NDOR PQS Project Review Memo
Section 106 - Tier II Project

Control Number 22595 Project Number NH-80-9(82) Review Date 08/09/15

Project Name I-80/480/US-75 Intch Bridges, Omaha Project Location Douglas County

Date of Project Description Reviewed 01/09/15

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

THPO/Tribal Consultation? ☐ No ☑ Yes

THPO/Tribes(s): Iowa Tribe of KA and NE

Date Correspondence Sent: 08/14/15

THPO/Tribal response date: 10/01/15 - no response

THPO/Tribal comment:

Consultation with the Ponca Tribe of Nebraska was not completed due to the urban nature of the project.

CLG Consultation? ☐ No ☑ Yes

CLG: Omaha

Date Correspondence Sent: 08/14/15

CLG response date: 10/01/15 - no response

CLG comment:

Other Consulting Parties Identified:

n/a

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

Archeological Resources

Are NRHP listed or eligible properties present within the APE?

☑ **No** ☐ **Yes**

Please list:

Above Ground Resources

Are NRHP listed or eligible properties present within the APE?

☑ **No** ☐ **Yes**

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 Committments: ☑ No ☐ Yes

If Yes, detail here:

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

Tier II Project Evaluation Complete

Stacy Stupka-Burda

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: 2015.10.01 15:48:45 -05'00'

10/01/15

NDOR PQS Review

Date

The APE for archeological properties and standing structures was chosen to adequately identify any historic properties that may be potentially altered by this undertaking (Enclosure 2). The APE for *direct* effects includes all *potential* construction areas along the entire length of the project as described above. In general, this includes an area less than 50 feet beyond the existing center of the I80, I480, and US75 lanes identified in the project description. The undertaking will not involve acquisition of new right-of-way and will not alter the setting and character of this already heavily developed transportation corridor. Accordingly, the APE does not need to be expanded to include adjacent standing structures. Definition of a broader APE for secondary or cumulative impacts is also not required in this instance.

There are no standing structures in the APE as described above other than the six bridges to be repaired and an investigation by an architectural historian is not required. The bridges to be repaired (S08045298A, S08045303A, S08045303B, S08045308, S48000019L, and S48000019R) are not 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 the Nebraska State Historic Preservation 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. These bridges 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.

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA DIVISION

100 Centennial Mall North
Room 220
Lincoln, NE 68508
(402)742-8460

August 14, 2015

Mr. Lance Foster
Tribal historic Preservation Officer
Iowa Tribe of Kansas & Nebraska
3345 B, Thrasher Road
White Cloud, KS 66094

Dear Mr. Foster:

Project NH-80-9(82), CN 22595
EB I-80/480/US-75 Interchange Bridges, Omaha
Douglas County
Cultural Resources Evaluation

Please review this document on historic resources for the subject project as required under Section 106 of the National Historic Preservation Act of 1966 as amended and implementing regulations at 36 CFR Part 800. 36 CFR Part 800.2 (c) (2), specifically addresses consultation between Tribes and federal agencies. As a Certified Local Government (CLG), the City of Omaha is also a consulting party to this undertaking.

For your review, an evaluation of the potential for cultural resources, both archeology and standing structures, is included below [and in enclosures].

Project Description:
This project would repair bridges on I-80 and I-480 located in Douglas County at the I-80/I-480/US-75 Interchange.
The structures along I-80 for this project consist of the following:

- S080 45298A, southbound I-480 to eastbound I-80
- S080 45303A, southbound I-480 to southbound US-75
- S080 45303B, northbound US-75 to northbound I-480
- S080 45308, northbound US-75 to westbound I-80

The structures along I-480 for this project consist of the following:

- S480 00019L, southbound I-480 to eastbound I-80 or southbound US-75
- S480 00019R, northbound I-480

The improvements on this project consist of bridge repairs to S080 45298A, S080 45303A, S080 45303B, S080 45308, S480 00019L, and S480 00019R. The repairs include but are not limited to; repairing the deck, resurfacing, replacing approaches, remodeling for turndowns, replacing expansion joints, repairing erosion and mechanically stabilized earth (MSE) walls, and sealing concrete rails. The guardrail and impact attenuators may be replaced as determined by Roadway Design.

