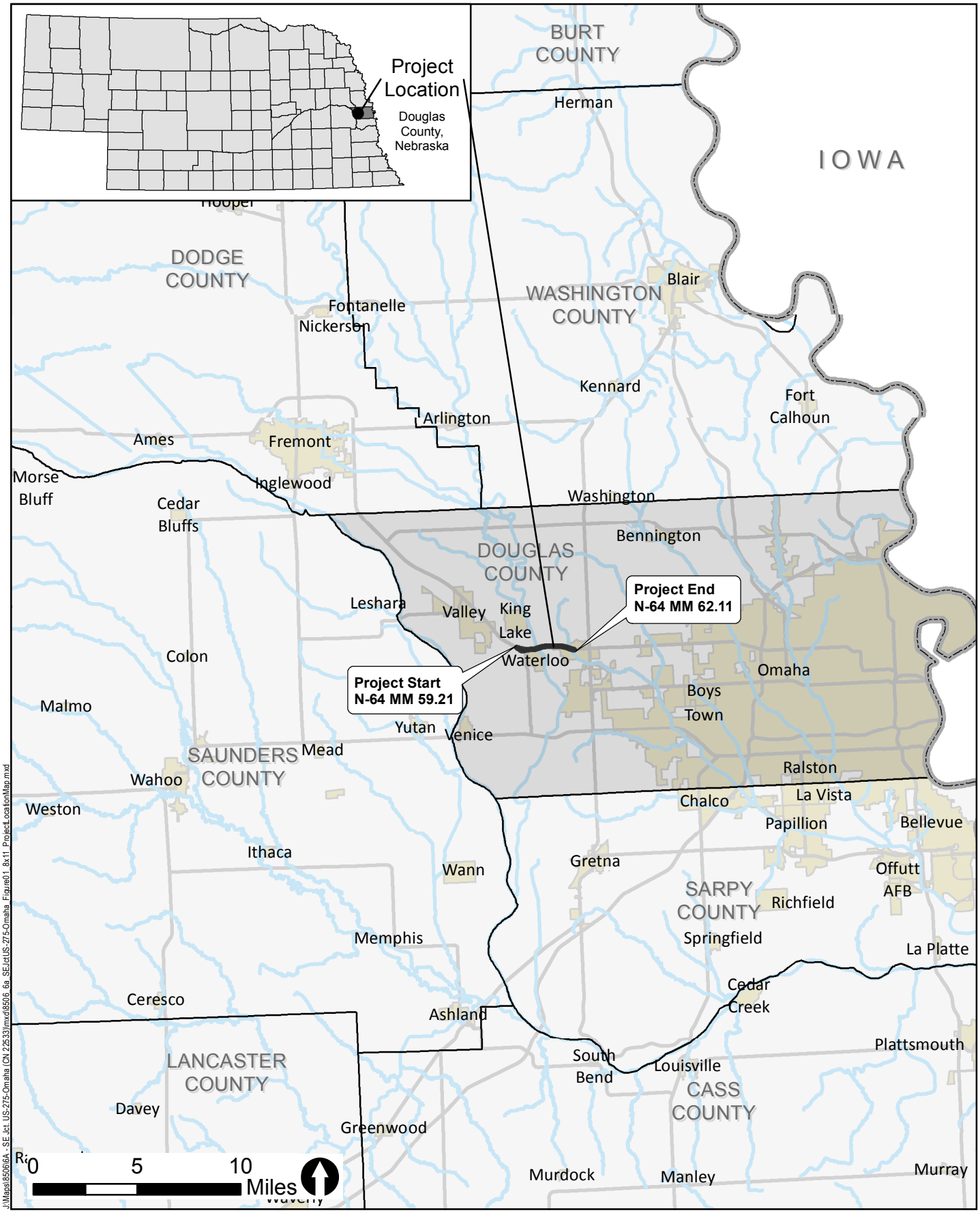
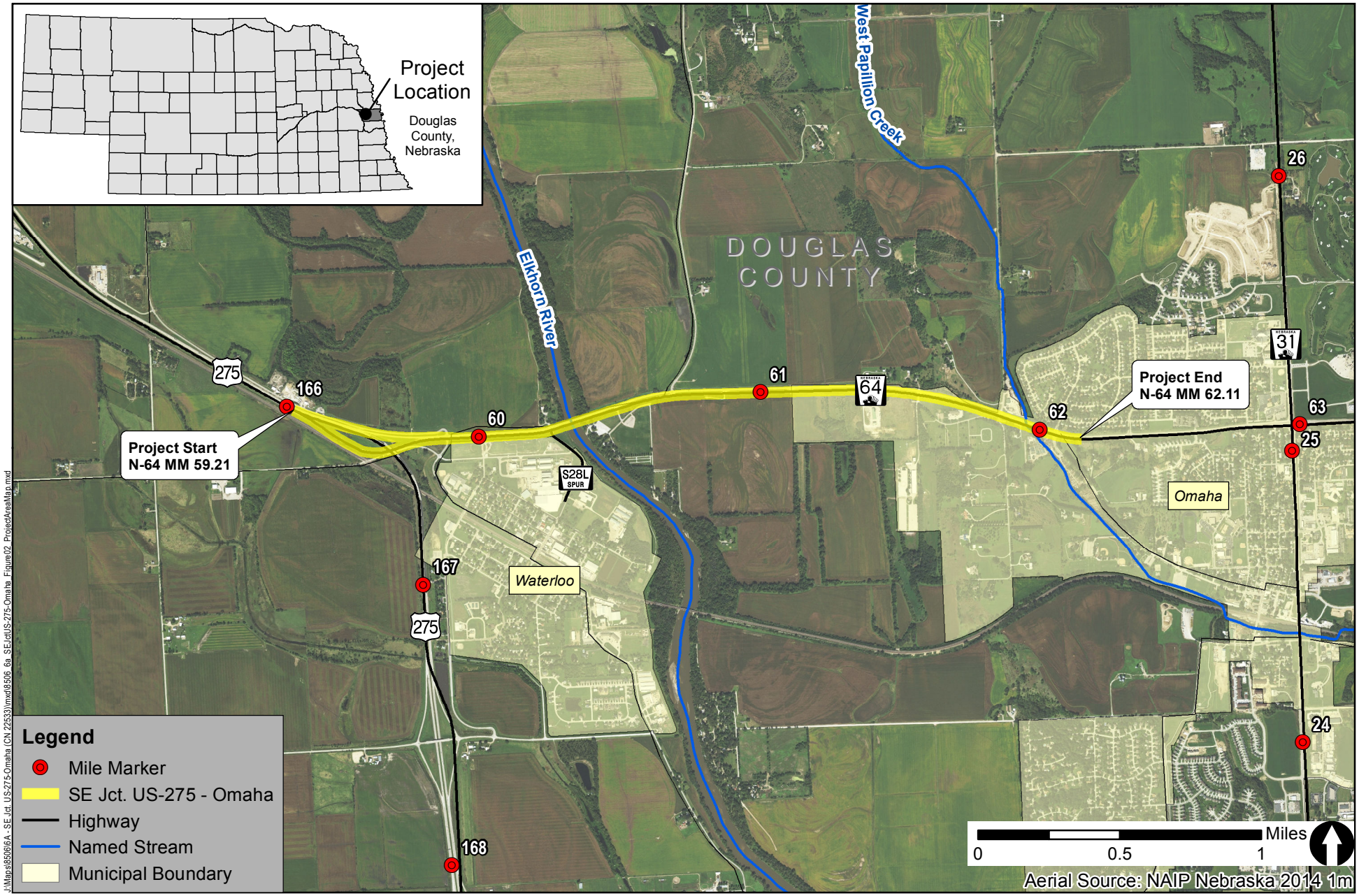


Project Location Map

SE Jct US-275 – Omaha - CN 22533 / STP-64-7(121)

Nebraska Department of Roads

Figure 1



Project Area Map

SE Jct US-275 – Omaha - CN 22533 / STP-64-7(121)

Nebraska Department of Roads

Figure 2

Section 4(f) Initial Assessment Form

May 29, 2015

Project Name	Project Number
SE Jct US-275 - Omaha	STP-64-7(121)
Control Number	**Date Completed**
22533	4/22/2016
Project Location *(Town, County)*	**Name of Preparer**
Waterloo & Omaha, Douglas County	Nicole Zappetillo, SRF Consulting Group, Inc.

The following form was developed as an initial assessment of potential Section 4(f) properties within a project area. The number of each question block corresponds directly to the NDOR Section 4(f) Guidance section with the same number. **One Initial Assessment Form per PROJECT must be included as an attachment to the CE Form or incorporated into the appropriate chapter in the EA/EIS.**

NOTE: At the time the Section 4(f) Initial Assessment Form is filled out, the Section 106 process must be sufficiently complete that historic properties have been identified. A Section 106 Finding of Effect *(No Adverse Effect, Adverse Effect)* must be completed prior to determining whether the project results in a 'use' of an historic property. All Section 106 determinations and findings must be made and documented by NDOR Professionally Qualified Staff (PQS).

1. Identification of Section 4(f) Properties

A. *For historic properties*, based on the NDOR Section 106 Tier Review Form, are there properties that are listed or eligible for listing on the National Register of Historic Places?

☐ Yes ☒ No ☐ N/A (Section 106 Tier I)

If Yes, provide the name, Finding of Effect, and any other pertinent information from the Section 106 review for each identified property.

Not applicable (N/A)

B. Are there existing or planned parks, recreation areas, or wildlife/waterfowl refuges present within a ¼ mile of the project area?

☒ Yes ☐ No

C. In consultation with the online resources identified in the Section 4(f) Guidance, list the **resources** used to determine if parks, recreation areas, or wildlife/waterfowl refuges are present.

Nebraska Game and Parks Commission (NGPC) State Parks, NGPC Owned or Managed Sites, U.S. Army Corps of Engineers (USACE) properties, U.S. Forest Service Lands, U.S. Fish and Wildlife Service (USFWS) Wildlife Refuges, USFWS Waterfowl Production Areas: Public Access ATLAS / http://outdoornebraska.maps.arcgis.com/home/webmap/viewer.html?webmap=ede157b65cd04eceab5dbf4bc797a69f

USFWS Wilderness Areas: http://www.fws.gov/refuges/whm/Nebraska.html

Land and Water Conservation Fund listed sites: http://projects.invw.org/data/lwcf/grants-ne.html

Google Maps: https://www.google.com/maps

Village of Waterloo Website: http://www.waterloone.com/

City of Omaha Comprehensive Plan: http://cityofomaha.org/planning/comprehensive-plan

Douglas County Comprehensive Plan: http://www.dceservices.org/land-use-and-zoning/comprehensive-development-plan

Douglas-Omaha GIS: http://www.dogis.org/Html5Viewer/?viewer=dogis

D. Identify all potential Section 4(f) parks, recreation areas, and wildlife/waterfowl refuges *(include property name(s)*, *location(s) along project, etc.)*.

If No parks, recreation areas, or wildlife/waterfowl refuges are present, AND no historic properties need consideration from 1.A., indicate in the box below that no potential Section 4(f) properties are present. DOCUMENTATION IS COMPLETE.

West Maple Access Site (public river access and parking area located on the east bank of the Elkhorn River south of N-64);

Elkhorn River Canoe Trail (State Water Trail located on the Elkhorn River and extending south to the West Maple Access Site);

Soccer Fields (located south of N-64 and east / southeast of the West Maple Access Site)

---

2. Applicability Criteria for Section 4(f) Parks, Recreation Areas, and Wildlife/Waterfowl Refuges (not Historic Properties)

A. List all properties from 1.D. that are (1) NOT publicly owned, or (2) NOT privately owned and leased to a public entity, for a Section 4(f) protected purpose, and how this was determined.

The Soccer Fields are privately owned by Elkhorn Soccer Club, Inc. according to parcel data available on the Douglas-Omaha GIS website.

B. List all properties from 1.D. that are NOT open to the public, and how this was determined. (This does NOT apply to wildlife/waterfowl refuges.)

N/A

C. List all properties from 1.D. that are considered multiple-use properties, and what those uses are.

N/A

D. List all properties from 1.D. that were NOT called-out in 2.A. or 2.B.; **these properties will be carried forward in the Section 4(f) process. Also be sure to carry forward any multiple-use properties from 2.C. or historic properties from 1.A. that have temporary or permanent right-of-way acquisition or vibratory effects.** If no properties are carried forward, note below and DOCUMENTATION IS COMPLETE.

West Maple Access Site; Elkhorn River Canoe Trail

---

3. Determination of Section 4(f) Use

A. Is there a potential *use* of the Section 4(f) applicable properties from 2.D. above? Will the properties be impacted by the project, including access restrictions? (See Guidance Section 3 for definition of *use*.)

☐ Yes ☒ No Is there a potential *permanent* use?

☐ Yes ☒ No Is there a potential *temporary* use (including exceptions)?

☐ Yes ☒ No Is there a potential *constructive* use?

Any Yes: complete the appropriate Section 4(f) analysis for each impacted property

No: state impact avoidance measures below, then DOCUMENTATION IS COMPLETE

B. List impact avoidance measures (for "No" answer only). If justification is needed to support a "No" answer in 3.A., describe below.

Work at the Elkhorn River would be limited to the deck of the bridge; Elkhorn River Canoe Trail users would be allowed to pass under the bridge during project construction. Access to the West Maple Access Site and, by extension, the Elkhorn River Canoe Trail, would be maintained during construction (may be limited at times due to phasing). The project would not require any additional property rights that would impact the Elkhorn River Canoe Trail or West Maple Access Site. Therefore, the project would not result in the use of the canoe trail or the access site.

NDOR Reviewer Approval Signature:

Digitally signed by Carrie Wencel
DN: cn=Carrie Wencel, o=NDOR - EDU, ou=NEPA Specialist, email=carrie.wencel@nebraska.gov, c=US
Date: 2016.06.15 15:21:07 -05'00'

Date:

FHWA Environmental Signature: Date:

FHWA signature is only required in the following circumstances:

- If the property is leased
- If the property is considered multiple-use
- If the Official(s) with Jurisdiction claims that the property is NOT significant

Certification of Compliance
Floodplain and Floodway Regulations

FLOODPLAIN/ FLOODWAY LOCATION

Project Name: SE Jct US-275 – Omaha
Project No.: 64-7(121)
Control No.: 22533

Stream: Elkhorn River
County: Douglas
Section(s): 3 T 15N R 10E

FEMA LOCATION

County/Community: Douglas County
Panel No.: 31055C0170K
Effective Date: May 19, 2014

TYPE OF STRUCTURE

☒ Bridge ☐ Culvert _____ ☐ Roadway
Structure No. S064 06033 ☐ _____

TYPE OF IMPROVEMENT

☒ Modify Existing ☐ Replace Existing ☐ Other

Details: *Remodel abutments for turndowns, remodel wings, replace approaches and add grade beams on piles, replace bridge rails, repair abutment concrete, clean and paint bearings, perform partial depth deck repair and add 3-inch ACC (with membrane) EOP to EOP. There will be a 3-inch grade raise.*

Highway Profile Change: ☒ Yes ☐ No

THE FOLLOWING IS HEREBY CERTIFIED

☐ Floodplain in Un-mapped Community (State Minimum Standards Apply)
Proposed construction will not increase the base (100 year) flood heights more than one foot at any location.

☐ Floodplain (without Designated Floodway) or Flood Fringe
Proposed construction will not increase the base (100 year) flood heights more than one foot at any location.

☒ Designated Floodway
Proposed construction will result in no rise along the base (100 year) floodway water surface profile.

