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

Control Number 42721 Project Number S-92-4(116) Review Date 05/19/16

Project Name Ashton West Project Location Sherman County

Date of Project Description Reviewed 04/13/16 (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 the project includes all the project activities described in the Project Description. The APE for archeological properties and standing structures was chosen to adequately identify any historic properties that may be potentially altered by this undertaking. The APE for direct physical effects to archeological resources and standing structures generally extends beyond the present N-92 right-of-way (ROW) 20 feet, and up to 50 feet at stream crossings, to allow for minor ROW or easement acquisitions. The vertical APE for the depth of ground disturbance is anticipated to be at or near the surface of the current grade reaching depths of up to 15 feet at the stream crossings. For possible visual or atmospheric (including auditory and vibratory) effects to standing structures, the APE includes an area approximately 100 feet beyond the current ROW in rural settings and 25 feet in urban.

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

## Summary of Archeological Investigations

An archeological evaluation was conducted by HAP Archeologist Nancy F. Carlson on December 1, 2012. A review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps indicated that there are no previously recorded archeological sites recorded within the APE. The entire APE was surveyed at a reconnaissance level. Thirty-one locations were selected for intensive pedestrian survey based on topography and the potential for site locations. No archeological materials were found. This project received SHPO concurrence in 2013. Project description changes made since that concurrence were evaluated by NDOR PQS Stacy Stupka. These changes would be located within the APE considered for this project. The on-site wetland mitigation site is located within existing ROW, also already considered within the APE. There are no archeological historic properties located within the APE.

## Summary of Above Ground Resource Investigations

NDOR PQS Stacy Stupka evaluated the APE for above ground resources in May 2016. A file search of the NeHRSI indicated that there were no previously recorded historic sites within the APE. All above ground resources located within the APE were evaluated using Google Earth images as well as information from the Sherman County Assessor. Five properties met the minimum NESHPO survey requirements and these were selected for a more in depth evaluation. None of these properies retained physical integrity sufficient to convey significance under any NRHP criterion. In addition, bridges S092 32884 and S092 33116 are present within the APE. These bridges are not identified as eligible structures in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. These bridges are 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. There are no historic standing structures located within the APE.

| 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:**

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

**Tier II Project Evaluation Complete**

Stacy L. Stupka

Digitally signed by Stacy Stupka-Burda
DN: cn=Stacy Stupka-Burda, o=NDOR, ou=Planning & Project Development, email=stacy.stupka-burda@nebraska.gov, c=US
Date: 2016.05.23 12:55:06 -05'00'

05/23/16

NDOR PQS Review

Date

*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:** Ashton West
**Project No:** S-92-4(116)
**Control No:** 42721
**Date of Last Revision:** 04/13/16

This 3R (Resurfacing, Restoration and Rehabilitation) project would resurface 7.86 miles of N-92 located in Sherman County, starting just east of the south junction of N-92 and N-58 at mile marker (MM) 323.39, and extending east to MM 331.25, 0.44 miles east of the northwest corporate limits of Ashton. Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

**N-92** MM 323.39 – MM 331.25

The existing roadway on this segment of N-92 consists of two 12 foot wide asphalt lanes and 9 foot wide shoulders, of which 1½ feet is paved with asphalt.

The improvements on this project consist of widening and resurfacing the existing 27' roadway and installing underdrains, removing and replacing guardrail, and bridge repairs. The strategy would result in a 28' top roadway. The irrigation access roads would be realigned around the new guardrail layout, attached to the irrigation canal bridge.

Scope details include:

- The existing asphalt across the entire surfaced width would be milled prior to in-place recycling, and then resurfaced with asphalt.
- Grading beyond the hinge point would be required for the following work:
    - Removal of several existing guardrail locations by grading.
    - The remaining guardrail locations would be removed and replaced, requiring some minor grading.
    - For culvert extensions
    - Mailbox turnouts
    - Correction of superelevation
    - Earth shoulder construction
    - Access road realignment at the Farwell South Irrigation Canal Bridge.
- The scope of work for the Farwell South Canal Bridge (Structure Number S092 32884) would have updated bridge rails. The existing guardrail would be removed and replaced.
- Install Underdrains perpendicular to the roadway centerline in several short segments within the project limits.
- Culvert extensions
- The Farwell South Irrigation access roads at approximately MM 328.84 would be realigned around the new guardrail layout.
- Existing surfaced driveways and intersections would be resurfaced.
- Beveled edges would be placed.
- Rock or gravel would be placed behind driveways and intersections to match the new asphalt.
- Mailbox turnouts would be constructed.
- Surfacing would be placed under the guardrail.

- 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.
- 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.
- There would be on-site mitigation for wetland impacts. A mitigation site would be constructed on the south side of Highway 92 near Reference Post / Mile Marker 327.86.

Dave Heineman
*Governor*

STATE OF NEBRASKA
**DEPARTMENT OF ROADS**
***Randall D. Peters, P.E.,** Director – State Engineer*
1500 Highway 2 •PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 •www.transportation.nebraska.gov

January 17, 2013

RECEIVED
JAN 30 2013
BY:

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historical Society
Box 82554
Lincoln, NE 68508

Re: Cultural Resources Evaluation
Ashton West
Project No. S-92-4(1015), C.N. 42721
Sherman County

HP# 1301-086-01
County SM
STR. x ARCHEO. x
Resp SRD Date 20130131

Dear Mr. Puschendorf:

Please review this document on historic resources for the project mentioned above as required under Section 106 of the National Historic Preservation Act of 1966 as amended and implementing regulations at 36 CFR Part 800.