Scope details include:

- Grading beyond the hinge point may be required for the following work (Roadway Design would make a determination at Plan-in-Hand):
  - Guardrail
  - Bridges
  - Culverts
- As-built plans indicate that existing culvert ends meet the lateral obstacle clear zone for this project and no impacts are anticipated at this time; however, a final determination would be made at Plan-in-Hand.
- Guardrail
  - Remove and, if necessary, replace guardrail with grading beyond the hinge point.
- Structure Number S080 45298A would undergo the following repairs: partial and full depth deck repairs, new modular joint, resurface the deck, repair and seal concrete rails, remodel wings to clear approach slab, remodel abutment for partial turndown, and replace approach and grade beam on pile.
- Structure Number S080 45303A would undergo the following repairs: partial and full depth deck repairs, resurface the deck, clean drains, concrete repairs to bridge rail, and seal concrete rails.
- Structure Number S080 45303B would undergo the following repairs: partial and full depth deck repairs, new modular joint, resurface the deck, repair and seal concrete rails, remodel wings to clear approach slab, remodel abutment for partial turndown, replace approach and grade beam on pile, clean drains, seal and repair concrete rails, and repair erosion.
- Structure Number S080 45308 would undergo the following repairs: partial and full depth deck repairs, new modular joint, resurface the deck, repair and seal concrete rails, remodel wings to clear approach slab, remodel abutment for partial turndown, and replace approach and grade beam on pile.
- Structure Number S48000019L would undergo the following repairs: replace and move expansion joints from end of floor to grade beam, replace approaches, repair MSE walls on both ends of the west side, resurface deck, and repair and seal rails.
- Structure Number S48000019R would undergo the following repairs: replace and move expansion joints from end of floor to grade beam, replace approaches, repair MSE walls on both ends of the west side, resurface deck, repair erosion, and repair and seal rails.
- Surfacing would be placed under the guardrail.
- Areas disturbed during construction would be stabilized utilizing NDOR approved erosion control methods. While the total area of disturbance is anticipated to be less than one acre, a Temporary Erosion Control Plan would be required by NDOR Standard Specifications for Highway Construction
- This project is located within a Municipal Separate Storm Sewer System (MS4) community. Post construction storm water management best management practices may be necessary. Additional consultation with the Roadside Stabilization Unit may be required.
- Permanent pavement markings would be applied to all new surfacing.
- 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.
- Work may be required to be accomplished at night.
- This project would be constructed under traffic with lane closures controlled with approved temporary traffic control.

Enclosure 1 depicts the project location.

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 (Enclosure 2). The APE for *direct* effects includes all *potential* construction areas along the entire length of the project as described above. In general, this includes an area less than 50 feet beyond the existing center of the I-80, I-480, and US-75 lanes identified in the project description. The undertaking would not involve acquisition of new right-of-way and would not alter the setting and character of this already heavily developed transportation corridor. Accordingly, the APE does not need to be expanded to include adjacent standing structures. Definition of a broader APE for secondary or cumulative impacts is also not required in this instance.

Archeology:
An archeological assessment for this undertaking was completed by Highway Archeology Program Manager Rob Bozell on April 7-8, 2015. A review of the Nebraska Cultural Resources Geographic Information System and archeological site files indicated that there are no previously recorded archeological sites located within the APE. The project would only involve repairs to six bridges with limited grading beyond the hinge point. The APE was the subject of a field reconnaissance and it was determined that nearly the entire APE consists of deep cuts and high fills with no potential for intact archeological deposits. Three small areas that appeared to possibly retain intact soils were surveyed for archeological sites with negative results (see Enclosure 3).

There are no archeological historic properties in the APE.