Signature _____
Nicolaus McCready
Bridge Hydraulics Engineer

PROFESSIONAL CIVIL ENGINEER
NICOLAUS S. McCREADY
E-14235
6-10-16
STATE OF NEBRASKA

Registration Number: E-14235
Date: 6/10/16

Certification of Compliance
Floodplain and Floodway Regulations

FLOODPLAIN/ FLOODWAY LOCATION

Project Name: SE Jct US-275 – Omaha
Project No.: 64-7(121)
Control No.: 22533

Stream: Trib. To Elkhorn River
County: Douglas
Section(s): 3 T 15N R 10E

FEMA LOCATION

County/Community: Douglas County
Panel No.: 31055C0170K
Effective Date: May 19,2014

TYPE OF STRUCTURE

☐ Bridge ☒ Culvert S064 06054 ☐ Roadway
Structure No. _____ ☐ _____

TYPE OF IMPROVEMENT

☐ Modify Existing ☐ Replace Existing ☒ Other
Details: Make needed concrete repairs. There will be no grade raise.
Highway Profile Change: ☐ Yes ☒ No

THE FOLLOWING IS HEREBY CERTIFIED

☐ Floodplain in Un-mapped Community (State Minimum Standards Apply)
Proposed construction will not increase the base (100 year) flood heights more than one foot at any location.

☐ Floodplain (without Designated Floodway) or Flood Fringe
Proposed construction will not increase the base (100 year) flood heights more than one foot at any location.

☒ Designated Floodway
Proposed construction will result in no rise along the base (100 year) floodway water surface profile.

Signature _____
Nicolaus McCready
Bridge Hydraulics Engineer

PROFESSIONAL CIVIL ENGINEER
NICOLAUS S. McCREADY
E-14235
6-10-16
STATE OF NEBRASKA

Registration Number: E-14235
Date: 6/10/16

Certification of Compliance
Floodplain and Floodway Regulations

FLOODPLAIN/ FLOODWAY LOCATION

Project Name SE Jct US-275 – Omaha
Project No. 64-7(121)
Control No. 22533

Stream Trib. To Elkhorn River
County Douglas
Section(s) 3 T 15N R 10E

FEMA LOCATION

County/Community Douglas County
Panel No. 31055C0170K
Effective Date May 19,2014

TYPE OF STRUCTURE

☐ Bridge ☒ Culvert S064 06064 ☐ Roadway
Structure No. _____ ☐ _____

TYPE OF IMPROVEMENT

☐ Modify Existing ☐ Replace Existing ☒ Other
Details Make needed concrete repairs. There will be no grade raise.
Highway Profile Change: ☐ Yes ☒ No

THE FOLLOWING IS HEREBY CERTIFIED

☐ Floodplain in Un-mapped Community (State Minimum Standards Apply)
Proposed construction will not increase the base
(100 year) flood heights more than one foot at any location.

☐ Floodplain (without Designated Floodway) or Flood Fringe
Proposed construction will not increase the base
(100 year) flood heights more than one foot at any location.

☒ Designated Floodway
Proposed construction will result in no rise along the base
(100 year) floodway water surface profile.

Signature _____
Nicolaus McCready
Bridge Hydraulics Engineer

PROFESSIONAL CIVIL ENGINEER
NICOLAUS S. McCREADY
E-14235
6-10-16
STATE OF NEBRASKA

Registration Number E-14235
Date 6/10/16

Certification of Compliance
Floodplain and Floodway Regulations

FLOODPLAIN/ FLOODWAY LOCATION

Project Name SE Jct US-275 – Omaha
Project No. 64-7(121)
Control No. 22533

Stream Trib. To Elkhorn River
County Douglas
Section(s) 2 T 15N R 10E

FEMA LOCATION

County/Community Douglas County
Panel No. 31055C0170K
Effective Date May 19,2014

TYPE OF STRUCTURE

☐ Bridge ☒ Culvert S064 06125 ☐ Roadway
Structure No. _____ ☐ _____

TYPE OF IMPROVEMENT

☐ Modify Existing ☐ Replace Existing ☒ Other
Details *Make needed concrete repairs. There will be no grade raise.*
Highway Profile Change: ☐ Yes ☒ No

THE FOLLOWING IS HEREBY CERTIFIED

☐ Floodplain in Un-mapped Community (State Minimum Standards Apply)
Proposed construction will not increase the base
(100 year) flood heights more than one foot at any location.

☐ Floodplain (without Designated Floodway) or Flood Fringe
Proposed construction will not increase the base
(100 year) flood heights more than one foot at any location.

☒ Designated Floodway
Proposed construction will result in no rise along the base
(100 year) floodway water surface profile.

Signature _____
Nicolaus McCready
Bridge Hydraulics Engineer

PROFESSIONAL CIVIL ENGINEER
NICOLAUS S. McCREADY
E-14235
6-10-16
STATE OF NEBRASKA

Registration Number E-14235
Date 6/10/16

Certification of Compliance
Floodplain and Floodway Regulations

FLOODPLAIN/ FLOODWAY LOCATION

Project Name: SE Jct US-275 – Omaha
Project No.: 64-7(121)
Control No.: 22533

Stream: West Papillion Creek
County: Douglas
Section(s): 1 T 15N R 10E

FEMA LOCATION

County/Community: City of Omaha
Panel No.: 31055C170K
Effective Date: May 19, 2014

TYPE OF STRUCTURE

☐ Bridge ☒ Culvert S064 06169 ☐ Roadway
Structure No. _____ ☐ _____

TYPE OF IMPROVEMENT

☒ Modify Existing ☐ Replace Existing ☐ Other

Details: Inlet Side: Remove concrete sloped apron, excavate between the wings, drive sheet piles along the face and wings, insert flowable fill between sheet pile wall and end of culvert. Outlet side: Clean outlet between wings and concrete flowline. Clean out culvert. There will be no grade raise in the floodway.

Highway Profile Change: ☐ Yes ☒ No

THE FOLLOWING IS HEREBY CERTIFIED

☐ Floodplain in Un-mapped Community (State Minimum Standards Apply)
Proposed construction will not increase the base (100 year) flood heights more than one foot at any location.

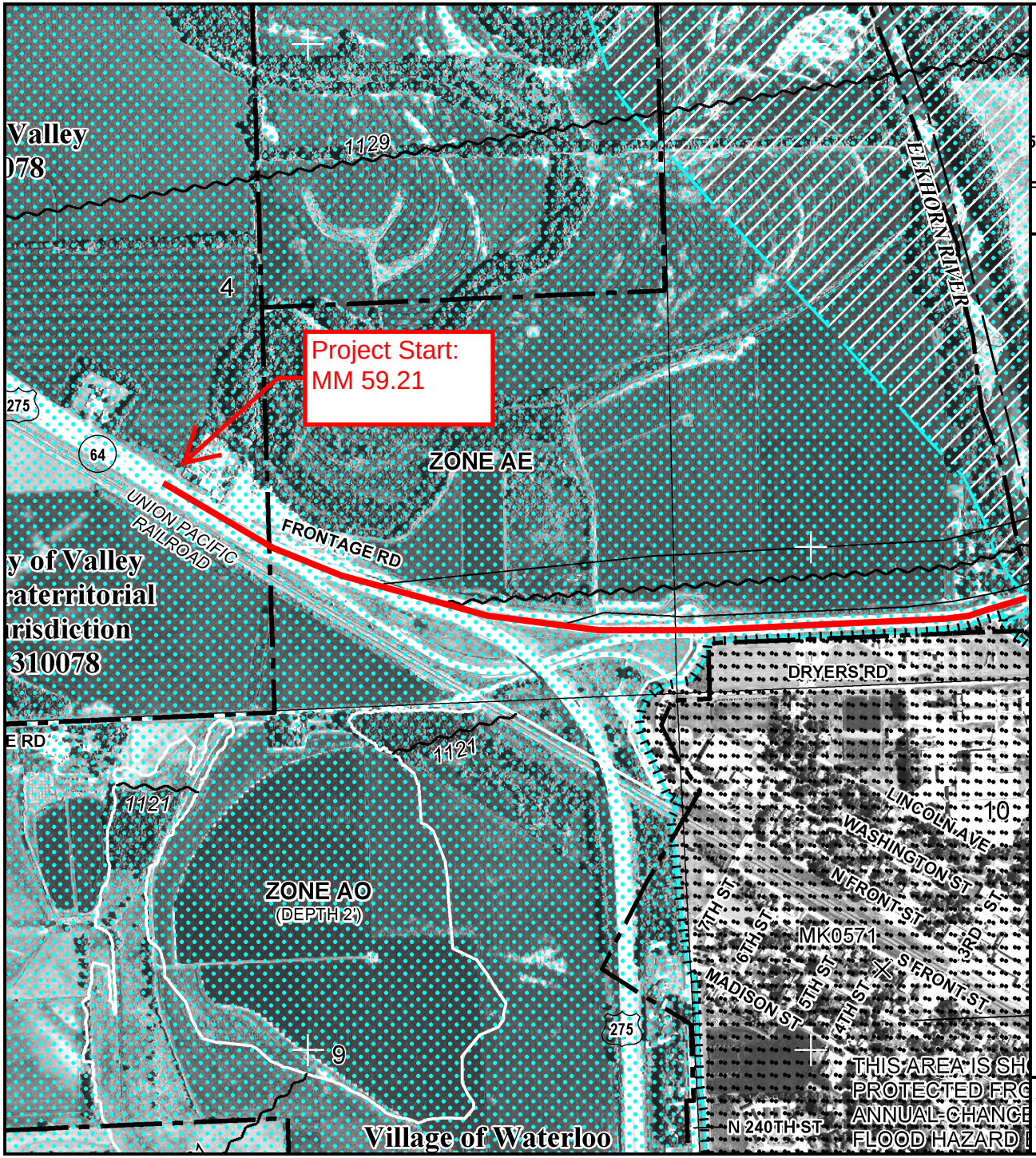
☐ Floodplain (without Designated Floodway) or Flood Fringe
Proposed construction will not increase the base (100 year) flood heights more than one foot at any location.

☒ Designated Floodway
Proposed construction will result in no rise along the base (100 year) floodway water surface profile.

Signature _____
Nicolaus McCready
Bridge Hydraulics Engineer

PROFESSIONAL CIVIL ENGINEER
NICOLAUS S. McCREADY
E-14235
6-10-16
STATE OF NEBRASKA

Registration Number: E-14235
Date: 6/10/16



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0170K

FIRM

FLOOD INSURANCE RATE MAP

DOUGLAS COUNTY, NEBRASKA

AND INCORPORATED AREAS

PANEL 170 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
OMAHA, CITY OF	315274	0170	K
VALLEY, CITY OF	310078	0170	K
WATERLOO, CITY OF	310079	0170	K

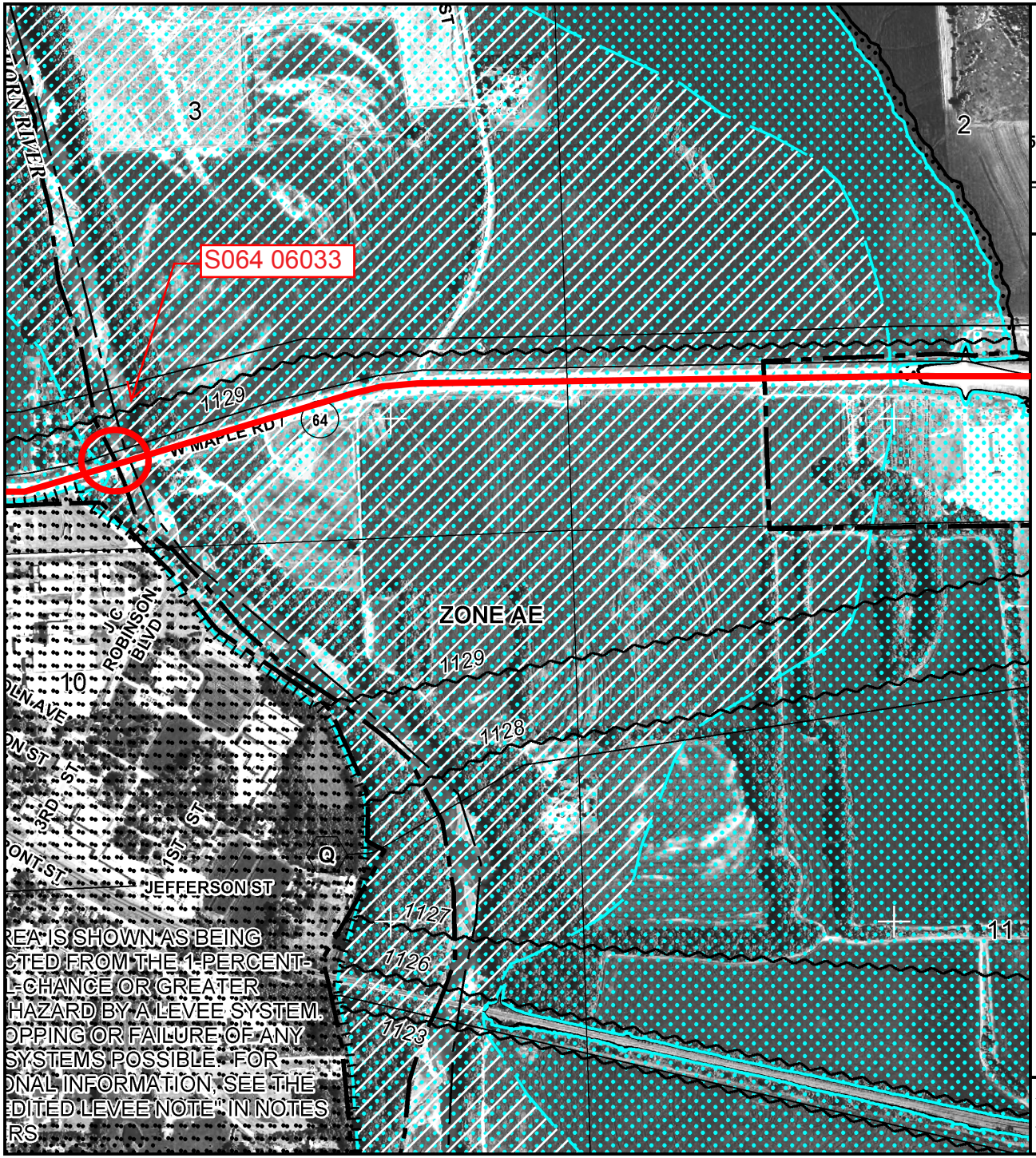
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
31055C0170K

MAP REVISED
MAY 19, 2014

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP SCALE 1" = 1000'

500 0 1000 2000

FEET

METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0170K

FIRM

FLOOD INSURANCE RATE MAP

DOUGLAS COUNTY, NEBRASKA

AND INCORPORATED AREAS

PANEL 170 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
OMAHA, CITY OF	315274	0170	K
VALLEY, CITY OF	310078	0170	K
WATERLOO, CITY OF	310079	0170	K

