

## **EIRR Crisi Project Scope of Work**

The Federal Railroad Administration (FRA) has selected the Idaho Transportation Department (ITD) to receive grant funding for the safety and capacity expansion of the Eastern Idaho Railroad (EIRR) in Rupert, Idaho. Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) “Protection of Historic Properties” (Section 106), this letter is being transmitted to initiate the Section 106 consultation process for the undertaking and to seek concurrence from your office on the definition of the Area of Potential Effect. There are no known 106 reviews of this project or any other projects at this same location.

### **Project Background**

Residents of the City of Rupert, in Minidoka County, have dealt with hours-long delays as a result of the current EIRR track capacity and configuration. The current layout does not accommodate longer trains, and rail switching occurs within an at-grade crossing that serves a main artery of the city. The project will improve short line railroad infrastructure on the EIRR and reduce the blocking of crossings in the City of Rupert. The project will also enhance and relocate railroad switching operations and replace degraded main line track.

This undertaking will be a long-term solution for both the growing short line railroad that requires a more practical operational landscape, and for the community impacted by a blocked crossing at a vital thoroughfare.

The following work elements are proposed for this project:

1. Gular Yard Tracks – Extension of Tracks 140, 141, 142, and 143 in the Gular Yard by approximately 2,876 feet each and relocate four turnouts within the yard.
2. Unit Train Side Track – Addition of a new approximately 7,000 feet long unit train side track northeast of the Gular Yard.
3. Main Line Rail Relay – Replacement of existing worn track with new rail through the Gular Yard.
4. State Highway/8<sup>th</sup> Street Crossing – Removal of one track (Track 145) and the repair/upgrade of this at-grade crossing.
5. 100 North Crossing – Removal of a rail crossover and repair/upgrade of this at-grade crossing.

All project activities will take place in the disturbed area within the existing railroad right-of-way. No new ground disturbance is expected as part of this project and no architectural resources, such as railroad bridges, will be altered. The work for all project elements will take place within ground previously disturbed by railroad operations.

FRA has determined that work elements 3, 4, and 5 shown above fall under the Advisory Council on Historic Preservation’s Program Comment To Exempt Considerations of Effects to Rail Properties Within Rail Rights-Of-Way, issued August 17, 2018. Further Section 106 consultation for those work elements is not required.

