Wetlands PQS Memorandum

DATE 9/15/2015

TO Carmen Pellish, NDOR EDU

FROM Roger Yerdon, NDOR EPU

SUBJECT Wetlands PQS Memo
Project No: NH-6-2(120)
Control No: 70879
Project Name: McCook - Indianola

☒A wetland delineation was completed 4 – 5 August, 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, potential impacts and anticipated permit type: Permanent wetland impacts are 0.035 acres PEMA/C. Temporay wetland impacts are 0.0021 acres PEMA/C. Permanent channel impacts are 0.0312 acres (193.61 ft). This project will be permitted with a Nationwide Permit 14 – Linear Transportation Projects.

Describe any coordination conducted to date with officials/agencies: N/A

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

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.

Project Description

This project will resurface 10.89 miles of US-6 located in Red Willow County, starting 0.98 miles east of the east junction of US-6/US-34 and US-83 at mile marker (MM) 87+73, and extending east to MM 98+63, the northeast corporate limits of Indianola. Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement. Short segments of the roadway where bridges are being replaced will be built to New and Reconstruction minimum design standards. The extent of pavement work ahead or beyond the structure to accommodate the replacement will be determined by Roadway Design.

The existing roadway in the rural segment of this project (MM 87+73 – 97+69 and MM 98+27 – 98+63) consists of two 12 foot wide asphalt lanes and 12 to 14 foot wide shoulders, of which 10 to 12 feet is paved with asphalt. The curbed urban section in Indianola (MM 97+69 – 98+27) consists of a 50 foot wide back to back curbed section with two 12 foot wide asphalt lanes.

The improvements on this project, with the exception of the bridge replacements at MM 92+05 and MM 97+61, consist of milling and resurfacing the existing roadway and surfaced shoulders with asphalt, bridge repairs and replacement and removing and replacing guardrail.

Improvement at the bridge replacements consist of replacing the existing structure with a new bridge or concrete box culvert, removing the existing guardrail, grading a safety section (MM 92+05 only), full depth pavement as needed where the existing structure is removed and replacement of the guardrail (MM 97+61 only).

Scope details include:

- Grading beyond the hinge point will be required for the following work:
    - Culverts
    - Guardrail
    - Correction of superelevation
    - Earth shoulder construction
    - Bridge removal
    - Turn lanes
    - Flattening foreslopes and backslopes
    - Ditch Cleanout
    - Removal of old substructure
    - Curb and flume construction
    - Contractor Access for bridge work
    - Relocation of field entrances or drives
- The scope of work at culvert sites on this project includes culvert extensions, construction of drop pipes at backslopes and ditches, construction of new culvert pipes (permanent and temporary), construction of drainage structures and raising parapet walls at box culverts.
- Culverts identified within the fixed lateral obstacle clear zone will be extended or shielded with guardrail.
- Guardrail
    - Remove and replace guardrail with grading beyond the hinge point
- The bridge over River Canyon at MM 92+05 (Structure Number S006 09205) will be removed and replaced with a quintuple concrete box culvert designed to accommodate a future grade raise. Construction of the new box culvert will be phased utilizing a two lane temporary road during construction. The existing guardrail will be removed and a safety section graded at the culvert location.

- The deck on the bridge over Red Willow Creek at MM 93+69 (Structure Number S006 09369) will be repaired prior to resurfacing. The existing east approach slab will be milled and resurfaced. The bridge rails and deck overhang will be repaired and sealed. The expansion joints will be replaced and the existing guardrail will be removed and replaced.
- The bridge over Coon Creek at MM 97+61 (Structure Number S006 09761) will be removed and replaced with a 44 foot clear roadway width bridge. New approaches with grade beam on pile will be constructed. The existing guardrail will be removed and replaced. A contractor access crossing will be required (pipes). A temporary traffic signal will be required for phased construction of the bridge.
- Concrete pavement repairs will be made prior to resurfacing.
- 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.
- Field entrances and drives will be relocated to accommodate construction
- Barrier curb will be constructed between the sidewalk and parking areas where appropriate to restrict encroachment on pedestrian facilities.
- Elevation adjustments to existing manholes and water valve boxes will be required due to construction of ADA compliant curb ramps.
- Surfacing will be placed under the guardrail.
- The existing earth shoulders will be brought up to match the new asphalt.
- Pavement replacement will be required to accommodate new bridge construction.
- Foreslopes within the segments of reconstruction will conform to minimum design standards for New and Reconstruction projects.
- 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).
- Rumble strips will be constructed on the resurfaced shoulders.
- 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.
- Centerline rumble strips will be constructed.
- Permanent pavement markings will be applied to all new surfacing.
- Additional property rights will be required to build this project.
- 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.
- The bridge replacement with a box culvert at MM 92+05 will be constructed one half at a time with a two lane wide temporary roadway during construction.