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
31055C0170K

MAP REVISED
MAY 19, 2014

Federal Emergency Management Agency

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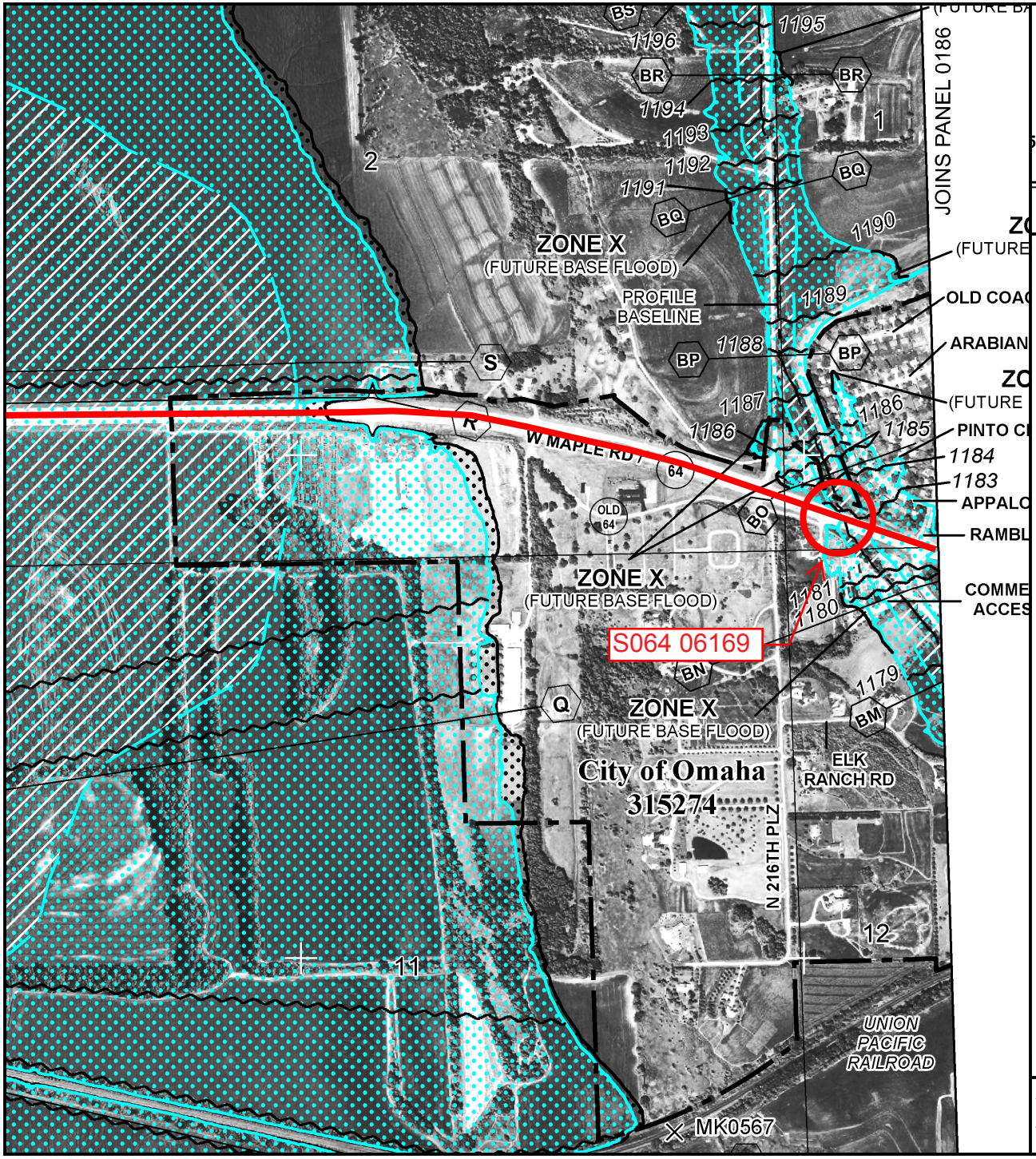


MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0170K

FIRM

FLOOD INSURANCE RATE MAP

DOUGLAS COUNTY, NEBRASKA

AND INCORPORATED AREAS

PANEL 170 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
OMAHA, CITY OF	315274	0170	K
VALLEY, CITY OF	310078	0170	K
WATERLOO, CITY OF	310079	0170	K

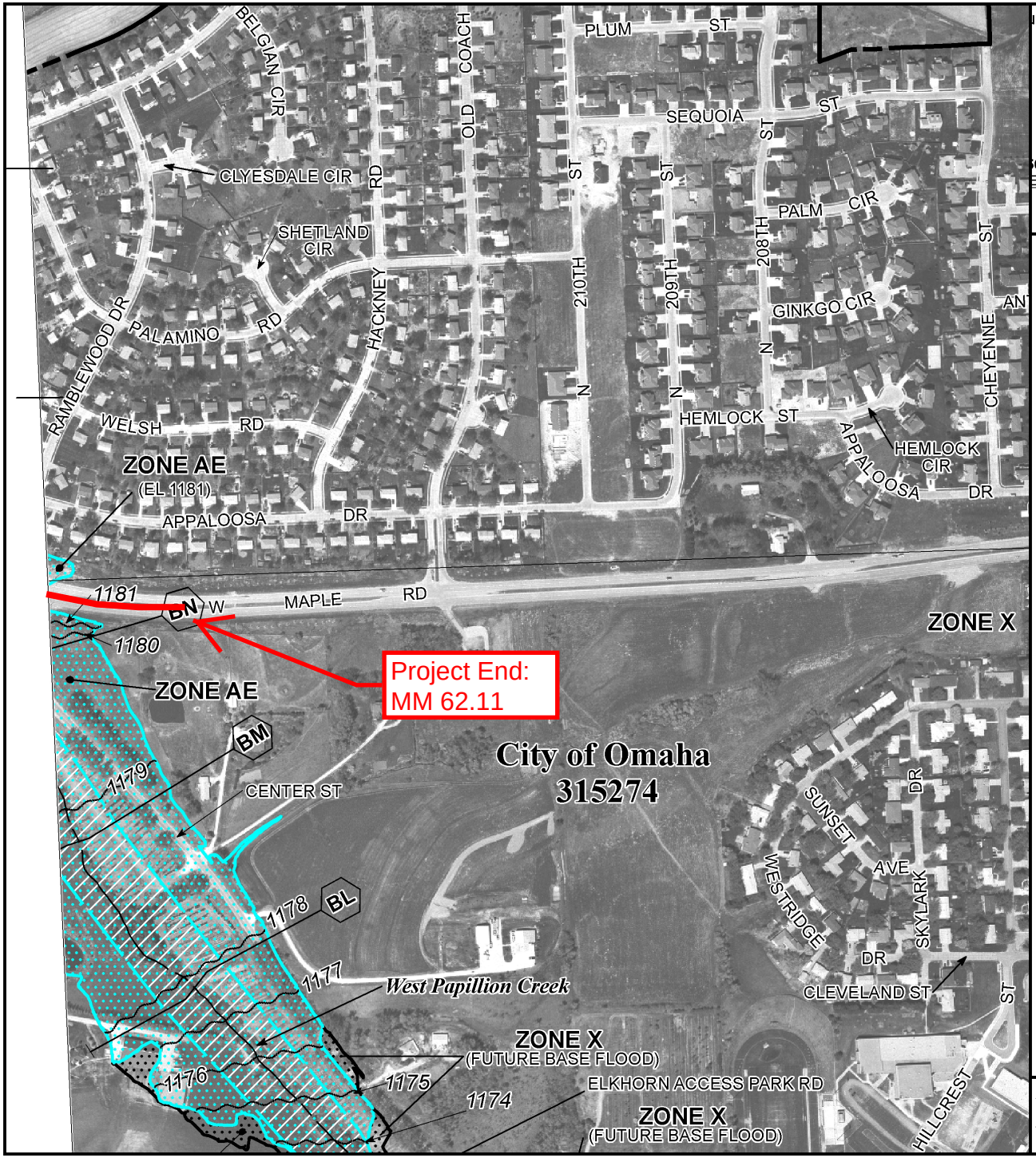
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
31055C0170K

MAP REVISED
MAY 19, 2014

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



urance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

0 250 500 750 1,000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0186J

FIRM

FLOOD INSURANCE RATE MAP

DOUGLAS COUNTY, NEBRASKA

AND INCORPORATED AREAS

PANEL 186 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
OMAHA, CITY OF	315274	0186	J

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
31055C0186J

MAP REVISED
MAY 3, 2010

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Wetlands PQS Memorandum

DATE 10/7/2016

TO Carrie Wencel, NDOR EDU

FROM Roger Yerdon, NDOR EPU

SUBJECT Wetlands PQS Memo
Project No: STP-64-7(121)
Control No: 22533
Project Name: SE Jct. US-275 - Omaha

☒A wetland delineation was completed 7/16/2014
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.*): PEMA/PEMC fringe wetlands associated with the West Papillion Creek at STA 247+27, structure S064 06169, will have approximately 0.0553 acres of permanently impacted wetlands. Activities at this site include the removal of concrete sloped apron on the inlet, excavate inlet and outlet ends between the wings, drive sheet pile along the fence and wings at inlet and outlet, place flowable fill concrete between the wings at inlet and outlet. This project qualifies for a NWP 3(a)(c).

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 the following that apply:
☐ 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 1 of the Environmental Commitment for the Contractor as avoidance areas. (NDOR Design, NDOR Environmental)

☒ The project qualifies under Nationwide Permit # 3(a)(c) - Maintenance. 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)

☐ The project will require a Title 117 Letter of Opinion for impacts to waters of the State. (NDOR Environmental, Contractor)

Project Description:
Project Description Date: 5/4/2016

This project will repair and resurface 2.9 miles of N-64 located in Douglas County, starting at the junction of N-64 and US-275, at mile marker (MM) 59+21, and extending east to MM 62+11, the intersection of N-64 and Ramblewood Drive/Elkhorn Drive, 0.86 miles west of the junction with Hwy 31. 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-64 consists of the following:

- MM 59+21 – MM 59+43 (Eastbound): This segment consists of a 16 foot wide concrete lane with a 10 foot wide outside shoulder, of which 8 feet is paved with asphalt. The inside shoulder consists of a 6 foot wide earth shoulder.
- MM 59+43 – MM 59+87 (Eastbound): This segment consists of two 12 foot concrete lanes, 10 foot wide outside shoulders, of which 8 feet is surfaced with concrete. The inside 12 foot concrete lane includes an integral curb with a 8 foot wide concrete median surfacing along the back of curb. .
- MM 59+34 – MM 59+87 (Westbound): This segment consists of a 16 foot wide concrete lane, 10 foot wide outside shoulders, of which 8 feet is paved with asphalt. The inside shoulder consists of a 6 foot wide earth shoulder.
- MM 59+87 – MM 60+33: This segment consists of four 12 foot concrete lanes and is separated by a raised, concrete surfaced median, 10 foot wide outside shoulders, of which 8 feet is paved with concrete.

- MM 60+33 – MM 60+59: This segment consists of four 12 foot concrete lanes and is separated by a raised, turf median with 2 foot wide concrete median surfacing along the back of curb, 10 foot wide outside shoulder, of which 8 feet is paved with concrete and asphalt.
- MM 60+59 – MM 62+03: This segment consists of four 12 foot concrete lanes and is separated by a depressed turf median, 10 foot wide outside shoulders, of which 8 feet is surfaced with asphalt. The inside shoulders are 5 feet wide, of which 3 feet is paved with asphalt.
- MM 62+03 – MM 62+11: This segment consists of four 12 foot concrete lanes and is separated by a raised, turf median with 2 foot wide concrete median surfacing along the back of curb. The outside shoulders are 10 feet wide, of which 8 feet is paved with asphalt.

The improvements on this project consist of concrete repairs, crack and joint sealing, asphalt patching, milling and resurfacing the roadway and surfaced shoulders with asphalt, earth shoulder construction, transitioning foreslopes, bridge repairs, and removing and replacing guardrail.

Scope details include:

- Grading beyond the hinge point will be required for the following work:
    - Guardrail
    - Earth shoulder construction
    - Transitioning foreslopes
    - Bridges
    - Drives and intersections

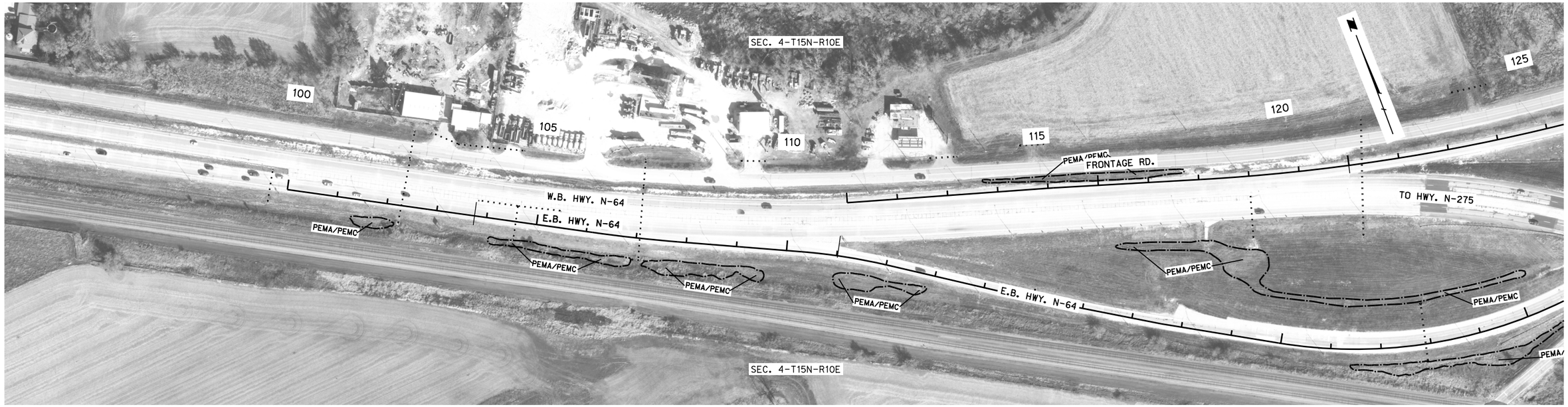
- There are a total 16 culverts that could be impacted by this project. As-built plans indicate existing culverts meet the lateral obstacle clear zone requirements for this project and no impacts are anticipated.
- Guardrail
    - Remove and replace guardrail
- The bridge over the Elkhorn River (Structure Number S064 06033) will be repaired. This bridge will undergo partial depth deck repairs, and be resurfaced. The abutments will be repaired and remodeled for turndowns, and the wings will be remodeled to clear the approach slabs. Approaches will be replaced and grade beams added. The bridge rails will be replaced, and bearings will be cleaned and painted.
- The concrete box culvert located near the Elkhorn city limit (Structure Number S064 06169) will be repaired. On the inlet side, the sloped concrete apron will be removed, the area between the wings will be excavated, sheet pile will be driven along the face of the inlet and wings, and flowable fill concrete will be placed between the wings for a depth of 2 feet. On the outlet side, the area between the wings will be excavated. The inside of the culvert will be cleaned out.
- Concrete pavement repairs will be made prior to resurfacing.
- The existing concrete and asphalt will be milled 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.
- Surfacing will be placed under the guardrail.
- The existing earth shoulders will be brought up to match the new asphalt.
- The existing foreslopes will require work to transition the grade raise at the earth shoulders.
- 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 in rural areas.
- 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.