An evaluation of the potential for cultural resources, both archaeology and standing structures, is included below [and in enclosures].

**Project Description:**

This 3R (Resurfacing, Restoration and Rehabilitation) project resurface 7.88 miles of N-92 located in Sherman County, Starting just east of the south junction of N-92 and N-58 at mile marker (MM) 323.40, and extending east to MM 331.28, 0.41 miles east of the northwest corporate limits of Ashton (Enclosure 1). 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-92 consists of two 12 foot wide asphalt lanes and 9 foot wide shoulders, of which 1 ½ foot is paved with asphalt.

The improvements on this project consist of resurfacing the existing roadway and surfaced shoulders with asphalt, installing perforated pipe underdrains, removing and replacing guardrail and bridge repairs.

Scope details include:

- Grading beyond the hinge point would be required for the following work:
  - Guardrail
  - Mailbox turnouts
  - Correction of superelevation
  - Earth shoulder construction
  - Access road reconstruction at Farwell South Canal
  - Lighting, Signals, and/or ITS elements
  - Roadway grading for culvert extensions
- Grading beyond the hinge point may be required for the following work (Roadway Design would make a determination at Plan-in-Hand):
  - Culverts
- The scope of work at culvert sites on this project has not been determined, however, there are thirty-three culverts on this project, any of which may be impacted by the project.

- The scope of work at culvert sites on this project has not been determined, however, there are thirty-three culverts on this project, any of which may be impacted by the project.
- As-built plans indicate that existing culverts are outside the fixed obstacle clear zone and no impacts are anticipated at this time: however, a final determination would be made at Plan-in-Hand. Driveway culverts and extension of two existing roadway culverts would be required to provide drainage for the relocated access roads at the Farwell South Canal.
- Guardrail
    - Remove and replace guardrail with grading beyond the hinge point.
- The existing asphalt overlay on the bridge over the Farwell South Canal (Structure Number SO92 328+84) would be removed. The deck would have partial and full depth repairs prior to resurfacing with asphalt and the bridge rail would be updated. The existing guardrail would be removed and replaced.
- The existing asphalt would be milled prior to in-place recycling, and then resurfaced with asphalt.
- 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.
- Surfacing would be placed under the guardrail.
- 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.
- 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.

**Area of Potential Effects (APE):**

The APE for archeological properties and standing structures was chosen to adequately identify any historic properties that may be potentially altered by this undertaking. 3R (Resurfacing, Restoration, and Rehabilitation) projectssuch as this one focus primarily on the preservation and extension of the service life of existing facilities and on safety enhancements. Anticipated 3R project activities can include: structural and joint repair, minor lane or shoulder widening, and minor alterations to vertical grades that do not require substantial ground disturbance,bridge and culvert repair, installing perforated pipe underdrains, guardrail replacement and removal or protection of roadside obstacles. Project activities occur within existing rights-of-way or within minimal new rights-of-way and do not introduce new structural or visual elements.

To accommodate any potential minor changes in the above project description that might occur during continued project development, the APE for *direct* effects includes the N-92 roadway and shoulders to be resurfaced as well as areas immediately surrounding all bridges, shoulders, ditches, culverts and guardrail locations. Definition of a broader *indirect* APE for secondary or cumulative impacts is not required in this instance (see Enclosure 2).

**Archeological Evaluation:**

An archeological evaluation was conducted by Highway Archeologist Nancy F. Carlson December 1, 2012. A review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) database and historic maps indicated that there are no previously recorded archeological sites recorded within the APE. An archeological reconnaissance was completed of the entire project APE. As a result of the reconnaissance, areas with potential for archeological resources, including all bridges, culverts, and guardrails, were intensively surveyed, although no archeological sites were discovered. The remainder of the APE is limited to 3R activities in previously disturbed fill or on topographic settings with no potential to impact intact archeological deposits. There are no archeological historic properties in the APE (Enclosure 3).

**Standing Structures:**

During the course of the archeological reconnaissance, it was determined that no standing structures are located in the APE as defined above with the exception of the bridges (SO92 32884) and (SO92 33116). Neither of these bridges that may be repaired are identified as eligible structures in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. These inventories were a joint effort between the Nebraska Department of Roads and your office and evaluated the National Register eligibility of all bridges in the state. The bridges are not listed in the inventories as eligible for inclusion on the National Register of Historic Places because they do not possess the necessary engineering/design significance to be considered eligible. An on-site evaluation by an architectural historian is not required. There are no architectural or structural historic properties in the APE.

**Recommended Effect:**

The Federal Highway Administration recommends that there are no 'historic properties' within the APE of this undertaking, and accordingly, recommends a finding of "no historic properties affected" and respectfully requests NeSHPO concurrence with this determination.

If you have any questions regarding this information do not hesitate to contact me at your earliest convenience.

Sincerely,

Leonard J. Sand

Leonard J. Sand
Highway Environmental Program Manager
Planning and Project Development Division

LJS/PDV12-DA

CONCUR:

L. Robert Puschendorf, Deputy State Historic Preservation Officer 2/7/13 Date

Enclosures:
1: Project Location Map
2: Area of Potential Effect (APE) Map
3: Archeological Project Survey Summary, Continuation From, and Survey Map