

PMC-EF2a

(204.02)

**U.S. DEPARTMENT OF ENERGY  
EERE PROJECT MANAGEMENT CENTER  
NEPA DETERMINATION**



RECIPIENT: NREL

STATE: CO

**PROJECT TITLE :** Denver West Parkway/Marriott Blvd. Intersection Improvements; NREL Tracking No. 09-044A

|  |                                      |                            |                   |
|--|--------------------------------------|----------------------------|-------------------|
| <b>Funding Opportunity Announcement Number</b> | <b>Procurement Instrument Number</b> | <b>NEPA Control Number</b> | <b>CID Number</b> |
|  |                                      | NREL-09-044A               | 0                 |

**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:

- |                        |   |
|------------------------|---|
| <b>DOE/EA-1440</b>     | Final Site-Site Wide Environmental Assessment of the National Renewable Energy Laboratory's (NREL) South Table Mountain Complex (February 2003)   |
| <b>DOE/EA-1440-S-I</b> | Final Supplement to Final Site-Wide Environmental Assessment of the National Renewable Energy Laboratory's (NREL) South Table Mountain Complex (May 2008)   |
| <b>B1.32</b>           | Traffic flow adjustments to existing roads at DOE sites (including , but not limited to, stop sign or traffic light installation, adjusting direction of traffic flow, and adding turn lanes). Road adjustments such as widening or realignment are not included. |

## Rational for determination:

In 2003, a NEPA determination was signed for the Site-Wide Environmental Assessment of the National Renewable Energy Laboratory's (NREL) South Table Mountain Complex (STMC) DOE/EA-1440. In 2008, a NEPA determination was signed for the tiered Site-Wide Supplemental I (DOE/EA-1440-S-I), supported by the 2008 NREL South Table Mountain Traffic Mitigation Action Plan and NREL South Table Mountain Traffic Impact Study. DOE/EA-1440-S-I and Traffic Mitigation Action Plan identified adding lanes and signalized lights to intersections to mitigate traffic impacts. This NEPA determination includes design and construction of the Denver West Parkway intersection. This location is located at the Denver West Parkway and Denver West Marriott Boulevard intersection Lakewood, CO 8040. This proposed project is to develop, design, and construct a larger Denver West Parkway and Denver West Marriott Boulevard intersection. The project would be divided into two stages with multiple tasks:

## Stage I - Site Preparation (Subcontract 1):

- Coordinate and negotiate land acquisitions for Right of Way.
- Provide design work and consultants for the project.
- Design portion of the subcontract to be a fixed price effort. Please provide a payment schedule for this portion of work.
- Management portion of this subcontract to be labor hour type subcontract. Please provide a proposal of time expected and fully burdened rate for each discipline.
- Provide design deliverables, (drawings, specifications, construction cost estimate, schedule and executive summary), at the 50%, 90% & 100% for comment by NREL. A (5) day comment period shall be given and if no comments are received in that time period, the drawings are to be considered acceptable to NREL/DOE GO.
- Coordinate, file all documentation and received approvals with all jurisdictions (eg. City of Lakewood, Jefferson County, DWMD, RTD and CDOT).
- Coordinate, file all documentation and received approvals with all utility entities.
- Locate all existing utilities in both future and existing Right of Ways in both horizontal and vertical directions.
- Provide weekly updates to NREL Project Manager.

## Stage II – Construction (Subcontract 2):

Currently, the estimated area of impact would be ~15,000 square feet. The conceptual design has a 12-ft wide right turn lane added to the intersection of east bound traffic on Denver West Parkway transitioning onto Denver West Marriott Blvd. A pedestrian walk-way would also be included (5-ft wide) and the length of the turn lane from ~120 to 220-ft of lane with ~80 to 100-ft of taper area (transitioning from 1 lane to 2 lanes). Some landscaping including trees may be removed, and lighted signals, signs, and/or utility boxes may also need to be relocated. The construction phase of this project is estimated to begin in late May to early June lasting four to six months. All work would be completed in accordance with applicable Federal, State, and local regulations.

- Competitively bid the project in a public forum.
- Construction portion of this subcontract to be a firm fixed price with payments to be based on a schedule of values on a monthly basis as work is completed.
- Management portion of this subcontract to be labor rate type subcontract. Please provide a proposal of time expected and fully burdened rate for each discipline.
- Coordinate all construction related activities.
- Follow all local and state applicable codes.
- Develop and institute a safety plan for all work on this project per state and federal OSHA policies.
- All work done under this project to be Davis Bacon Wages with certified payroll provide as backup for payment.
- Provide Construction Schedule of the project with timely updates as the project progresses.
- Provide access for NREL PM to do routine site visits.
- Provide weekly updates to NREL Project Manager.
- Provide all close documents and as-built drawings to the required entities and one copy to NREL to close out the project.

**Archeological/Cultural Resources/ Threatened/Endangered**

Given the history of the existing urban setting of the intersection, there are no concerns for Archeological, Cultural Resources, Threatened and Endangered species. More detailed analysis can be found in DOE/EA-1440-S-I.

**Noise**

There would be noise typical of construction equipment, such as grader, paving machine, dump truck and pickup trucks during construction. Work would be conducted during daylight hours.

Construction related noise would consist of a short-term increase in ambient noise levels. Impacts would vary with the phase of construction and occur intermittently. Construction activities would comply with applicable noise ordinances. More detailed analysis can be found in DOE/EA-1440-S-I.

**Safety and Security**

Subcontractor Safety Plan - The subcontractor would follow all federal and state safety policies under OSHA, Safety and Health Regulations for Constructions and as per the Manual on Uniform Traffic Control Devices (MUTCD) as incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F

Hazardous Materials List - A list of all hazardous materials used on the job shall be kept on file at the jobsite. MSDS's shall be available on the job site.

This proposal comprises mitigation measures identified in the 2008 NREL South Table Mountain Traffic Mitigation Action Plan in support of DOE/EA-1440-S-I. Additionally, CX B1.32 can be used to adjust traffic flows at existing intersections.

**NEPA PROVISION**

DOE has made a final NEPA determination for this award

Insert the following language in the award:

Note to Specialist :

None Given.

**SIGNATURE OF THIS MEMORANDUM CONSTITUTES A RECORD OF THIS DECISION.**

NEPA Compliance Officer Signature:

  
NEPA Compliance Officer

Date:

3/10/10

**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: \_\_\_\_\_  
Field Office Manager

Date: \_\_\_\_\_