Standing Structures:
There are no standing structures in the APE as described above other than the six bridges to be repaired and an investigation by an architectural historian is not required. The bridges to be repaired (S08045298A, S08045303A, S08045303B, S08045308, S48000019L, and S48000019R) are not 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 the Nebraska State Historic Preservation 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. These bridges 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.
There are no architectural or structural historic properties in the APE.

Recommended Effects:
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.

The Federal Highway Administration (FHWA) is providing this documentation for your review and comment and requests that the Iowa Tribe of Kansas and Nebraska notify FHWA of any objections within 30 days of receipt of this letter.

If you have any questions regarding this information, do not hesitate to contact me.

Sincerely yours,

Scott H. Stapp

Environmental Protection Specialist

Enclosures

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA DIVISION

100 Centennial Mall North
Room 220
Lincoln, NE 68508
(402)742-8460

August 14, 2015

Ms. Trina Westman
Historic Preservation Administrator
City of Omaha
1819 Farnam St.
Omaha, NE 68183-1100

Dear Ms. Westman:

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EB I-80/480/US-75 Interchange Bridges, Omaha
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Cultural Resources Evaluation

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For your review, an evaluation of the potential for cultural resources, both archeology and standing structures, is included below [and in enclosures].

Project Description:
This project would repair bridges on I-80 and I-480 located in Douglas County at the I-80/I-480/US-75 Interchange.
The structures along I-80 for this project consist of the following:

- S080 45298A, southbound I-480 to eastbound I-80
- S080 45303A, southbound I-480 to southbound US-75
- S080 45303B, northbound US-75 to northbound I-480
- S080 45308, northbound US-75 to westbound I-80

The structures along I-480 for this project consist of the following:

- S480 00019L, southbound I-480 to eastbound I-80 or southbound US-75
- S480 00019R, northbound I-480

The improvements on this project consist of bridge repairs to S080 45298A, S080 45303A, S080 45303B, S080 45308, S480 00019L, and S480 00019R. The repairs include but are not limited to; repairing the deck, resurfacing, replacing approaches, remodeling for turndowns, replacing expansion joints, repairing erosion and mechanically stabilized earth (MSE) walls, and sealing concrete rails. The guardrail and impact attenuators may be replaced as determined by Roadway Design.

Scope details include:

- Grading beyond the hinge point may be required for the following work (Roadway Design would make a determination at Plan-in-Hand):
  - Guardrail
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- As-built plans indicate that existing culvert ends meet the lateral obstacle clear zone for this project and no impacts are anticipated at this time; however, a final determination would be made at Plan-in-Hand.
- Guardrail
  - Remove and, if necessary, replace guardrail with grading beyond the hinge point.
- Structure Number S080 45298A would undergo the following repairs: partial and full depth deck repairs, new modular joint, resurface the deck, repair and seal concrete rails, remodel wings to clear approach slab, remodel abutment for partial turndown, and replace approach and grade beam on pile.
- Structure Number S080 45303A would undergo the following repairs: partial and full depth deck repairs, resurface the deck, clean drains, concrete repairs to bridge rail, and seal concrete rails.
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- Structure Number S080 45308 would undergo the following repairs: partial and full depth deck repairs, new modular joint, resurface the deck, repair and seal concrete rails, remodel wings to clear approach slab, remodel abutment for partial turndown, and replace approach and grade beam on pile.
- Structure Number S48000019L would undergo the following repairs: replace and move expansion joints from end of floor to grade beam, replace approaches, repair MSE walls on both ends of the west side, resurface deck, and repair and seal rails.
- Structure Number S48000019R would undergo the following repairs: replace and move expansion joints from end of floor to grade beam, replace approaches, repair MSE walls on both ends of the west side, resurface deck, repair erosion, and repair and seal rails.
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If you have any questions regarding this information, do not hesitate to contact me.

Sincerely yours,

Scott H. Stapp
Environmental Protection Specialist

Enclosures