# NDOR PQS Project Review Memo
# Section 106 - Tier II Project

Control Number 51508 Project Number STP-87-4(118) Review Date 03/16/16

Project Name Niobrara River South Project Location Box Butte and Sheridan Counties

Date of Project Description Reviewed 12/31/15 (See attached)

Project Results in no historic properties affected ☐ No ☑ Yes ☑ Tier II Project

THPO/Tribal Consultation? ☑ No ☐ Yes

THPO/Tribes(s):

Date Correspondence Sent:

THPO/Tribal response date:

THPO/Tribal comment:

CLG Consultation? ☑ No ☐ Yes

CLG:

Date Correspondence Sent:

CLG response date:

CLG comment:

Other Consulting Parties Identified:

## Area of Potential Effects (APE)

The APE for direct construction effects includes an area 50 feet beyond current right-of-way near streams and about 20 feet beyond right-of-way along the remainder of the project. The vertical depth of the APE normally involves soils and deposits at or near the surface but can reach depths of 15 feet in the immediate area of bridges and culverts at stream crossings. The APE for standing structures and farmsteads includes an area 100 feet beyond existing right-of-way to account for any potential visual effects.
Definition of a broader APE for secondary or cumulative impacts is not required in this instance. There are no detours planned for the project.

**APE considered is consistent with 36 CFR 800.16(d):** ☑ Yes

## Summary of Archeological Investigations

An archeological evaluation was conducted by Highway Archeologist Amy Koch in August of 2015. A review of the Nebraska Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps indicated that one archeological site (25BX1) had been recorded within the APE. The review also revealed that large segments of the project had been surveyed in 1995 for an un-related transportation project. An archeological reconnaissance was completed of the entire project APE. As a result of the reconnaissance, three areas were subjected to an intensive pedestrian survey although no new archeological sites were discovered. The remainder of the APE had been surveyed for the previous unrelated project in 1995 or is in previously disturbed fill or on topographic settings with no potential to impact intact archeological deposits. 25BX1 is a prehistoric site with chipped stone, fire-cracked rock, burned bone and faunal remains. No evidence of site 25BX1 was observed within the APE, therefore, this site was not evaluated relative to NRHP eligibility.

## Summary of Above Ground Resource Investigations

The project was investigated by Preservation Historian Megan Hilger using the Nebraska State Historic Preservation Office inventory and site files, the Box Butte and Sheridan County Tax Assessor records, historic maps, and other primary and secondary sources. Hilger also performed a vehicular reconnaissance of the APE and conducted an inspection of all properties identified as meeting the NESHPO Historic Resources Survey Manual criteria for survey. All properties meeting these criteria were evaluated and incorporated into this investigation. The investigation resulted in the identification and National Register evaluation of three properties in the APE. These three properties are not recommended eligible for the NRHP due to lack of integrity and/or significance. The bridge that may be repaired (S08703059) is not identified as an eligible structure in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. This bridge are also not on the list of structures excluded from the November 2012 Advisory Council on Historic Preservation Program Comment issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges.

| Archeological Resources | Above Ground Resources |
|---|---|
| **Are NRHP listed or eligible properties present within the APE?** ☑ No ☐ Yes | **Are NRHP listed or eligible properties present within the APE?** ☑ No ☐ Yes |
| **Please list:** | **Please list:** |

**Is Temporary Easement Required from ANY Historic Property Listed Above?** ☐ No ☐ Yes

**Is Permanent Easement Required from ANY Historic Property Listed Above?** ☐ No ☐ Yes

**Is Right of Way Required from ANY Historic Property Listed Above?** ☐ No ☐ Yes

**If Yes, describe:**

**Construction Commitments:** ☐ No ☑ Yes

**If Yes, detail here:**

There is a Sensitive Area on this project between MM 23.12 and MM 23.23 (south side only). This area shall be identified on plans as a Sensitive Area to be avoided. Any new rights-of-way or easement acquisitions, however minimal, between MM 23.12 and MM 23.23 (south side only), shall be avoided. No grading or project activities, including but not limited to, work, staging, borrowing, stockpiling, or storing material and/or equipment, would occur beyond the existing ROW in the Sensitive Area.

**Project would result in no historic properties affected:** ☐ No ☑ Yes

**Tier II Project Evaluation Complete**

Stacy Stupka-Burda

Digitally signed by Stacy Stupka-Burda
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Date: 2016.04.13 12:10:18 -05'00'

03/17/16

NDOR PQS Review

Date

Dates do not correspond because edits were required in the Sensitive Area definition, stationing was used instead of mile markers - SSB

*This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Roads to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (July 2015) and meets the requirements to be considered a Tier II Project. Tier II projects result in a project effect recommendation of no historic properties affected.*

Nebraska Department of Roads

# Project Description

**Project Name:** Niobrara River South
**Project No:** STP-87-4(118)
**Control No:** 51508
**Date of Last Revision:** 12/31/15

This project would resurface 14.97 miles of N-87 located in Box Butte and Sheridan Counties, starting 0.29 miles northeast of the intersection of N-87 and L-7E at mile marker (MM) 16.15, and extending northeast to MM 31.12, 0.53 miles north of the Niobrara River. Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

The existing roadway on this segment of N-87 consists of two 12-foot-wide asphalt lanes and 6-foot-wide shoulders, of which 2 feet is paved with asphalt.

The improvements on this project consist of milling of existing pavement, resurfacing the roadway and surfaced shoulders with asphalt, constructing granular subdrains, and constructing earth shoulders. The bridge (S087 03059) would undergo repairs including partial depth deck repairs, asphalt overlay with membrane and piles would be painted.
Scope details include:

- Trench widening for the incorporation of beveled edges on the surfacing for enhanced safety.
- Rumble Strip construction.
- Clearing and Grubbing of non-woody vegetation.
- Grading within the hinge point would be required for the following work:
    - Mailbox turnouts
    - Earth shoulder construction
    - Drives and intersections
    - Granular Subdrains
- There are 39 culverts along this roadway segment. As-built plans indicate that existing culverts meet the lateral obstacle clear zone for this segment and no impacts are anticipated.
- One bridge (Structure Number S087 03059) would undergo repairs including partial depth deck repair, asphalt overlay with membrane, and the piles would be painted.
- Guardrail
    - Remove and replace guardrail
    - Surfacing under guardrail
- The existing asphalt would undergo cold milling and then be resurfaced with asphalt.
- Asphalt patching operations would be performed prior to resurfacing.
- Existing surfaced driveways and intersections would be resurfaced.
- Rock or gravel would be placed behind driveways and intersections to match the new asphalt.
- Mailbox turnouts would be constructed.
- The existing earth shoulders would be brought up to match the new asphalt.
- Project surveying and staking would be required.
- Areas disturbed during construction would be stabilized utilizing methods of erosion control as shown in the Storm Water Pollution Prevention Plan (SWPPP).
- Permanent pavement markings would be applied to all new surfacing and existing sign and posts would be replaced.
- No additional property rights would be required to build this project.
- Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

This project would be constructed under traffic with lane closures controlled with approved temporary traffic control.