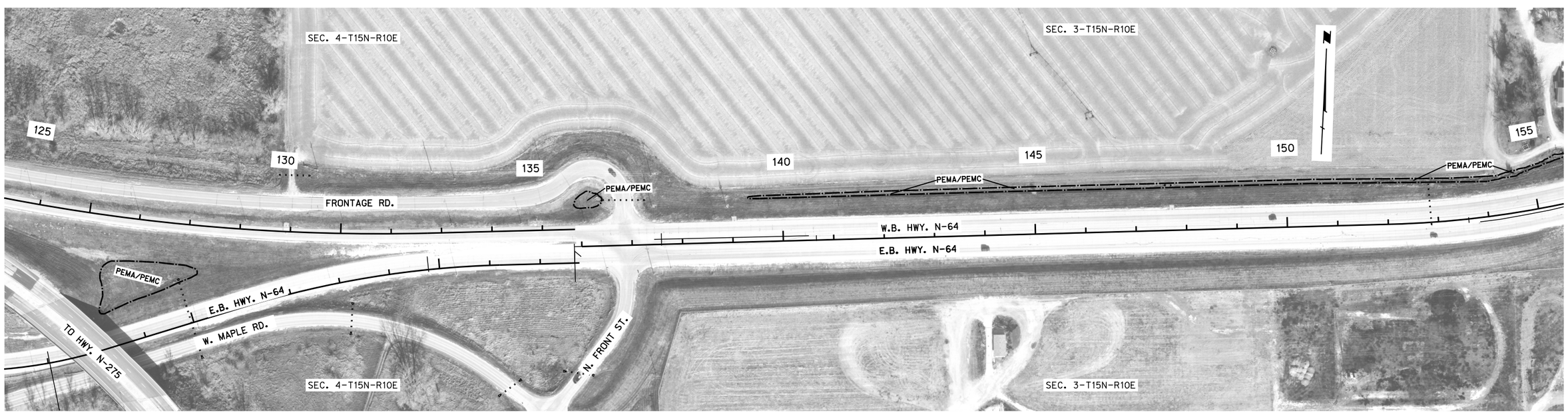
- This project is located within a Municipal Separate Storm Sewer System (MS4) community, but post construction storm water management best management practices will not be necessary.
- Permanent pavement markings will be applied to all new surfacing.
- A USGS Stream Gauge will be relocated with soil disturbance.
- No 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.
- Work on the inside lanes and median on the west end of the Elkhorn River Bridge (S064 06033) will disrupt the sight distance for traffic turning left from N 230th Street. This street will be temporarily closed just short of its intersection with N-64 to prevent this turning movement while bridge work is being performed on the inside lanes on the west end of the bridge. Traffic will be detoured onto W. Dryers Road and N. Front Street to the intersection of N. Front Street and N-64 approximately 0.35mi west of the intersection being temporarily closed. Detour will be in effect for 85 working days, or 4.5 months. The adverse travel length for the detour is 0.9 miles.
- Approximately 300 feet of asphalt shoulder will be removed and replaced with 9-inch concrete to accommodate a temporary traffic shift needed for the activities on the Elkhorn River Bridge.
- Work may be required to be accomplished at night.

PROJECT NO.	SHEET NO.
64-7(121)	2-W1

C.N. 22533

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE





US-275 - OMAHA
DOUGLAS COUNTY

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ROADWAY DESIGN DIVISION

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PROJECT NO.	SHEET NO.
64-7(121)	2-W2

C.N. 22533

PRELIMINARY PLAN

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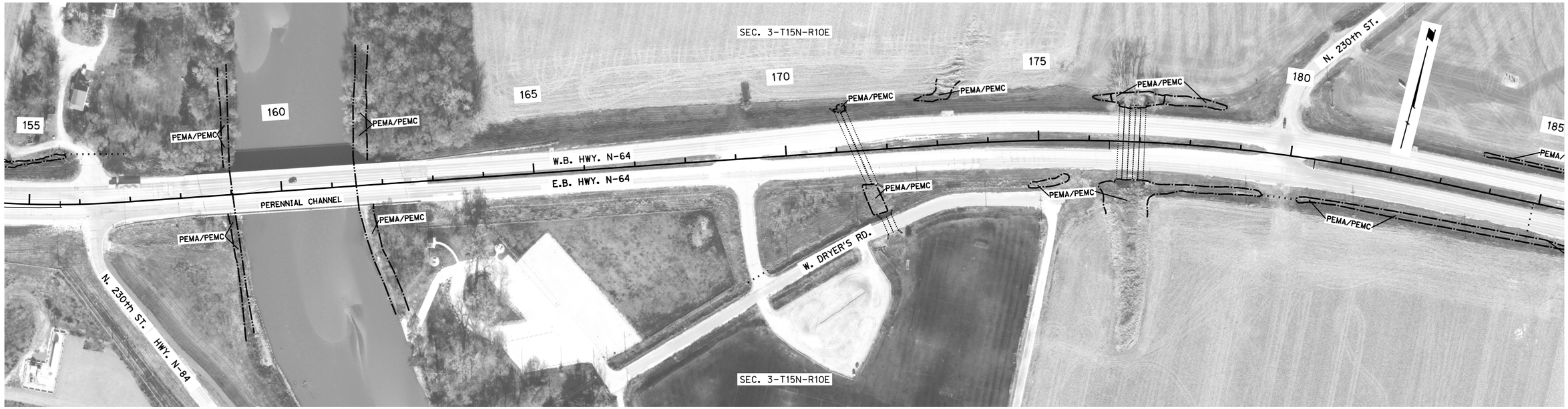

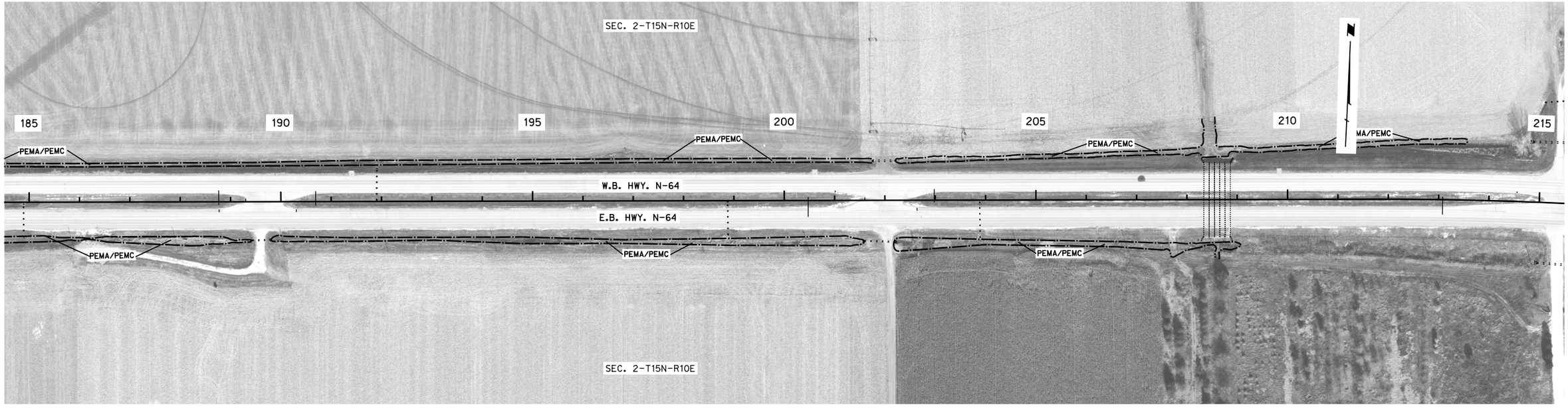

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ROADWAY DESIGN DIVISION

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PROJECT NO.	SHEET NO.
64-7(121)	2-W3

C.N. 22533

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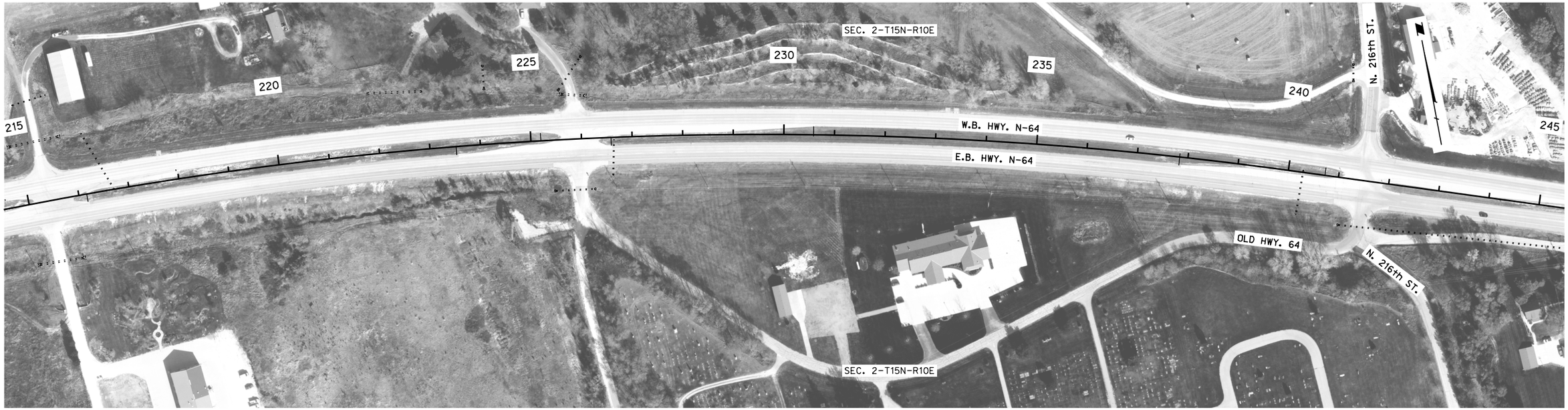

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ROADWAY DESIGN DIVISION

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Scale: 1:200

Biological Assessment PQS Memorandum

DATE	12/10/2015
TO	Carrie Wencel, NEPA Project Manager
Cc	Roger Yerdon, EPU Project Manager
FROM	Zach Cunningham, T&E Species Biologist
SUBJECT	SE Jct. US-275 - Omaha; STP-64-7(121)); CN 22533 Threatened & Endangered Species Concurrence

The biological assessment final approval on: **12/8/2015**

Threatened and Endangered Species Effect Determination:

☐ The Project(s) will have "No Effect" to all state or federally listed species or their designated critical habitat (Level 1).

☒ A "May Affect, Not Likely to Adversely Affect" determination is made for the following species/critical habitat with the conservation conditions listed below: **Lake Sturgeon, Northern Long-Eared Bat, Pallid Sturgeon, River Otter, and Sturgeon Chub**.

☒ This BA required FHWA Review and Approval.

FHWA Concurrence Date: 11/17/2015

☒ This BA required further consultation with the resource agencies (Level 2).

USFWS Concurrence Date: 12/8/2015

NGPC Concurrence Date: 11/30/2015

☐ Unique conservation conditions were developed and are included below (Level 3).

☐ A "May Affect, Likely to Adversely Affect" determination is made for the following species/critical habitat with the conservation conditions listed below: (Level 3).

Additional Coordination with Other Tribal or Federal Agencies:

Description of Coordination:

Bald and Golden Eagle Protection Act:

This project was reviewed for potential impacts to bald and golden eagles. It has been determined that suitable habitat for golden eagles does exist within 0.5 miles of the Environmental Study Area. NDOR will utilize a Golden Eagle Survey Protocol to determine when a survey for nests and/or roosts should be conducted. If nest(s) are present within 0.5 miles of the project area, NDOR will notify the Federal Highway Administration as well as the Nebraska Game and Parks Commission and United States Fish and Wildlife Service, and construction will not commence prior to their approval.

Migratory Bird Treaty Act:

NDOR has developed an Avian Protection Plan (APP) to reduce conflicts between construction of NDOR projects and the laws governing migratory birds. This procedure is designed to protect and conserve avian populations and reduce avian conflicts through changes in project scheduling (i.e. tree clearing outside of primary nesting period), increased migratory bird surveys, and changes in project construction timelines. NDOR will utilize its APP to reduce conflicts with migratory birds on this project.

Fish and Wildlife Coordination Act:

A wetland delineation was completed; however, impacts are not yet available. Based on current project design, this project will likely require a NPDES permit and Nationwide 3 Section 404 permit from the Corps of Engineers.

Conservation Conditions: *Responsible Party for conservation condition shown in parentheses.*

Listed below are the required Conservation Conditions that apply to this project. These measures are not subject to change without the prior written approval of the Federal Highway Administration. **Copy and paste the conditions listed below verbatim in the NEPA document, the Green Sheet, and in the contract documents:**

A-1 **Changes in Project Scope**. If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. *(District Construction, Contractor)*

A-2 **Conservation Conditions**. Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. *(District Construction, Contractor)*

A-3 **Early Construction Starts**. Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes will require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. *(District Construction, Contractor)*

A-4 **E&T Species**. If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. *(NDOR Environmental, District Construction, Contractor)*

A-5 **Refueling**. Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. *(Contractor)*

A-6 **Restricted Activities**. The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts, mile markers, and/or section-

township-range references) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites.

For activities outside the project limits, the contractor should refer to the Nebraska Game and Park Commission website to determine which species ranges occur within the off-site area. The contractor should plan accordingly for any species surveys that may be required to approve the use of a borrow site, or other off-site activities. The contractor should review Chapter 11 of the Matrix (on NDOR's website), where species survey protocol can be found, to estimate the level of effort and timing requirements for surveys.

Any project related activities that occur outside of the project limits must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOR, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. (NDOR Environmental, District Construction, Contractor).

A-7 **Waste/Debris**. Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. *(Contractor)*

A-8 **Post Construction Erosion Control.** Erosion control activities that may take place by NDOR Maintenance or Contractors after construction is complete, but prior to project close-out, shall adhere to any standard conservation conditions for species designated for the project area during construction. (NDOR Maintenance, District Construction, Contractor)

S-2 **Platte River Depletions**. All efforts will be made to design the project and select borrow sites to prevent depletions to the Platte River. If there is any potential to create a depletion, NDOR (during design) and the contractor (for borrow sites) shall follow the current Platte River depletion protocols for coordination, minimization, and mitigation. In general the following are considered de minimis depletions, but may still require agency coordination; a project which: a) creates an annual depletion less than 0.1 acre feet, b) creates a detention basin that detains water for less than 72 hours, c) any diverted water will be returned to its natural basin within 30 days, or d) creates a one-time depletion of less than 10 acre feet.

S-3 **Revegetation.** All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder, and within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed plants were identified during survey, any seed mix requirements identified during resource agency consultations shall be used for the project. (NDOR Environmental)

S-4 **Sensitive Areas.** Environmentally Sensitive Areas will be marked on the plans, in the field, or in the contract by NDOR Environmental for avoidance. (NDOR Environmental, District Construction)

S-5 **Species Surveys.** If species surveys are required for this project, results will be sent by NDOR to the USFWS, NGPC, and if applicable COE. FHWA will be copied on submittals. (NDOR Environmental, District Construction)

Lake Sturgeon, Pallid Sturgeon, Sturgeon Chub:

LS,PS,SC-1 No vibratory or impact pile driving from April 1 through June 30 within the channel. *(Contractor)*

LS,PS,SC-4 Bridge deck debris will be captured and/or contained to prevent material from entering the channel. *(District, Contractor)*

LS,PS,SC-7 Any upland soil disturbances will be designed to avoid or minimize sedimentation. *(Design, Contractor)*

Northern Long-Eared Bat:

NLEB-1 Tree clearing, bridge deck joint replacements over the bridge deck, bridge / >5 ft. box culvert removal activities will be scheduled to occur between October 1 – March 31 to avoid impacts to the northern long-eared bat roosting period. *(NDOR Environmental, Construction, Contractor)*

OR

NLEB-2 If tree clearing, bridge deck joint replacement over the bridge deck, or removal of bridge or > 5 ft. box culvert structures occurs during the northern long-eared bat roosting period (April 1 – September 30), NDOR personnel will perform surveys prior to the start of these activities at the following locations: ***Elkhorn River at MM 60.33, West Papillion Creek at MM 61.69, any areas of tree clearing***. If the species is absent, work may proceed. If the species is found, NDOR Environmental Section will consult with the USFWS, NGPC, and FHWA prior to the start of construction. *(NDOR Environmental, Construction, Contractor)*

River Otter:

RO-1 A qualified biologist will survey according to protocol no more than 10 days prior to construction. If no active den sites are found, then the project can proceed. If active den sites are found, NDOR Environmental Section will notify the District and will consult with the USFWS, NGPC, and FHWA. If species are present the District will notify the Contractor to stop work within 1/2 mile of the active den until NDOR Environmental completes consultation. *(NDOR Environmental, District Construction, Contractor)*

NDOR PQS Project Review Memo
Section 106 - Tier II Project

Control Number 22533 Project Number STP-64-7(121) Review Date 11/19/15

Project Name SE Jct US-275 - Omaha Project Location Douglas County

Date of Project Description Reviewed 11/03/15 (See attached)

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

THPO/Tribal Consultation? ☐ No ☑ Yes

THPO/Tribes(s): Ponca Tribe of NE; Iowa Tribe of KA & NE

Date Correspondence Sent: 01/11/16

THPO/Tribal response date: no comment, 02/12/16

THPO/Tribal comment:

CLG Consultation? ☐ No ☑ Yes

CLG: Omaha

Date Correspondence Sent: 11/19/15

CLG response date: 12/22/15

CLG comment:

CLG identified historic property located outside APE; SSB coordinated with CLG, no other concerns identified.

