Wetlands PQS Memorandum

DATE 3/31/2016

TO Carmen Pellish, NDOR EDU

FROM Roger Yerdon, NDOR EPU

SUBJECT Wetlands PQS Memo
Project No: STP-12-3(109)
Control No: 80941
Project Name: Springview West

☒A wetland delineation was completed 7/11/2014
Or
☐A desktop review was completed on Click here to enter a date.

Are there wetlands, stream channels, or other waters within the study area?
☒ Yes ☐ No

Will the action result in wetland impacts in accordance with Section 404 of the Clean Water Act and/or Nebraska State Title 117?
☐ Yes ☒ No ☐ Not Applicable

If the project is processed with a Nationwide Permit, is a Pre-construction Notification required?
☐ Yes ☐ No ☒ Not Applicable

Describe resources, <u>potential</u> impacts and anticipated permit type (*Include estimated permanent wetland impacts (acres). If known, also provide estimated temporary wetland impacts (acres), estimated channel impacts (linear feet/acres), special wetland areas, cause of impacts, and any Nationwide Permit information.*): The project corridor contains wetlands and stream channels. No impacts to resources are anticipated with this project.

Cowardin Class Impacted (*Select all that apply*)
☒ Palustrine ☐ Riverine ☐ Lacustrine ☐ Not Applicable

Describe any coordination conducted to date with officials/agencies (*Include: Any coordination with USACE)*: N/A

Wetlands/Waters of the U.S. Mitigation
☐ On-Site/Permittee Responsible ☐ USACE Approved Mitigation Bank Site ☒ Not Applicable

Wetlands/Waters of the U.S. Commitments:

The Contractor shall not stage, store, waste or stockpile materials and equipment in undisturbed locations, or in known/potential wetlands and/or known/potential streams that exhibit a clear "bed and Bank" channel. Potential wetland areas consist of any area that is known to pond water, swampy areas or areas supporting known wetland vegetation or areas where there is a distinct difference in vegetation (at lower elevations) from the surrounding upland areas.

☐ All wetlands/waters within the project area that are not permitted for impacts will be marked on the 2W aerial sheets for the contractor as avoidance areas.

Select one of the following:

☒ No wetland impacts are anticipated for this project; however, if impacts are found during design, the required permits shall be obtained prior to letting. NDOR Environmental shall reevaluate the project for the change in impacts. All wetlands within the project area shall be marked on the project plans or listed on Attachment 1of the Environmental Commitment for the Contractor as avoidance areas. (NDOR Design, NDOR Environmental)

☐ The project qualifies under Nationwide Permit # Non-notifying Nationwide Permit Number. The contractor shall adhere to the permit conditions, including regional and general conditions, during construction. (Contractor)

☐ The project will require a Nationwide Permit for impacts to waters of the U.S. The permit shall be obtained prior to project letting. The contractor shall adhere to all permit conditions, including regional and general conditions, during construction. (NDOR Environmental, Contractor)

Project Description:

This 3R (Resurfacing, Restoration, and Rehabilitation) project will resurface 7.90 miles of N-12 located in Keya Paha County, starting 7.63 miles west of the west corporate limits of Springview, at mile marker (MM) 40+37, and extending east to MM 51+11, at the junction of N-12 and US-183. Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement. This project will be trenching or blading at the edge of the roadway surface to build the beveled edge.

The existing roadway on this segment of N-12 consists of the following:

- MM 40+37 – MM 50+94: This roadway segment consists of two 12 foot wide asphalt driving lanes and 8 foot wide shoulders of which 2 feet is paved with asphalt.
- MM 50+94 – MM 50+96: This roadway segment consists of two 12 foot wide asphalt driving lanes, with shoulders varying in width from 4 to 8 feet, of which 2 feet is paved.
- MM 50+96 – MM 51+00: This roadway segment consists of two asphalt driving lanes varying in width from 12 to 22.5 feet, with 4 foot wide shoulders, of which 2 feet is paved.
- MM 51+00 – MM 51+11: This roadway segment consists of two 22.5 foot wide asphalt driving lanes and concrete curb and gutter.

The improvements on this project from MM 40+37 to MM 51+00 consist of milling and resurfacing the existing 28 foot top roadway with asphalt. There will be a grade raise. From MM 51+00 to MM 51+11, improvements consist of milling and resurfacing the existing roadway. Guardrail will be removed and replaced with surfacing underneath.

Scope details include:

- Grading beyond the hinge point will be required for the following work:
    - Mailbox turnouts

    - Earth shoulder construction
    - Guardrail
    - Curb and Flume
- Guardrail
    - Remove and replace guardrail with grading beyond the hinge point
- The existing asphalt will be milled prior to resurfacing.
- Asphalt patching operations will be performed prior to resurfacing.
- Existing surfaced driveways and intersections will be resurfaced.
- Rock or gravel will be placed behind driveways and intersections to match the new asphalt.
- Mailbox turnouts will be constructed.
- Surfacing will be placed under the guardrail.
- The existing earth shoulders will be brought up to match the new asphalt.
- Project surveying and staking will be required.
- Areas disturbed during construction will be stabilized utilizing methods of erosion control as shown in the Storm Water Pollution Prevention Plan (SWPPP).
- Because the pavement work is considered to result in an alteration of the pavement in crosswalks, the NDOR will eliminate barriers to access by building curb ramps where required (none required).
- Permanent pavement markings will be applied to all new surfacing.
- Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.
- This project will be constructed under traffic with lane closures controlled with approved temporary traffic control.