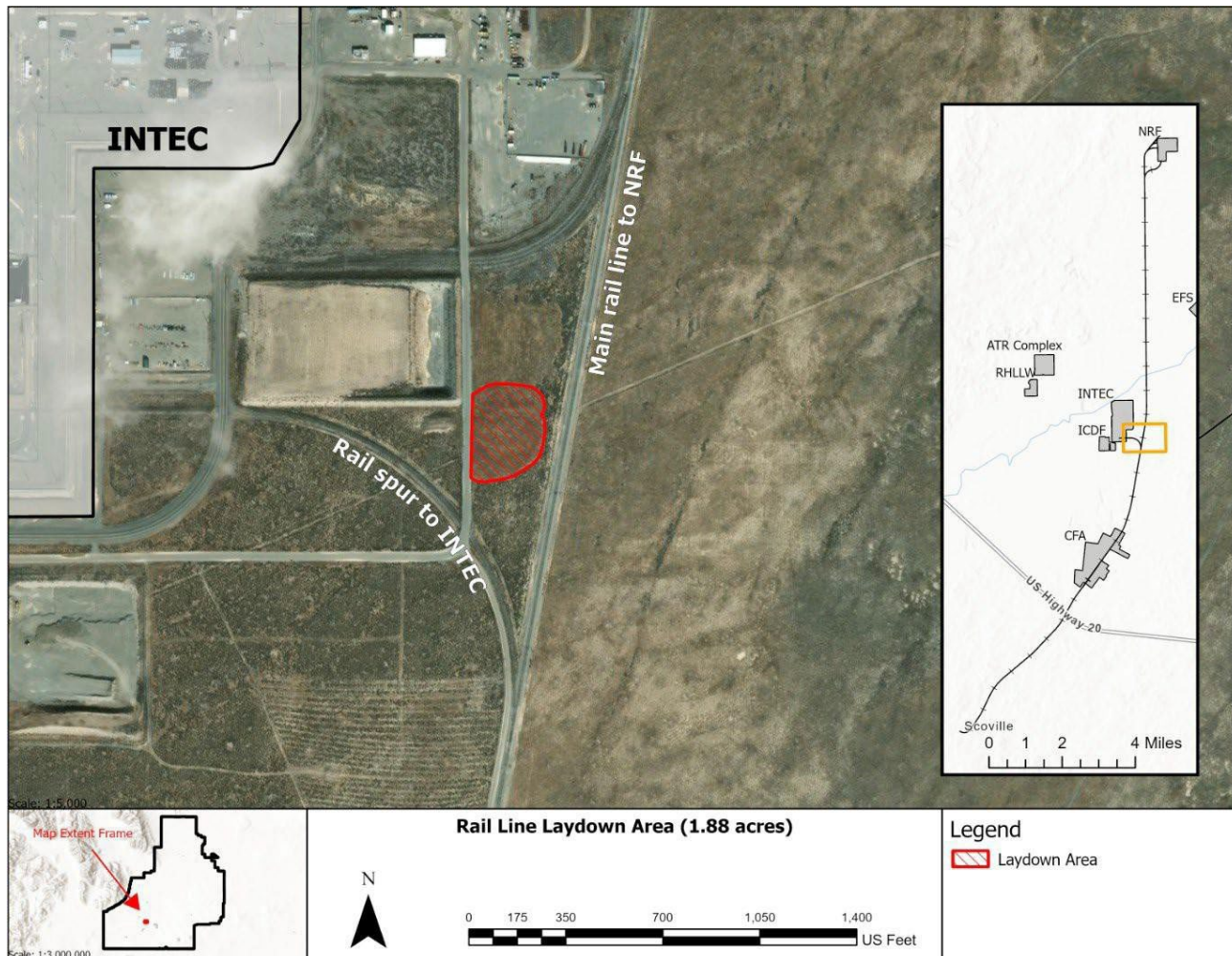




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Map showing area for laydown during construction.





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Environmental Aspects and Impacts:

Air Emissions N/A

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-26-035 R1) and resulted in No Historic Properties Affected. Please refer to Project Specific Instructions.

Generating and Managing

Waste N/A

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 N/A

References:

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

For Categorical Exclusion Determinations:

The proposal fits within the classes of actions listed in Appendix B to 10 CFR Part 1021 or Appendix B and C of DOE's NEPA Implementing Procedures and satisfies the conditions that are integral elements of the classes of actions therein. The proposal does not: (1) threaten a violation of applicable statutory, regulatory, or permit requirements for environment, 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 facilities (including incinerators), but the proposal may include categorically excluded waste storage, disposal, recovery, or treatment actions or facilities; (3) disturb hazardous substances, pollutants, contaminants, or CERCLA-excluded petroleum and natural gas products that preexist in the environment such that there would be uncontrolled or unpermitted releases; (4) have the potential to cause significant impacts on environmentally sensitive resources, including, but not limited to, those listed in paragraph B(4) of 10 CFR Part 1021, Appendix B; (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.

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



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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.

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.

Based on my review of the proposed action, I have determined that the proposed action fits within the specified class(es) of action, the other regulatory requirements set forth above are met, and the proposed action is hereby categorically excluded from further NEPA review.

NEPA Compliance Officer

Signed by: Robert Douglas Herzog, NEPA

Compliance Officer Date Signed: 8/6/2026