Other Consulting Parties Identified:

Area of Potential Effects (APE)

The APE for direct construction effects includes an area generally 50 feet beyond present right-of-way adjacent to stream crossings (bridges and culverts) and 20 feet beyond present 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.

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

Summary of Archeological Investigations

An archeological review and evaluation was completed of the entire project APE. No previously identified archeological sites were recorded. An intensive pedestrian survey was completed of the entire APE by Bozell in 2014. No archeological sites were discovered during these investigations. There are no archeological historic properties in the APE.

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 Douglas 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 two properties in the APE. These two properties are not recommended eligible for the NRHP due to lack of integrity and/or significance. The bridge that may be repaired (S06406033) is not identified as eligible structures in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. 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.

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 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: 2016.03.10 08:31:23 -06'00'

NDOR PQS Review

03/10/16

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.

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA DIVISION

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

January 11, 2016

Mr. Lance Foster
Iowa Tribe of Kansas and Nebraska
3345 B Thrasher Rd.
Route 1, Box 58A
White Cloud, KS 66094

Dear Mr. Foster:

Project STP-64-7(121), CN 22533
SE Jct. US-275 - 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. The Nebraska State Historic Preservation Office (NESHPO) and the City of Omaha Certified Local Government (CLG) are consulting parties for this undertaking. The Ponca Tribe of Nebraska has also been invited to comment.

Project Description:
This project would repair and resurface 2.9 miles of N-64 located in Douglas County, starting at the junction of N-64 and US-275, at mile marker (MM) 59.21, and extending east to MM 62.11, the intersection of N-64 and Ramblewood Drive/Elkhorn Drive, 0.86 miles west of the junction with Hwy 31. 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-64 consists of the following:

- MM 59.21 – MM 59.43 (Eastbound): This segment consists of a 16-foot-wide concrete lane with a 10-foot-wide outside shoulder, of which 8 feet is paved with asphalt. The inside shoulder consists of a 6-foot-wide earth shoulder.
- MM 59.43 – MM 59.87 (Eastbound): This segment consists of two 12-foot concrete lanes, 10-foot-wide outside shoulders, of which 8 feet is surfaced with concrete. The inside 12-foot concrete lane includes an integral curb with an 8-foot-wide concrete median surfacing along the back of curb. .
- MM 59.34 – MM 59.87 (Westbound): This segment consists of a 16-foot-wide concrete lane, 10-foot-wide outside shoulders, of which 8 feet is paved with asphalt. The inside shoulder consists of a 6-foot-wide earth shoulder.
- MM 59.87 – MM 60.33: This segment consists of four 12-foot concrete lanes and is separated by a raised, concrete surfaced median, 10-foot-wide outside shoulders, of which 8 feet is paved with concrete.

- MM 60.33 – MM 60.59: This segment consists of four 12-foot concrete lanes and is separated by a raised turf median with 2-foot-wide concrete median surfacing along the back of curb, 10-foot wide outside shoulder, of which 8 feet is paved with concrete and asphalt.
- MM 60.59 – MM 62.03: This segment consists of four 12-foot concrete lanes and is separated by a depressed turf median, 10-foot-wide outside shoulders, of which 8 feet is surfaced with asphalt. The inside shoulders are 5 feet wide, of which 3 feet is paved with asphalt.
- MM 62.03 – MM 62.11: This segment consists of four 12-foot concrete lanes and is separated by a raised, turf median with 2-foot-wide concrete median surfacing along the back of curb. The outside shoulders are 10 feet wide, of which 8 feet is paved with asphalt.

The improvements on this project consist of concrete repairs, crack and joint sealing, asphalt patching, milling and resurfacing the roadway and surfaced shoulders with asphalt, earth shoulder construction, transitioning foreslopes, bridge repairs, and removing and replacing guardrail.

Scope details include:

- Grading beyond the hinge point would be required for the following work:
  - Guardrail
  - Earth shoulder construction
  - Transitioning foreslopes
  - Bridges
  - Drives and intersections
- Grading beyond the hinge point may be required for the following work (Roadway Design would make a determination at Plan-in-Hand:
  - Correction of superelevation
  - Lighting
- There are a total 16 culverts that could be impacted by this project. As-built plans indicate existing culverts meet the lateral obstacle clear zone requirements 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 replace guardrail
- The bridge over the Elkhorn River (Structure Number S064 06033) would be repaired. This bridge would undergo partial and full depth deck repairs, and be resurfaced. The abutments would be repaired and remodeled for turndowns, and the wings would be remodeled to clear the approach slabs. Approaches would be replaced and grade beams added. The bridge rails would be replaced, and bearings would be cleaned and painted.
- The concrete box culvert located near the Elkhorn city limit (Structure Number S064 06169) would be repaired. The sloped concrete apron on the inlet side would be removed. The inlet and outlet sides would be excavated between the wings, and sheet pile would be driven along the face of the wings. Flowable fill concrete would be placed at both the inlet and outlet for a depth of 2 feet.
- Concrete pavement repairs would be made prior to resurfacing.

- The existing concrete and asphalt would be milled prior to resurfacing.
- Existing surfaced driveways and intersections would be resurfaced. Scope of work would be verified at the Plan-in-Hand field inspection.
- Rock or gravel would be placed behind driveways and intersections to match the new asphalt.
- Surfacing would be placed under the guardrail.
- The existing earth shoulders would be brought up to match the new asphalt.
- The existing foreslopes would require work to transition the grade raise at the earth shoulders.
- 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).
- Rumble strips would be constructed on the resurfaced shoulders in rural areas.
- Because the pavement work is considered to result in an alteration of the pavement in crosswalks, the Nebraska Department of Roads (NDOR) would eliminate barriers to access by building curb ramps where required.
- 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.
- Existing street lighting would be removed and replaced where required due to grading.
- A U Geological Survey Stream Gauge would be relocated with soil disturbance.
- 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.
- Work on the inside lanes and median on the west end of the Elkhorn River Bridge (S064 06033) would disrupt the sight distance for traffic turning left from N 230th Street. This street would be temporarily closed just short of its intersection with N-64 to prevent this turning movement while bridge work is being performed on the inside lanes on the west end of the bridge. Traffic would be detoured onto W. Dryers Road and N. Front Street to the intersection of N. Front Street and N-64 approximately 0.35mi west of the intersection being temporarily closed. Detour would be in effect for 65 working days, or 3 months. The adverse travel length for the detour is 0.9 miles.
- Approximately 300 feet of asphalt shoulder would be removed and replaced with 9-inch concrete to accommodate a temporary traffic shift needed for the activities on the Elkhorn River Bridge.
- Work may be required to be accomplished at night.

The location of the project is depicted in Enclosure 1 and the formal Project Description is Enclosure 2.

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 given the scale and scope of this undertaking. 3R (Resurfacing, Restoration, and Rehabilitation) projects such as this one focus primarily on the preservation and extension of the service life of existing transportation facilities and on safety enhancements. Anticipated 3R project activities can include: resurfacing pavement, structural and joint repair, minor lane or shoulder widening, bridge repair, removal or protection of roadside obstacles, culvert repair and extension, installation of ADA compliant curb ramps, and minor alterations to vertical grades that do not require substantial ground disturbance. Project activities occur within existing rights-of-way (ROW) or within minimal new ROW.

To accommodate any potential minor changes in the above generalized project description that might occur during continued project development, the APE for direct construction effects includes an area generally 50 feet beyond present ROW adjacent to stream crossings (bridges and culverts) and 20 feet beyond present ROW 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 and detour construction areas to account for any potential visual effects.

See Enclosure 3 for location of the APE. Definition of a broader APE for secondary or cumulative impacts is not required in this instance.

Archeological Evaluation:
An archeological evaluation was conducted by Highway Archeology Program Manager Rob Bozell in November of 2014. A review of the Nebraska Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps indicated that no archeological sites have been recorded within the APE and portions of the APE had been surveyed for an unrelated transportation project.

An archeological reconnaissance was completed of the entire project APE. As a result of the reconnaissance, the entire project was subjected to an intensive pedestrian survey although no archeological sites were discovered (see Enclosure 4).

There are no archeological historic properties in the APE.

Standing Structures:
Megan Hilger, NSHS Preservation Associate, investigated the project in October of 2015 using the Nebraska State Historic Preservation Office inventory and site files, the Lincoln Highway Multiple Property Document, the Douglas County Tax Assessor records, historic maps, the *National Register Evaluation of Nebraska Bridges 1947 to 1965 (including the reassessment of select pre-1947 bridges),* the *Nebraska Historic Bridge Inventory of 1991*, and the November 2012 *ACHP Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges.*

Hilger evaluated all properties identified as meeting the NESHPO Historic Resources Survey Manual criteria for survey were evaluated and incorporated into this investigation. These criteria include, but are not limited to, properties that are:

- 50 years old or older, and
- In the original location, and
- Possess the potential for integrity, historic association, and historic architectural qualities

The properties that met the above criteria were evaluated using the guidelines set forth in the 1991 National Park Service Bulletin 15: *How to Apply the National Register Criteria for Evaluation*. All surveyed properties were evaluated to determine eligibility to the National Register of Historic Places (NRHP).

Within the APE of this undertaking, two properties were identified for survey and evaluation. Both of these properties are recommended not eligible for the NRHP due to a lack of integrity and/or a lack of historic or architectural association. In addition, the bridge over the Elkhorn River (S06406033) to be repaired is not identified as a NRHP-listed or eligible bridge because it does not possess the necessary engineering/design significance to be considered eligible.

There are no structural or architectural historic properties in the APE (Enclosure 5).

Recommended Effect:
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 at your convenience.

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

January 11, 2016

Randy Teboe, Tribal Historic Preservation Officer
Ponca Tribe of Nebraska
P.O. Box 288
Niobrara, NE 68760

Dear Mr. Teboe:

Project STP-64-7(121), CN 22533
SE Jct. US-275 - 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. The Nebraska State Historic Preservation Office (NESHPO) and the City of Omaha Certified Local Government (CLG) are consulting parties for this undertaking. The Iowa Tribe of Kansas and Nebraska has also been invited to comment.

Project Description:
This project would repair and resurface 2.9 miles of N-64 located in Douglas County, starting at the junction of N-64 and US-275, at mile marker (MM) 59.21, and extending east to MM 62.11, the intersection of N-64 and Ramblewood Drive/Elkhorn Drive, 0.86 miles west of the junction with Hwy 31. 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-64 consists of the following:

- MM 59.21 – MM 59.43 (Eastbound): This segment consists of a 16-foot-wide concrete lane with a 10-foot-wide outside shoulder, of which 8 feet is paved with asphalt. The inside shoulder consists of a 6-foot-wide earth shoulder.
- MM 59.43 – MM 59.87 (Eastbound): This segment consists of two 12-foot concrete lanes, 10-foot-wide outside shoulders, of which 8 feet is surfaced with concrete. The inside 12-foot concrete lane includes an integral curb with an 8-foot-wide concrete median surfacing along the back of curb. .
- MM 59.34 – MM 59.87 (Westbound): This segment consists of a 16-foot-wide concrete lane, 10-foot-wide outside shoulders, of which 8 feet is paved with asphalt. The inside shoulder consists of a 6-foot-wide earth shoulder.
- MM 59.87 – MM 60.33: This segment consists of four 12-foot concrete lanes and is separated by a raised, concrete surfaced median, 10-foot-wide outside shoulders, of which 8 feet is paved with concrete.
- MM 60.33 – MM 60.59: This segment consists of four 12-foot concrete lanes and is separated by a raised turf median with 2-foot-wide concrete median surfacing along the

back of curb, 10-foot wide outside shoulder, of which 8 feet is paved with concrete and asphalt.

- MM 60.59 – MM 62.03: This segment consists of four 12-foot concrete lanes and is separated by a depressed turf median, 10-foot-wide outside shoulders, of which 8 feet is surfaced with asphalt. The inside shoulders are 5 feet wide, of which 3 feet is paved with asphalt.
- MM 62.03 – MM 62.11: This segment consists of four 12-foot concrete lanes and is separated by a raised, turf median with 2-foot-wide concrete median surfacing along the back of curb. The outside shoulders are 10 feet wide, of which 8 feet is paved with asphalt.

The improvements on this project consist of concrete repairs, crack and joint sealing, asphalt patching, milling and resurfacing the roadway and surfaced shoulders with asphalt, earth shoulder construction, transitioning foreslopes, bridge repairs, and removing and replacing guardrail.

Scope details include:

- Grading beyond the hinge point would be required for the following work:
  - Guardrail
  - Earth shoulder construction
  - Transitioning foreslopes
  - Bridges
  - Drives and intersections
- Grading beyond the hinge point may be required for the following work (Roadway Design would make a determination at Plan-in-Hand:
  - Correction of superelevation
  - Lighting
- There are a total 16 culverts that could be impacted by this project. As-built plans indicate existing culverts meet the lateral obstacle clear zone requirements 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 replace guardrail
- The bridge over the Elkhorn River (Structure Number S064 06033) would be repaired. This bridge would undergo partial and full depth deck repairs, and be resurfaced. The abutments would be repaired and remodeled for turndowns, and the wings would be remodeled to clear the approach slabs. Approaches would be replaced and grade beams added. The bridge rails would be replaced, and bearings would be cleaned and painted.
- The concrete box culvert located near the Elkhorn city limit (Structure Number S064 06169) would be repaired. The sloped concrete apron on the inlet side would be removed. The inlet and outlet sides would be excavated between the wings, and sheet pile would be driven along the face of the wings. Flowable fill concrete would be placed at both the inlet and outlet for a depth of 2 feet.
- Concrete pavement repairs would be made prior to resurfacing.
- The existing concrete and asphalt would be milled prior to resurfacing.

- Existing surfaced driveways and intersections would be resurfaced. Scope of work would be verified at the Plan-in-Hand field inspection.
- Rock or gravel would be placed behind driveways and intersections to match the new asphalt.
- Surfacing would be placed under the guardrail.
- The existing earth shoulders would be brought up to match the new asphalt.
- The existing foreslopes would require work to transition the grade raise at the earth shoulders.
- 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).
- Rumble strips would be constructed on the resurfaced shoulders in rural areas.
- Because the pavement work is considered to result in an alteration of the pavement in crosswalks, the Nebraska Department of Roads (NDOR) would eliminate barriers to access by building curb ramps where required.
- 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.
- Existing street lighting would be removed and replaced where required due to grading.
- A U Geological Survey Stream Gauge would be relocated with soil disturbance.
- 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.
- Work on the inside lanes and median on the west end of the Elkhorn River Bridge (S064 06033) would disrupt the sight distance for traffic turning left from N 230th Street. This street would be temporarily closed just short of its intersection with N-64 to prevent this turning movement while bridge work is being performed on the inside lanes on the west end of the bridge. Traffic would be detoured onto W. Dryers Road and N. Front Street to the intersection of N. Front Street and N-64 approximately 0.35mi west of the intersection being temporarily closed. Detour would be in effect for 65 working days, or 3 months. The adverse travel length for the detour is 0.9 miles.
- Approximately 300 feet of asphalt shoulder would be removed and replaced with 9-inch concrete to accommodate a temporary traffic shift needed for the activities on the Elkhorn River Bridge.
- Work may be required to be accomplished at night.

The location of the project is depicted in Enclosure 1 and the formal Project Description is Enclosure 2.

