PMC-ND
(1.08.09.13)

U.S. DEPARTMENT OF ENERGY
OFFICE OF ENERGY EFFICIENCY AND RENEWABLE ENERGY
NEPA DETERMINATION

RECIPIENT: NREL **STATE:** CO

PROJECT TITLE : STM SERF-FTLB Pedestrian Bridge Repair; NEPA Tracking No. 16-022

Funding Opportunity Announcement Number	Procurement Instrument Number	NEPA Control Number	CID Number
	DE-AC36-08GO28308		GO28308

Based on my review of the information concerning the proposed action, as NEPA Compliance Officer (authorized under DOE Order 451.1A), I have made the following determination:

CX, EA, EIS APPENDIX AND NUMBER:
Description:

DOE/EA-1968 (NREL STM) SITEWIDE ENVIRONMENTAL ASSESSMENT, U.S. DOE NATIONAL RENEWABLE ENERGY LABORATORY, SOUTH TABLE MOUNTAIN CAMPUS, GOLDEN, COLORADO

Rationale for determination:

The U.S. Department of Energy (DOE) proposes to repair a pedestrian bridge and correct a drainageway that is between the Solar Energy Research Facility (SERF) and Field Test Laboratory Building (FTLB) at the National Renewable Energy Laboratory (NREL) South Table Mountain (STM) campus located in Golden, Colorado.

The existing pedestrian bridge crosses the middle drainage and provides a pathway between the SERF and FTLB. The bridge has deteriorated to the point that it is unsafe for pedestrians to use the bridge and has subsequently been closed for use. Additionally, flooding has eroded some of the drainageway under North Loop Road because water drains under the culvert instead of through it. The proposed project would address the repair needs of the bridge and correct water flow through the culvert. This project would not result in any change in the use, mission, or operation of the pedestrian bridge or drainageway.

The proposed project would be completed in two phases. In the first phase, the existing bridge would be prepared for inspection by a structural engineer. Activities in this phase would involve removing the wood planks from the bridge and sandblasting the rust from the steel support angles and tube steel surfaces that contact wood surfaces. In addition, a field investigation of the drainageway would take place. Once the inspections are complete, construction drawings for the bridge structural repairs and drainage improvements would be drafted.

Depending on the recommendations of the structural engineer, second phase activities may include removing all the deteriorated or otherwise unsafe bridge members and replacing them in kind; painting the bridge members with a protective coating; excavating upstream but adjacent to the box culvert crossing under North Loop Road; pumping grout into the eroded pathway that is currently transporting water around the culvert; and building up the streambed with large rocks, gravel and dirt to create a channel that empties properly into the culvert. A concrete apron would be poured to ensure water is properly draining into the culvert.

Hazards would be identified and mitigation procedures outlined in a Safe Work Permit prior to the start of work. Workers would potentially be exposed to physical hazards related to the tools used during the bridge repair and drainage improvement work. Temporary barriers and pedestrian traffic control items would be installed to reroute foot traffic around the construction zone. Existing NREL health and safety policies and procedures would be followed including employee training, proper personal protective equipment, engineering controls, monitoring, and internal assessments. Enclosures and environmental protective measures would be installed to ensure that construction operations do not damage the surrounding habitat and drainage channel. Any damaged areas would be reclaimed and revegetated in accordance with NREL stormwater regulations.

Particulate matter emissions would result from the sandblasting activity. The emissions would be short-term and negligible. Workers would don appropriate personal protective equipment before commencing work, and work would not occur during high wind events.

A nesting bird survey was completed on August 30, 2016 and no nests were found in the proposed project area. Should work be delayed such that work is begun prior to Sept. 15 or after March 15, a new nesting bird survey shall be performed and work suspended in areas of active nests. The proposed project activities would have no impacts to historic resources at the STM campus, and there are no wetlands in the proposed project area.

The Pedestrian Bridge Repair Project is consistent with the activities that are analyzed in the Department of Energy's STM Final Site-Wide Environmental Assessment (DOE-EA-1968). Specifically, this type of project is discussed in the Proposed Action Section 3.2.1, which describes enhancing site operations by "upgrading or replacing existing utilities as needed". DOE-EA-1968 and the associated Finding of No Significant Impact (FONSI) are hereby incorporated by reference. DOE has determined that the proposed activities are bounded by the environmental impact analysis contained in DOE-EA-1968, and FONSI, and no further NEPA review is required.

NEPA PROVISION

DOE has made a final NEPA determination for this award

Insert the following language in the award:

If the Recipient intends to make changes to the scope or objective of this project, the Recipient is required to contact the Project Officer, identified in Block 15 of the Assistance Agreement before proceeding. The Recipient must receive notification of approval from the DOE Contracting Officer prior to commencing with work beyond that currently approved. If the Recipient moves forward with activities that are not authorized for Federal funding by the DOE Contracting Officer in advance of a final NEPA decision, the Recipient is doing so at risk of not receiving Federal funding and such costs may not be recognized as allowable cost share.

Insert the following language in the award:

You are required to:
Should work be delayed such that work is begun prior to Sept. 15 or after March 15, a new nesting bird survey shall be performed and work suspended in areas of active nests. Sandblasting activities shall not be conducted during high wind events.

Note to Specialist :

DOE/EA-1968
NREL
NEPA review conducted by Nicole Serio on 9/16/2016

SIGNATURE OF THIS MEMORANDUM CONSTITUTES A RECORD OF THIS DECISION.

NEPA Compliance Officer Signature: Electronically Signed By: Lori Gray Date: 9/16/2016
NEPA Compliance Officer

FIELD OFFICE MANAGER DETERMINATION

☐ Field Office Manager review required

NCO REQUESTS THE FIELD OFFICE MANAGER REVIEW FOR THE FOLLOWING REASON:

☐ Proposed action fits within a categorical exclusion but involves a high profile or controversial issue that warrants Field Office Manager's attention.
☐ Proposed action falls within an EA or EIS category and therefore requires Field Office Manager's review and determination.

BASED ON MY REVIEW I CONCUR WITH THE DETERMINATION OF THE NCO :

Field Office Manager's Signature: _____ Date: _____
Field Office Manager