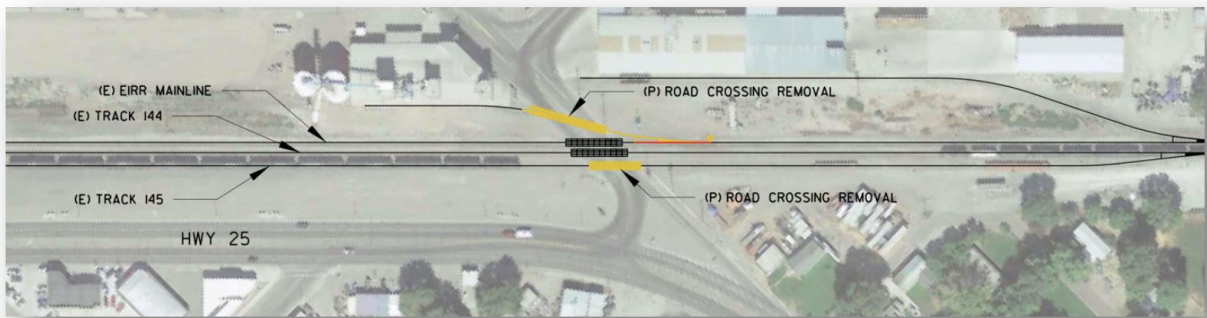
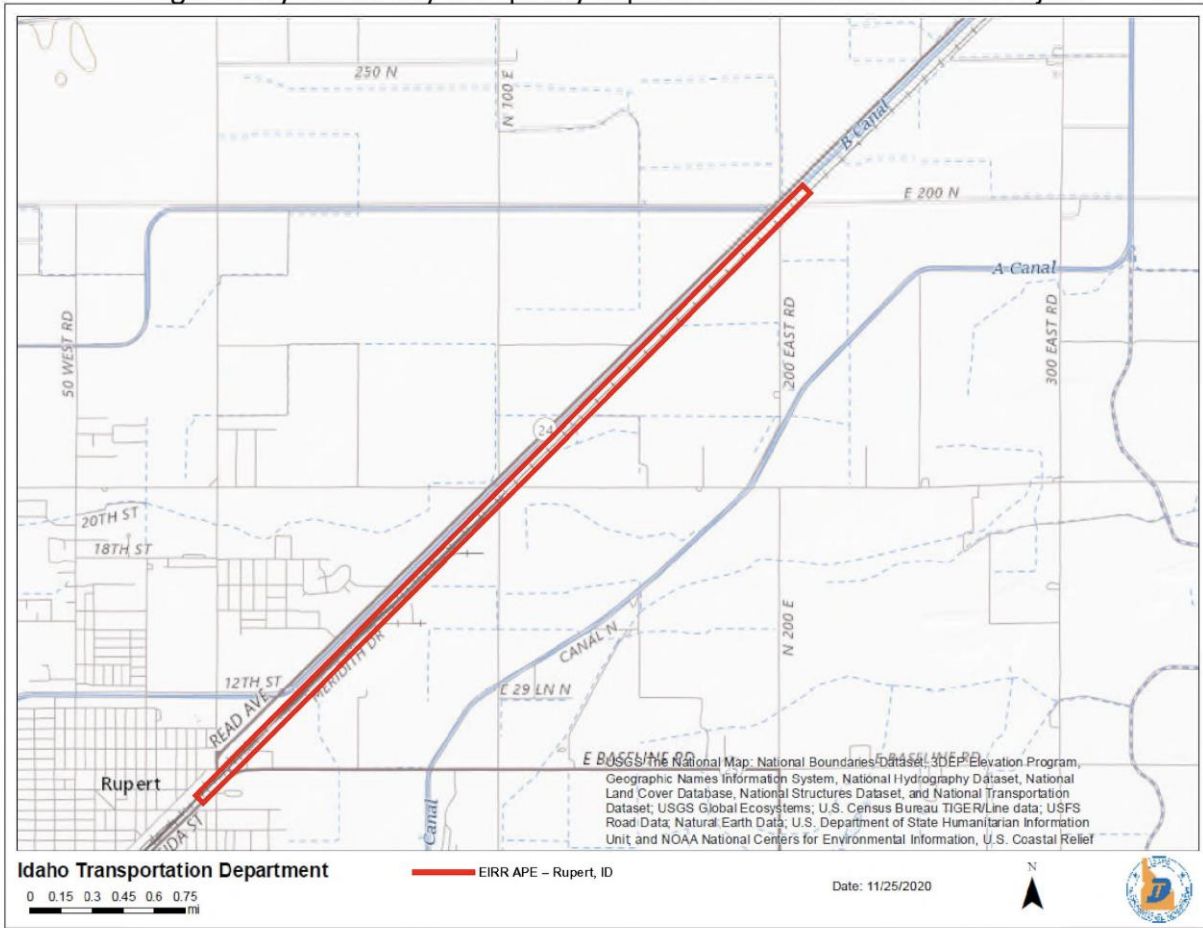
The work on the Gular Yard Tracks (work element 1) and the Unit Train Side Track (work element 2) have the potential to affect non-rail historic properties listed in or eligible for listing in the National Register of Historic Places (NR), and these two elements are discussed in further detail below.

### **Current Undertaking**

FRA's current undertaking consists of extension of the Gular Yard Tracks and a new Unit Train Side Track, located in the City of Rupert in Minidoka County. The improvements made at these two locations will allow EIRR to better move trains within their yard facility and be able to meet and stage long inbound and outbound unit trains while minimizing impacts to traffic in the area. The 26-acre project site will be located in the City of Rupert, Idaho between Mileposts (MP) 10.3 and MP 13.15. A map showing the elements of the project is included below.



# Magic Valley Rail Safety & Capacity Expansion: A Rural Short Line Project



The expansion of the Gular Yard will include the expansion of the 140, 141, 142 and 143 tracks which will connect off the EIRR mainline. The combined lengths of these four tracks is approximately 11,504 linear feet (2,876 linear feet each). Three turnouts currently used on tracks 140, 141, and 142 will be relocated to the northeast side of the yard. An additional two turnouts will be installed on the northeast side of 100 Road and one crossing will be removed from the 100 Road.

The new Unit Train Side Track will be located northeast of the yard and will total approximately 7,557 linear feet. One drainage extension will be completed as part of this side track construction, which will extend the existing culvert under the new track. This drainage extension will convey rainwater from the southeast side of the siding to the northwest. One new turnout will be installed on the side track just southwest of 200 Road, where the side track will reconnect with the EIRR mainline.