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 given the scale and scope of this

undertaking. 3R (Resurfacing, Restoration, and Rehabilitation) projects such as this one focus primarily on the preservation and extension of the service life of existing transportation facilities and on safety enhancements. Anticipated 3R project activities can include: resurfacing pavement, structural and joint repair, minor lane or shoulder widening, bridge repair, removal or protection of roadside obstacles, culvert repair and extension, installation of ADA compliant curb ramps, and minor alterations to vertical grades that do not require substantial ground disturbance. Project activities occur within existing rights-of-way (ROW) or within minimal new ROW.

To accommodate any potential minor changes in the above generalized project description that might occur during continued project development, the APE for direct construction effects includes an area generally 50 feet beyond present ROW adjacent to stream crossings (bridges and culverts) and 20 feet beyond present ROW 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 and detour construction areas to account for any potential visual effects.

See Enclosure 3 for location of the APE. Definition of a broader APE for secondary or cumulative impacts is not required in this instance.

Archeological Evaluation:
An archeological evaluation was conducted by Highway Archeology Program Manager Rob Bozell in November of 2014. A review of the Nebraska Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps indicated that no archeological sites have been recorded within the APE and portions of the APE had been surveyed for an unrelated transportation project.

An archeological reconnaissance was completed of the entire project APE. As a result of the reconnaissance, the entire project was subjected to an intensive pedestrian survey although no archeological sites were discovered (see Enclosure 4).

There are no archeological historic properties in the APE.

Standing Structures:
Megan Hilger, NSHS Preservation Associate, investigated the project in October of 2015 using the Nebraska State Historic Preservation Office inventory and site files, the Lincoln Highway Multiple Property Document, the Douglas County Tax Assessor records, historic maps, the *National Register Evaluation of Nebraska Bridges 1947 to 1965 (including the reassessment of select pre-1947 bridges),* the *Nebraska Historic Bridge Inventory of 1991*, and the November 2012 *ACHP Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges*.

Hilger evaluated all properties identified as meeting the NESHPO Historic Resources Survey Manual criteria for survey were evaluated and incorporated into this investigation. These criteria include, but are not limited to, properties that are:

- 50 years old or older, and

- In the original location, and
- Possess the potential for integrity, historic association, and historic architectural qualities

The properties that met the above criteria were evaluated using the guidelines set forth in the 1991 National Park Service Bulletin 15: *How to Apply the National Register Criteria for Evaluation.* All surveyed properties were evaluated to determine eligibility to the National Register of Historic Places (NRHP).

Within the APE of this undertaking, two properties were identified for survey and evaluation. Both of these properties are recommended not eligible for the NRHP due to a lack of integrity and/or a lack of historic or architectural association. In addition, the bridge over the Elkhorn River (S06406033) to be repaired is not identified as a NRHP-listed or eligible bridge because it does not possess the necessary engineering/design significance to be considered eligible.

There are no structural or architectural historic properties in the APE (Enclosure 5).

Recommended Effect:
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 Ponca Tribe of 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 at your convenience.

Sincerely yours,

Scott H. Stapp
Environmental Protection Specialist

Enclosures

From: Trina W. Westman (Plng)
To: Stupka-Burda, Stacy
Subject: Re: NDOR Project: 22533_STP-64-7(121)_SE Jct US 275-Omaha_Section 106 review
Date: Tuesday, December 22, 2015 11:32:41 AM

Great, thanks. The second email that was sent November 30, I had no trouble downloading/opening.

Trina Westman
Urban Design and Historic Preservation

Omaha Planning
1819 Farnam Street
Omaha, NE 68183

402.444.5150 ext. 2066
trina.westman@cityofomaha.org

GOT**Gigabytes?**GO**Paperless**

On Tue, Dec 22, 2015 at 11:30 AM, Stupka-Burda, Stacy <stacy.stupka-burda@nebraska.gov> wrote:

> No worries. I am on my way out the door, but will resend this afternoon. If there was ever something that I send you that actually involves a historic property, I will call your attention to it.
>
> **From:** Trina W. Westman (Plng) [mailto:trina.westman@cityofomaha.org]
> **Sent:** Tuesday, December 22, 2015 11:25 AM
> **To:** Stupka-Burda, Stacy
> **Subject:** Re: NDOR Project: 22533_STP-64-7(121)_SE Jct US 275-Omaha_Section 106 review
>
> Stacy, I'm a little behind on my Section 106 reviews. I am unable to download the PDF of the package, but can download the letter.
>
> From my review of the area, it appears that there is one National Register of Historic Places property - the J. C. Robinson House at 102 East Lincoln Ave in Waterloo, Nebraska. That would be about 2000 linear feet from the closest point along West Maple Road. There are no other historic properties in the area.
>
> Thank you,
>
> Trina

Trina Westman
Urban Design and Historic Preservation

Omaha Planning
1819 Farnam Street
Omaha, NE 68183

402.444.5150 ext. 2066
trina.westman@cityofomaha.org

GOT**Gigabytes?**GO**Paperless**

On Thu, Nov 19, 2015 at 4:06 PM, Stupka-Burda, Stacy <stacy.stupka-burda@nebraska.gov> wrote:

Trina,

For your review, please find attached documentation for the above referenced federal aid project located in Omaha.

Our review of the project results in an effects determination of no historic properties affected.

If you have any questions or comments, please let me know.

Thanks!

Stacy

Stacy Stupka-Burda e |stacy.stupka-burda@nebraska.gov

Hwy Environmental | Section 106 Specialist

Nebraska Department of Roads

Planning and Project Development

Hazardous Materials Memorandum

Date: May 3, 2016

To: Carrie Wencel, Highway Environmental/NEPA Specialist, Planning and Project Development

From: Will Packard, Highway Environmental Specialist, Planning and Project Development

Subject: Hazardous Materials Review Memo for the NDOR Project Southeast Junction US-275 - Omaha (C.N. 22533).

Overview

A hazardous materials review (HMR) was completed by SRF for the Southeast Junction US-275 project and approved by NDOR on May 3, 2016. A HMR was required for this project because the scope of work exceeds the project exemptions. The purpose of the HMR is to identify environmental concerns associated with hazardous materials and petroleum products which could potentially be encountered during the construction project. This memo summarizes the conclusions and applicable mitigation measures found in the HMR and assists the Environmental Documents manager in completing the Hazardous Materials section of the CE Determination Form for Federal-Aid Projects. The HMR can be found in the NDOR project file.

The project description updated on November 3, 2015 was used for the HMR.

Hazardous Material Site Discussion

The HMR identified seven sites located near the project area where past releases have occurred or where potential exists for past releases to have occurred. The scope of work adjacent to the identified sites primarily includes mill and fill operations where no soil disturbance beyond the existing roadway fill material is planned. The Syngenta Seeds Inc. site is located approximately 30 feet from planned excavations to a depth of approximately eight feet for replacing a light structure. The reported release at this site is approximately 0.37 miles from lighting relocation, and the lighting structure would be located up-gradient from the Syngenta site. No identified sites exist in proximity to the project's proposed culvert work. Due to the proposed scope of work in the vicinity of the identified facilities and the nature and extent of the known and potential releases, there is a low potential that construction activities would encounter contamination. In addition, no Superfund sites were identified within the hazardous materials study area.

Asbestos and Lead

An asbestos containing materials (ACM) survey was completed for structure S064 06033 due to the presence of reflector plate adhesives on the bridge rail. The bridge was found negative for ACM. NDOR will submit the NESHAP notification to NDEQ; therefore, no contractor commitments are required.

Lead paint commitments related to cleaning of the bearing devices are outlined in the commitments section below.

Unexpected Waste Commitment

If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material shall stop until NDOR/FHWA is notified and a plan to dispose of the Hazardous Materials has been developed. Then NDEQ shall be consulted and a remediation plan shall be developed for this project. The potential exists to have contaminants present resulting from minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the NDEQ shall be contacted for consultation and appropriate actions to be taken. The Contractor is required by NDOR's Standard Specification section 107 (legal relations and responsibilities to the public) to handle and dispose of contaminated material in accordance with applicable laws (NDOR District, Contractor).

Lead Paint

The bridge structure S064 06033 includes cleaning and painting of the bridge bearings. There is potential for lead based paint to be found on the bridges painted components. If lead-based paint is being removed in a manner that would create waste debris (i.e. sandblasting, abrasive removal, scraping), the Contractor shall remove the paint in accordance with NDOR's Standard Specification for Highway Construction Section 732 (Lead-based Paint Removal) and Title 128, Nebraska Hazardous Waste Regulations. Extreme caution shall be taken to minimize the amount of potential lead based painted material or debris from causing or threatening to cause pollution of the air, land and waters of the State. The Contractors implementation plan efforts shall be documented in ECOD. (NDOR District, Contractor)

Sincerely,

Will Packard

5/3/16

Name Date

Will Packard, Highway Environmental Specialist
Planning and Project Development
NDOR

Nebraska Department of Roads

Planning and Project Development

Noise Study Determination Memo

Date: May 3, 2016

To: Carrie Wencel, Highway Environmental/NEPA Specialist, Planning and Project Development

From: Will Packard, Highway Environmental Specialist, Planning and Project Development

Subject: Noise Study Determination Memo for the NDOR Project Southeast Junction US-275 (C.N. 22533)

The NDOR Noise Section staff has reviewed the project description update on November 3, 2015 for the Southeast Junction US-275 project to determine if a noise study is warranted. Based on the materials reviewed, this project does not fit the definition of a Type I project and is therefore exempt from a noise study.

Sincerely,

Will Packard 5/3/16

Name Date

Will Packard, Highway Environmental Specialist
Planning and Project Development
NDOR

Probable Class of NEPA Action Form

**Attach the DR 530 for an LPA project, DR-73 for a State project, and an aerial location map of the project which includes project start and end points.*

Date this DR-53 was Completed:	Control Number: *(NDOR Completes)*	Project No.: *(NDOR Completes)*
5/20/14	22533	STP-64-7(121)

Project Name:
SE Jct US-275 - Omaha

☐ LPA Project ☒ State Project

Local Public Agency or NDOR District and County Project Located In:
NDOR District 2 / Douglas County, NE

Answer the following questions: (*See Instructions*)	**Yes**	**No**
1. Would the project construct a new roadway on a new location?	☐	☒
a. If yes, would the new roadway have 4 or more lanes?	☐	☐
2. Would the project create a new access controlled freeway facility?	☐	☒
3. Would the project include a new interchange?	☐	☒
4. Is it likely the project would disturb any ground outside the existing paved roadway surface?	☒	☐
5. Is it likely the project would add capacity *(adding thru lanes to a road, fly-by lane, passing lane, auxiliary or turn lane that is > or = 1 mile in length)* to an existing roadway?	☐	☒
6. Is it likely the project would close a road, bridge, or access for more than 3 consecutive days?	☐	☒
7. Is it likely the project would disturb natural ground *(soil)* below or beyond existing fill material?	☒	☐
8. Is it likely the project would require the acquisition of right-of-way *(ROW)*, including permanent easements and/or temporary construction easements?	☐	☒
a. If yes, is it likely more than 1.5 acres per linear mile of ROW or easements would be needed?	☐	☐
b. If yes, is it likely farmland would be purchased?	☐	☐
c. Is it likely the project would require homes, businesses, or farms to be relocated?	☐	☐
9. Is it likely the project would change access control rights to an existing roadway?	☐	☒
10. Is there known public opposition or controversy related to this project or is it anticipated?	☐	☒
11. Is additional outreach proposed beyond the program hearing/meeting?	☐	☒
12. Are there any Section 4(f) properties *(including: publicly owned parkland, trail, wildlife refuge, or known historic properties)* present along or within 0.25 mile of the project?	☐	☒
a. If yes, is it likely the project would impact a Section 4(f) property?	☐	☐
13. Based on past experiences or to your knowledge, is the project adjacent to structures that are 50 years old or older, or are there any known historic structures in the project area?	☐	☒
14. Would the project affect an eligible historic bridge?	☐	☒
15. Based on past experiences or to the best of your knowledge, are there any State or Federally listed Threatened or Endangered Species or critical habitat within the project area?	☒	☐
16. Are any of the following water bodies located within the project limits? ☒ Creek or Stream Channel ☐ Lake ☒ River ☐ Drainage Ditch ☐ N/A		
a. If any water bodies are in the project limits, then how often is water present in them? ☒ Always present ☒ Sometimes present ☐ Rarely present ☐ N/A		
b. Is it likely the project would impact any of the following? *(Check all that apply)* ☒ Creek or Stream Channel ☐ Lake ☒ River ☐ Drainage Ditch ☐ N/A		

17. To your knowledge, do any of the following exist within or adjacent to the project limits? *(Check all that apply)*
    - ☒ Above or below ground storage tanks
    - ☐ Past chemical spills or releases
    - ☐ Operational and/or closed dump or landfill
    - ☐ Industrial or commercial areas
    - ☐ None known

18. Do any of the following statements describe areas within the project limits? *(Check all that apply)*
    - ☐ There is standing water in the project area.
    - ☐ There area areas that hold water longer after it rains and/or do not drain well.
    - ☐ There are areas that appear to be soggy or swampy.
    - ☒ There are known wetlands in the project area.
    - ☐ Wetland plants are located in the project area *(e.g., cattails, reed-canary grass)*

    a. If any boxes were checked in 18 above, is it likely any of those areas would be impacted by project construction? ☒ Yes ☐ No

19. I have attached an aerial location map to this form which shows the project location and contains enough detail for someone from the public to find the project site. ☒ Yes

Please add any additional comments to support the information in this form. *(*Include any public involvement that has occurred.)*

Document Preparer's Signature:

I certify the information in this form accurately reflects what I know about this project at this time.

Danielle Moore	Danielle Moore	5/20/14
(Print Name)	*(Signature)*	*(Date)*

NDOR Highway Environmental/NEPA Specialist

(Organization and Title)

402-479-3547	danielle.moore@nebraska.gov
(Phone – include Area Code)	*(Email)*

The following is for NDOR Use Only

*Environmental Justice/Title VI/*LEP

Civil Rights Staff completes the following:

Does the study area contain high concentrations of low-income or minority populations when compared to the area surrounding the study area and/or the city/county as a whole? ☐ Yes ☒ No

Does 5% or greater, or 1,000 persons or greater, or the affected population primarily speak a language other than English and also speak English "less than very well"? ☐ Yes ☒ No

If yes to any of the questions above, please describe what kind of analysis is recommended for the project based on the project scope and project description. ☐ Yes ☐ No

Chris Hassler	Asst Civil Rights Specialist	5-21-14
(Print Name)	*(Signature and Title)*	*(Date)*

Civil Rights Staff Comments: *(Early Guidance for the Project Proponent)*

Noise and Air Study

Noise & Air Section completes the following:

Is a noise analysis warranted* *(Type I Project)*? ☐ Yes ☒ No

Is an air analysis warranted? ☐ Yes ☒ No

MSAT Analysis Level (Check one) ☒ 1 ☐ 2 ☐ 3

If yes, please identify the type(s) of analysis required.

* Note to Project Sponsor: If the vertical or horizontal alignment is changed, or if the design capacity is modified after DR-53 approval, reconsult with the Noise and Air staff.

Will Packard	environmental specialist	5/22/14
(Print Name)	*(Signature and Title)*	*(Date)*

Noise and Air Staff Comments: *(Early Guidance for the Project Proponent)*

Public Involvement

Public Involvement Coordinator completes the following:

Based on the NDOR PIP, the DR-53 Guidelines, or characteristics of the project scope, location or community, is additional outreach required beyond the project's program meeting or what is proposed? ☐ Yes ☒ No

If yes, what type of additional public involvement is recommended:

- ☐ Public Involvement Campaigns *(i.e., targeted mailings, new release, etc.)*
- ☐ Public Meeting
- ☐ Other

Sarah Kugler	Public Involvement Coordinator	5/28/14
(Print Name)	*(Signature and Title)*	*(Date)*

Public Involvement Coordinator Comments: *(Early Guidance for the Project Proponent)*
Based on the current scope no additional Public Involvement is anticipated at time. If scope changes Public Involvement will need to be reevaluated.

Probable Class of NEPA Action

NDOR Environmental Section completes the following:

NDOR has reviewed this form and recommends the following Probable Class of NEPA Action for this project:

- ☒ Programmatic Categorical Exclusion or Categorical Exclusion
- ☐ Environmental Assessment
- ☐ Environmental Impact Statement

Carla Ahlschwede	Carla Ahlschwede Hwy Envr Biologist / NEPA Specialist	5/29/14
(Print Name)	*(Signature and Title)*	*(Date)*

NDOR Comments: *(Early Guidance for the Project Proponent)*

FHWA Concurrence on NDOR's Recommended Probable Class of NEPA Action for this project:

Molly Lamrouex	Digitally signed by Molly Lamrouex DN: cn=Molly Lamrouex, o=FHWA, ou=Nebraska Division, email=molly.lamrouex@dot.gov, c=US Date: 2014.06.03 11:02:12 -05'00'	
(Print Name)	*(Signature and Title)*	*(Date)*

FHWA concurrence is based on the information known at the time of coordination. This is the probable class of NEPA action and is subject to change as the proposed project progresses and more information is learned about the project, surrounding area, and impacted resources.

FHWA Comments: *(Early Guidance for the Project Proponent)*

To: NDOR Environmental
From: Sarah Kugler, Public Involvement Manager, NDOR
Date: 10 June 2016
RE: Public Involvement Summary Report, STP-64-7(121), SE Jct. US-275 – Omaha, CN 22533

Public Involvement Summary Report for Targeted Mailer: STP-64-7(121), SE Jct. US-275 – Omaha, CN 22533

Based on an analysis of the project scope and a civil rights analysis, a targeted mailer in the form of a project information packet, legal notice, website, and a 30-day comment period were used as outreach tools for public involvement on this project. The project information packet involved mailing a project information sheet and prepaid postage comment sheet to a distribution list of 334 citizens and businesses adjacent to N-64 from MM 59.21 to MM 62.11. A total of 44 public and private agencies with potential interest in the project were also included in the distribution list. A legal notice was placed in the *Omaha World-Herald*, a Nebraska Press Association recognized newspaper, on May 4, 2016 and May 18, 2016. Project information was placed on the NDOR website.

NDOR Public Involvement received 10 comments during the specified comment period (May 4, 2016 – June 3, 2016), outlined below.

COMMENT	RESPONSE
Local resident states asphalt patching doesn't work. Roads that are patched would need patching the following year. Agrees N-64 needs work.	Appreciates input. Most of patching on this project would consist of concrete pavement patching. Methods of construction for patches designed to last several years as opposed to asphalt patches with shorter life.
Local resident has no comments, as roadwork would not affect resident.	Appreciates response.
Local property owner voices support for project.	Appreciates input.
Local resident voices support for project. Only commercial impact would be harvest truck delays.	Appreciates input. Possible road would be open prior to busiest part of harvest season.
State agency noted permits may be required. Listed contact information.	Information will be relayed to permitting staff, and permits will be obtained as necessary.
Local resident voices support for project. Would like to see N-64 blacktop west to Prague.	Appreciates input. Interpret suggestion to black top county road west to Prague. Not intent of project to grow the state highway system. Included copy of comment and response to county representative. _____ Received comment mentioning desire for paving a route within county. Quoted portion of comment suggesting paving the road. Attached copy of response to comment. Provided contact information.

Railroad representative states it appears project would be off UP right-of-way. Provided contact information for the instance that temporary easement would be needed. Flagging protection generally needed when working within 25' of the tracks or whenever there is potential to foul. Provided example. Attached cover letter and project information sheet from targeted mailer.	Appreciates input. Activities closest to tracks appear to be shoulder grading that should not require construction equipment to leave State right-of-way. Work not required on any nearby light posts or culverts. Some specialized equipment would be needed to install guardrail posts, but it appears the installation location nearest to the tracks is approximately 140 feet away and would be far enough outside to not have any external effects if equipment were to tip over.
Local resident voices support for project.	Appreciates input.
Local resident would like project to be built.	Appreciates input. Construction anticipated to begin spring of 2017.
Local resident inquires on who would upgrade the road being used for the detour route after construction.	Purpose of detour is to accommodate local, municipal traffic needs, and not state highway traffic. Village of Waterloo would be responsible for designating and maintaining detour route. Provided contact information.

May 2, 2016

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Please find enclosed information concerning the proposed transportation improvement project on Nebraska Highway 64. The Nebraska Department of Roads (NDOR) is currently seeking public input on the proposed project. Please refer to the accompanying project information sheet and location map for details.

A comment sheet with pre-paid postage is also enclosed. The comment period will run through June 3, 2016. Additional information regarding the project may be found on the NDOR website at www.roads.nebraska.gov/projects/future-projects/ by clicking on the "SE Jct. US-275 – Omaha" link, or by contacting the NDOR District 2 office at (402) 595-2534.

NDOR understands that roadway construction may cause temporary inconvenience and hardships, but we are dedicated to improving Nebraska's highway system. With your help, we can achieve this goal.

Sincerely,

Sarah R. Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Enclosure

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PROJECT INFORMATION SHEET
As of May 2016

STP-64-7(121); C.N. 22533
SE Jct. US-275 - Omaha

LOCATION: The proposed project would repair and resurface approximately 2.9 miles of Nebraska Highway 64 (N-64) located in Douglas County. The project would start at the junction of N-64 with U.S. Highway 275 at mile marker (MM) 59.21, and would extend east to MM 62.11 at the intersection of N-64 and Ramblewood Drive/Elkhorn Drive. Construction could begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate the transitioning of pavement.

PURPOSE AND NEED: The purpose of the proposed project is to preserve the transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for the project is based on the condition of the existing pavement, culvert, and bridge structure.

SCOPE OF WORK: Proposed improvements would include concrete repairs, crack and joint sealing, asphalt patching, milling and resurfacing the roadway and surfaced shoulders with asphalt, earth shoulder construction, and transitioning foreslopes. The bridge over the Elkhorn River (Structure Number S064 06033) would undergo repairs. The concrete box culvert located near the Elkhorn city limit (Structure Number S064 06169) would also be repaired. Additional work would include grading and removing and replacing guardrail.

TRAFFIC VOLUMES:

N-64	**MM 59.21 – 62.11**	
Year	2017	2027
Vehicles Per Day (ADT)	**7900**	**9500**
% Heavy Trucks	**8%**	**8%**

CONSTRUCTION SCHEDULE: Construction is tentatively scheduled to begin spring of 2017 with completion by the fall of 2017.

ACCOMMODATION OF TRAFFIC: A portion of the proposed project would be constructed under traffic with temporary single lane closures and traffic shifts controlled with approved temporary traffic control; however, the project would require detouring North 230th Street traffic due to the proposed bridge work. A designated detour would be provided along Dryers Road and North Front Street.

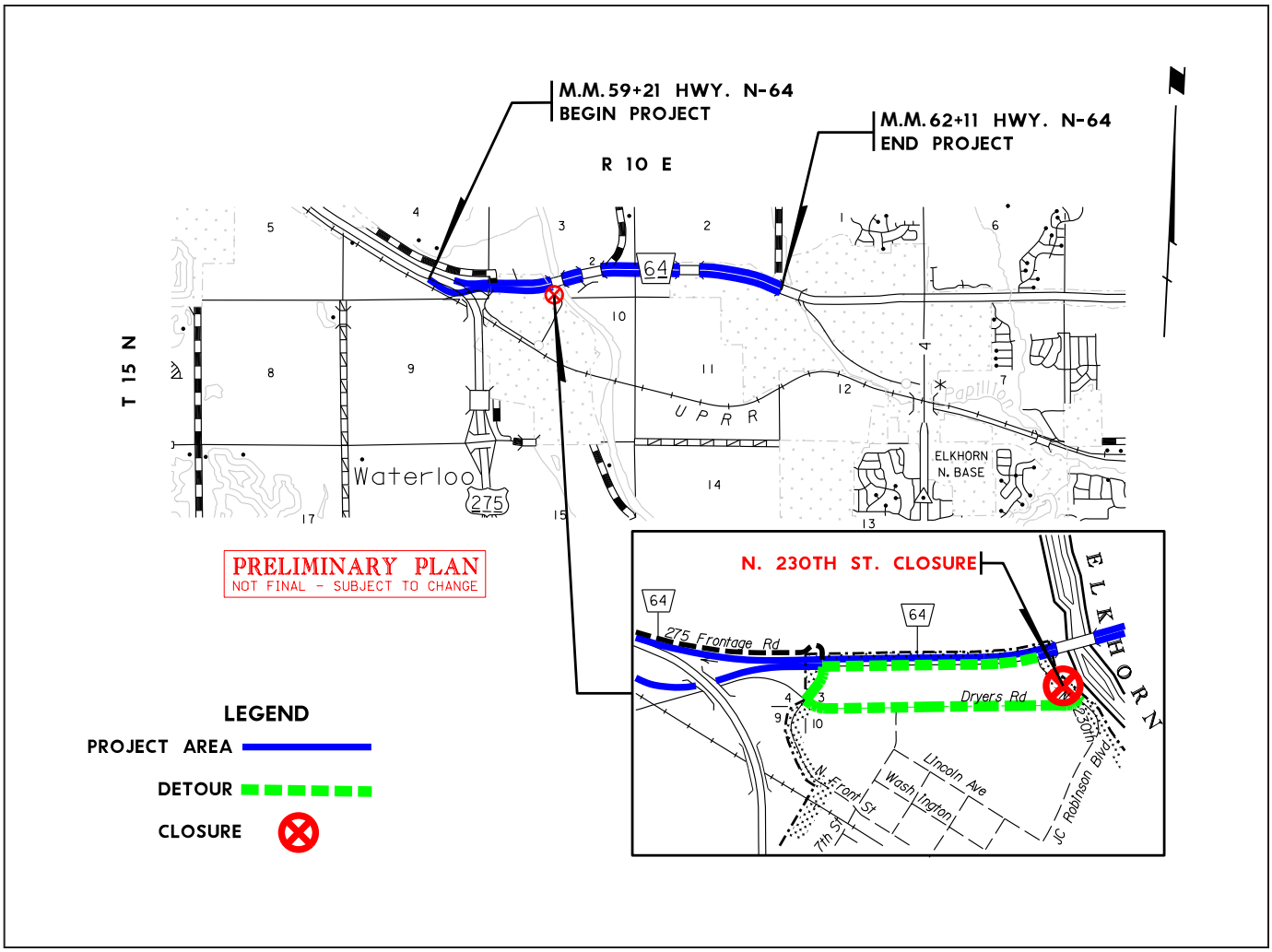
RIGHT-OF-WAY: The proposed project would not require the acquisition of additional property rights. Access to adjacent properties would be maintained but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS: Impacts to wetlands are anticipated. Work may be required to take place at night.

ESTIMATED COST: The estimated cost of the project is approximately $3 million and would derive from state and federal funding sources.

SE Jct. US-275 - Omaha

STP-64-7(121); C.N. 22533



U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

Send comments to:	*For more Information:*
NDOR Public Involvement	**NDOR District 2 Engineer**
Sarah Kugler	**Tim Weander**
P.O. Box 94759; 1500 Hwy. 2	P.O. Box 45461; 4425 S. 108th St.
Lincoln, NE 68509-4759	Omaha, NE 68145-0461
402-479-4871	**402-595-2534**
sarah.kugler@nebraska.gov	*tim.weander@nebraska.gov*

www.roads.nebraska.gov

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U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 2 Public Involvement

STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

Please submit your written comments by June 3, 2016.

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

(Fold here)

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 1181 LINCOLN NE

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: **Public Involvement**
NEBRASKA DEPT OF ROADS
PO BOX 94759
LINCOLN NE 68509-9983

(Fold here)

(Tape closed - Do not staple)

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 2 Public Involvement

STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

Please submit your written comments by June 3, 2016.

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COMMUNICATION DIVISION

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Richard G. Osborne
Address: 2460 River Road Drive
City, State, Zip: Waterloo, Ne. 68069
Phone: 402-290-0774
Email:

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U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 2 Public Involvement

STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

Please submit your written comments by June 3, 2016.

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Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

Asphalt Patching dosen't work.
Roads that are patched will need patching the following year.
I agree Highway 64 need work

Dick Olson

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Richard Olson
Address: 407 Washington
City, State, Zip: Waterloo Ne 68069
Phone: 402-940-6215
Email: DickNDot@Cox.Net

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U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 2 Public Involvement

STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

Please submit your written comments by June 3, 2016.

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Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

NO COMMENTS. THIS ROADWORK WILL NOT AFFECT US.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: ROGER CHEROS
Address: 23412 AGEE LANE
City, State, Zip: WATERLOO, NE 68069
Phone: 402-592-7855
Email: rcheerios@live.com

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 2 Public Involvement

STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

Please submit your written comments by June 3, 2016.

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

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DO it Fix OUR ROADS

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Melvin Sorensen
Address: 407 E 1st Street
City, State, Zip: Mead NE 68041
Phone: 402-624 2224
Email:

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 2 Public Involvement

STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

Please submit your written comments by June 3, 2016.

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COMMUNICATION DIVISION

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

I'VE NO problem with this work. The road is deteriorated badly. I can put up with the minor delays.
The only commercial impact would be harvest truck delays into the Syngenta plant in the autumn of 2017.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: JOHN W CLARK, COLONEL USAF (RET)
Address: PO BOX 190, ~~102~~ 102 E LINCOLN
City, State, Zip: WATERLOO NE 68069
Phone: 402 312 5525
Email: JCRBANDB @ AOL.COM

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

From:	Kugler, Sarah
To:	Erickson, Grace
Subject:	FW: SE Jct US-275-Omaha
Date:	Thursday, May 12, 2016 10:54:46 AM

From: Scott, Tricia
Sent: Thursday, May 12, 2016 10:54 AM
To: Kugler, Sarah <sarah.kugler@nebraska.gov>
Subject: SE Jct US-275-Omaha

12 May 2016

NDOR
ATTN: Ms. Sarah Kugler

RE: SE Jct US-275-Omaha

Dear Ms. Kugler:

The Nebraska Department of Environmental Quality (NDEQ) has reviewed the above referenced project. As with any project, permits may be required prior to beginning construction or operation. At a minimum, you should be aware of the possible requirements or permits:

	Contact	Phone
Fugitive Dust Regulations	Ken Almquist	(402) 471-3387
Construction Storm Water – General Permit	Emma Trewhitt	(402) 471-8330
Wastewater	Charles Duerschner	(402) 471-4206
Water Quality Section 404 Permitting	Robert Parker	(402) 471-2875
Waste Disposal	Erik Waiss	(402) 471-8308

Nebraska Title 129, Chapter 32 fugitive dust regulations apply to all construction and grading activities.

The project will be required to comply with §401 of the Clean Water Act of 1977, as amended by the Water Quality Act of 1987, and Nebraska Title 117.

The project may potentially result in a discharge into jurisdictional waters and/or waters of the state (isolated, "non-jurisdictional" waters), including wetlands, a §404 Permit from US Army Corps of Engineers (USACE), Water Quality Certification from NDEQ and/or compensatory mitigation may be required. In the case that solely "non-jurisdictional" (or isolated) waters are found to be located within the project footprint (as verified by a USACE approved Jurisdictional Determination) we highly recommend that our agency review the project to ensure compliance with Nebraska water quality laws, upon which a Letter of Opinion will be issued.

If the area of disturbance will be greater than 1.0 acre, a National Pollution Discharge Elimination System construction storm water permit may be required under § 402 of the Clean Water Act.

It is recommended that during the project planning phase, and as early as possible, the applicant contact the Section 401 Program Coordinator at NDEQ to discuss requirements, and that Water Quality Certification application documents be submitted to NDEQ concurrently upon application for a Federal §401 permit.

Any solid or hazardous wastes generated or discovered during project operations must be properly handled, contained, disposed, and (if necessary) characterized, and follow all applicable regulations in Nebraska Title 128 and Title 132.

If you have questions about the permitting process, or any other questions, feel free to contact me at (402) 471-6974, or the individual listed above. For more information, please visit our website at deq.ne.gov.

Sincerely,

Tricia Scott
Field Services and Assistance
NE Department of Environmental Quality
1200 "N" Street, The Atrium, Suite 400
P.O. Box 98922, Lincoln, NE 68509-8922
Phone: 402.471.6974 | E-mail: tricia.scott@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 2 Public Involvement

STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

Please submit your written comments by June 3, 2016.

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COMMUNICATION DIVISION

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

As a resident of this area we would reccomend repair on this SE Jct. US 275 Omaha.

Also as a resident of Nebraska we would like to see Highway 64 blacktop west to Prague Nebr.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Larry Casper
Address: 23706 Oak St
City, State, Zip: Waterloo Ne 68069
Phone: 402-719-4396
Email:

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

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STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

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NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

It appears that this will be off UP right of way. If a temporary easement is needed, please contact me to start the process of obtaining an agreement with Union Pacific. Flagging protection is generally needed when working within 25' of the tracks or whenever there is a potential to foul. For example, if a 50 ft tall crane is working 45' from the track, then there is a potential to foul as the crane could be fouling the track if it were to fall. Flagging costs roughly $1,267 for a 12 hour work day.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Kyle Nodgaard - Union Pacific
Address: 1400 Douglas St
City, State, Zip: Omaha, NE 68179
Phone: 402-544-2029
Email: kdnodgaa@up.com

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Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

May 2, 2016

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MAY 13 2016
COMMUNICATION DIVISION

Union Pacific
Public Affairs
1400 Douglas St, Stop 1560
Omaha NE 68179

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Please find enclosed information concerning the proposed transportation improvement project on Nebraska Highway 64. The Nebraska Department of Roads (NDOR) is currently seeking public input on the proposed project. Please refer to the accompanying project information sheet and location map for details.

A comment sheet with pre-paid postage is also enclosed. The comment period will run through June 3, 2016. Additional information regarding the project may be found on the NDOR website at www.roads.nebraska.gov/projects/future-projects/ by clicking on the "SE Jct. US-275 – Omaha" link, or by contacting the NDOR District 2 office at (402) 595-2534.

NDOR understands that roadway construction may cause temporary inconvenience and hardships, but we are dedicated to improving Nebraska's highway system. With your help, we can achieve this goal.

Sincerely,

Sarah Kugler

Sarah R. Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

SK/com15-zl

Enclosure

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

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PROJECT INFORMATION SHEET
As of May 2016

STP-64-7(121); C.N. 22533
SE Jct. US-275 - Omaha

LOCATION: The proposed project would repair and resurface approximately 2.9 miles of Nebraska Highway 64 (N-64) located in Douglas County. The project would start at the junction of N-64 with U.S. Highway 275 at mile marker (MM) 59.21, and would extend east to MM 62.11 at the intersection of N-64 and Ramblewood Drive/Elkhorn Drive. Construction could begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate the transitioning of pavement.

PURPOSE AND NEED: The purpose of the proposed project is to preserve the transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for the project is based on the condition of the existing pavement, culvert, and bridge structure.

SCOPE OF WORK: Proposed improvements would include concrete repairs, crack and joint sealing, asphalt patching, milling and resurfacing the roadway and surfaced shoulders with asphalt, earth shoulder construction, and transitioning foreslopes. The bridge over the Elkhorn River (Structure Number S064 06033) would undergo repairs. The concrete box culvert located near the Elkhorn city limit (Structure Number S064 06169) would also be repaired. Additional work would include grading and removing and replacing guardrail.

TRAFFIC VOLUMES:

N-64	MM 59.21 – 62.11	
Year	2017	2027
Vehicles Per Day (ADT)	**7900**	**9500**
% Heavy Trucks	**8%**	**8%**

CONSTRUCTION SCHEDULE: Construction is tentatively scheduled to begin spring of 2017 with completion by the fall of 2017.

ACCOMMODATION OF TRAFFIC: A portion of the proposed project would be constructed under traffic with temporary single lane closures and traffic shifts controlled with approved temporary traffic control; however, the project would require detouring North 230th Street traffic due to the proposed bridge work. A designated detour would be provided along Dryers Road and North Front Street.

RIGHT-OF-WAY: The proposed project would not require the acquisition of additional property rights. Access to adjacent properties would be maintained but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS: Impacts to wetlands are anticipated. Work may be required to take place at night.

ESTIMATED COST: The estimated cost of the project is approximately $3 million and would derive from state and federal funding sources.

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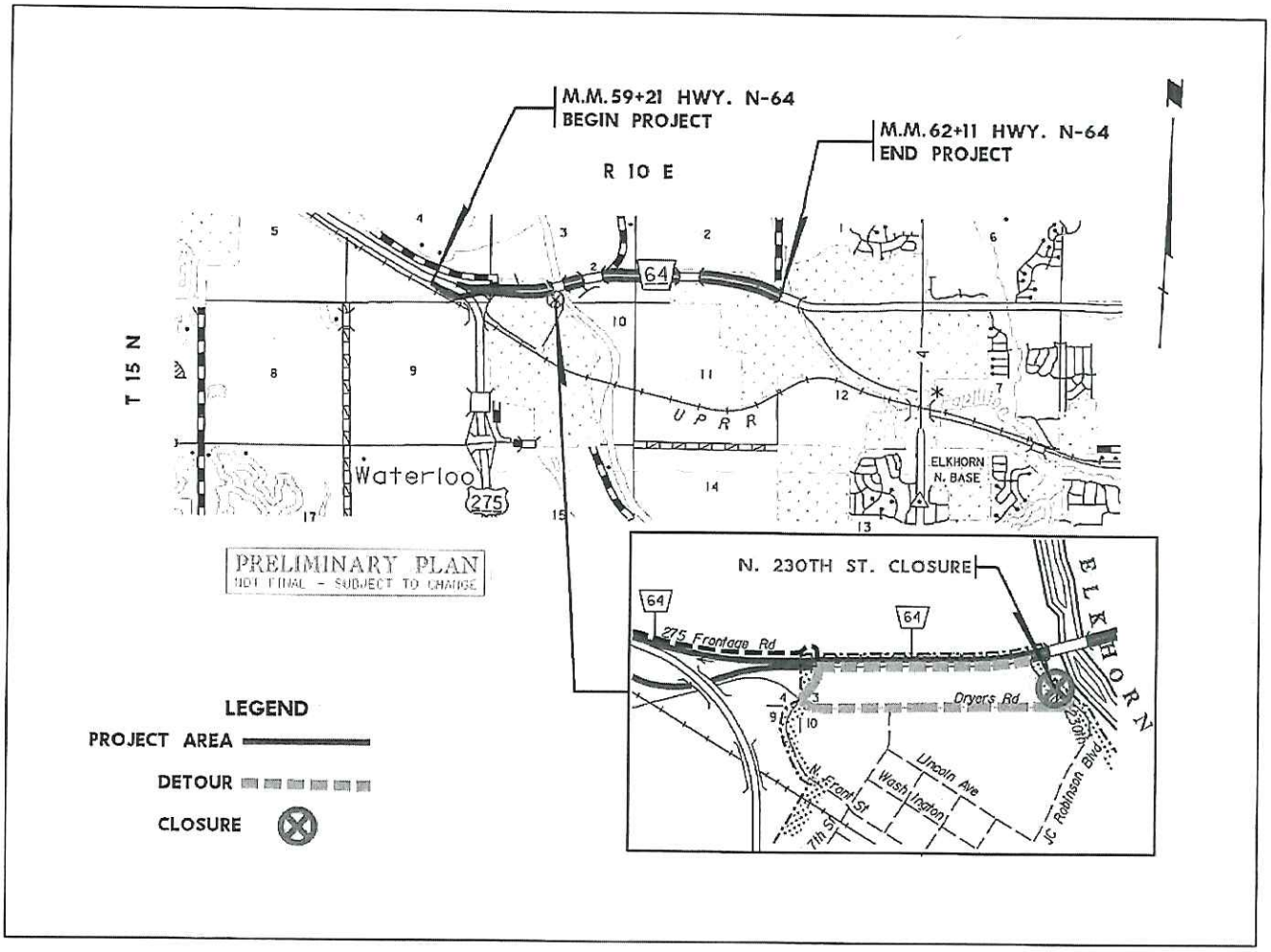
SE Jct. US-275 - Omaha

STP-64-7(121); C.N. 22533



U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

Send comments to:	*For more Information:*
NDOR Public Involvement **Sarah Kugler** P.O. Box 94759; 1500 Hwy. 2 Lincoln, NE 68509-4759 **402-479-4871** *sarah.kugler@nebraska.gov*	NDOR District 2 Engineer **Tim Weander** P.O. Box 45461; 4425 S. 108th St. Omaha, NE 68145-0461 **402-595-2534** *tim.weander@nebraska.gov*

www.roads.nebraska.gov

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U.S. Department of Transportation
Federal Highway Administration

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Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 2 Public Involvement

STP-64-7(121) SE Jct. US-275 - Omaha; C.N. 22533

Please submit your written comments by June 3, 2016.

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MAY 13 2016
COMMUNICATION DIVISION

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

Really needs to be done —
Please do it!

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Amy Lawler
Address: PO Box 143
City, State, Zip: Waterloo NE 68069
Phone: 402-676-4426
Email: allawler@oppd.com

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

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NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

My comment -
After all the traffic on Dryer Road (which has issues in certain places) who will take care ~~of~~ to upgrade the road?

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Betty Brengelman
Address: 107 7th St.
City, State, Zip: Waterloo Ne 68069
Phone: 402-650-2613 (cell)
Email: N/A

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Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., *Director*
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

June 8, 2016

Richard Olson
407 Washington
Waterloo NE 68069

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Mr. Olson:

The Nebraska Department of Roads appreciates your input in regard to the SE Jct. US-275 – Omaha project. Most of the patching on this project would consist of concrete pavement patching. The methods of construction for these patches have been designed to last for several years as opposed to asphalt patches that have a shorter life.

Thank you for your participation.

Sincerely,

Barbara M. Gerbino-Bevins

Barb Gerbino-Bevins, P.E.
Nebraska Department of Roads
(402) 479-4782
barbara.gerbino-bevins@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

June 8, 2016

Roger Cheros
23412 Agee Lane
Waterloo NE 68069

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Mr. Cheros:

The Nebraska Department of Roads appreciates your response in regard to the SE Jct. US-275 – Omaha project. We have taken note of your response.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

June 8, 2016

Melvin Sorensen
402 East 1st St
Mead NE 68041

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Mr. Sorensen:

The Nebraska Department of Roads appreciates your input in regard to the SE Jct. US-275 – Omaha project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

June 8, 2016

John W Clark
PO Box 190, 102 E
Waterloo NE 68069

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Mr. Clark:

The Nebraska Department of Roads appreciates your input in regard to the SE Jct. US-275 – Omaha project. To address your comment regarding the potential harvest truck delays, it is possible that 230th Street would open back up to through traffic prior to the busiest part of the harvest season.

Thank you for your participation.

Sincerely,

Barbara M. Gerbino Bevins

Barb Gerbino-Bevins, P.E.
Nebraska Department of Roads
(402) 479-4782
barbara.gerbino-bevins@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

June 8, 2016

Nebraska Department of Environmental Quality
Attn: Tricia Scott
PO Box 98922
Lincoln NE 68509-8922

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Ms. Scott:

Thank you for the information regarding the various permitting requirements of the Nebraska Department of Environmental Quality. This information will be relayed to our permitting staff, and permits will be obtained as necessary for this project.

Thank you for your participation.

Sincerely,

Barb Gerbino-Bevins, P.E.
Nebraska Department of Roads
(402) 479-4782
barbara.gerbino-bevins@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

June 8, 2016

Larry Casper
23706 Oak Street
Waterloo NE 68069

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Mr. Casper:

The Nebraska Department of Roads appreciates your support and input in regard to the SE Jct. US-275 – Omaha project. We interpret that you are suggesting to black top Saunders County Road R west to Prague. We appreciate your comment and understand your need; however, it is not our intent to grow the state highway system as part of this project. Since the route you refer to is a county road in Saunders County, we have included a copy of your comment and this response to Steve Mika, Highway Superintendent of Saunders County.

Thank you for your participation.

Sincerely,

Barb Gerbino-Bevins, P.E.
Nebraska Department of Roads
(402) 479-4782
barbara.gerbino-bevins@nebraska.gov

CC: Steve Mika, Saunders County Highway Superintendent

Pete Ricketts
Governor

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June 8, 2016

Saunders County
Attn: Steve Mika
426 N Broadway
Wahoo NE 68066

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Mr. Mika:

The Nebraska Department of Roads (NDOR) recently received a comment in regard to the SE Jct. US-275 – Omaha project from Larry Casper. The comment that was received mentioned the desire for paving a route within Saunders County. The comment reads as follows:

"...as a resident of Nebraska we would like to see Highway 64 blacktop west to Prague Nebr."

We've attached a copy of the response that was provided to Mr. Casper. If you have any questions, please do not hesitate to contact me.

Sincerely,

Michael Owen, P.E.
Roadway Design Engineer
Nebraska Department of Roads
(402) 479-4601
mike.owen@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
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June 8, 2016

Kyle Nodgaard
1400 Douglas St
Omaha NE 68179

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Mr. Nodgaard:

The Nebraska Department of Roads appreciates your input in regard to the SE Jct. US-275 – Omaha project. The activities closest to the tracks appear to be shoulder grading that should not require any construction equipment to leave State right-of-way. Work is not required on any nearby light posts or culverts. Some specialized equipment would be needed to install guardrail posts, but it appears the installation location nearest to the tracks is approximately 140 feet away and would be far enough outside to not have any external effects if equipment were to tip over.

Thank you for your participation.

Sincerely,

Barbara M. Gerbino Bevins

Barb Gerbino-Bevins, P.E.
Nebraska Department of Roads
(402) 479-4782
barbara.gerbino-bevins@nebraska.gov

Pete Ricketts
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June 8, 2016

Amy Lawler
PO Box 143
Waterloo NE 68069

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Ms. Lawler:

The Nebraska Department of Roads appreciates your input in regard to the SE Jct. US-275 – Omaha project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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June 8, 2016

Ernest J. Wesolowski
13312 Westwood Lane
Omaha NE 68144

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Mr. Wesolowski:

The Nebraska Department of Roads appreciates your input in regard to the SE Jct. US-275 – Omaha project. Construction on the proposed project is anticipated to begin spring of 2017.

Thank you for your participation.

Sincerely,

Barb Gerbino-Bevins, P.E.
Nebraska Department of Roads
(402) 479-4782
barbara.gerbino-bevins@nebraska.gov

Pete Ricketts
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June 8, 2016

Betty Brengelman
107 7th St
Waterloo NE 68089

Re: Project No. STP-64-7(121)
Also Known As: SE Jct. US-275 – Omaha
Control No. 22533

Dear Ms. Brengelman:

The Nebraska Department of Roads appreciates your input in regard to the SE Jct. US-275 – Omaha project. Since the purpose of this detour is to accommodate local, municipal traffic needs, and not state highway traffic, the Village of Waterloo would be responsible for designating and maintaining the detour route that would accompany the proposed construction. For additional information, please contact Tim Weander, District Engineer (402) 595-2534.

Thank you for your participation.

Sincerely,

Barbara M. Gerbino-Bevins

Barb Gerbino-Bevins, P.E.
Nebraska Department of Roads
(402) 479-4782
barbara.gerbino-bevins@nebraska.gov