



N-12 NIOBRARA EAST & WEST PROJECT

**WELCOME**



US Army Corps of Engineers



## PROJECT STAFF

*Lead Agency (U.S. Army Corps of Engineers)*

- Matt Wray – Project Manager
- John Moeschen
- Paul Boyd
- John Garrison

*Third-Party Contractor (HDR Engineering, Inc.)*

- Matt Pillard – EIS Manager
- Dick Gorton
- Stephanie White/Theresa Baker/Ben Fisher





# PURPOSE OF THIS MEETING

- Present the range of alternatives
- Discuss the screening process
- Gather your input on this process
- Seek input that will aid in screening





## Corps' Responsibilities

- Manage the National Environmental Policy Act Process for this Project
- Administer the regulations of Section 404 of Clean Water Act





## PROJECT PURPOSE AND NEED

What is the purpose of the N-12 Project?

- Provide a reliable roadway
- Safely accommodate current and future traffic levels
- Maintain regional transportation connectivity

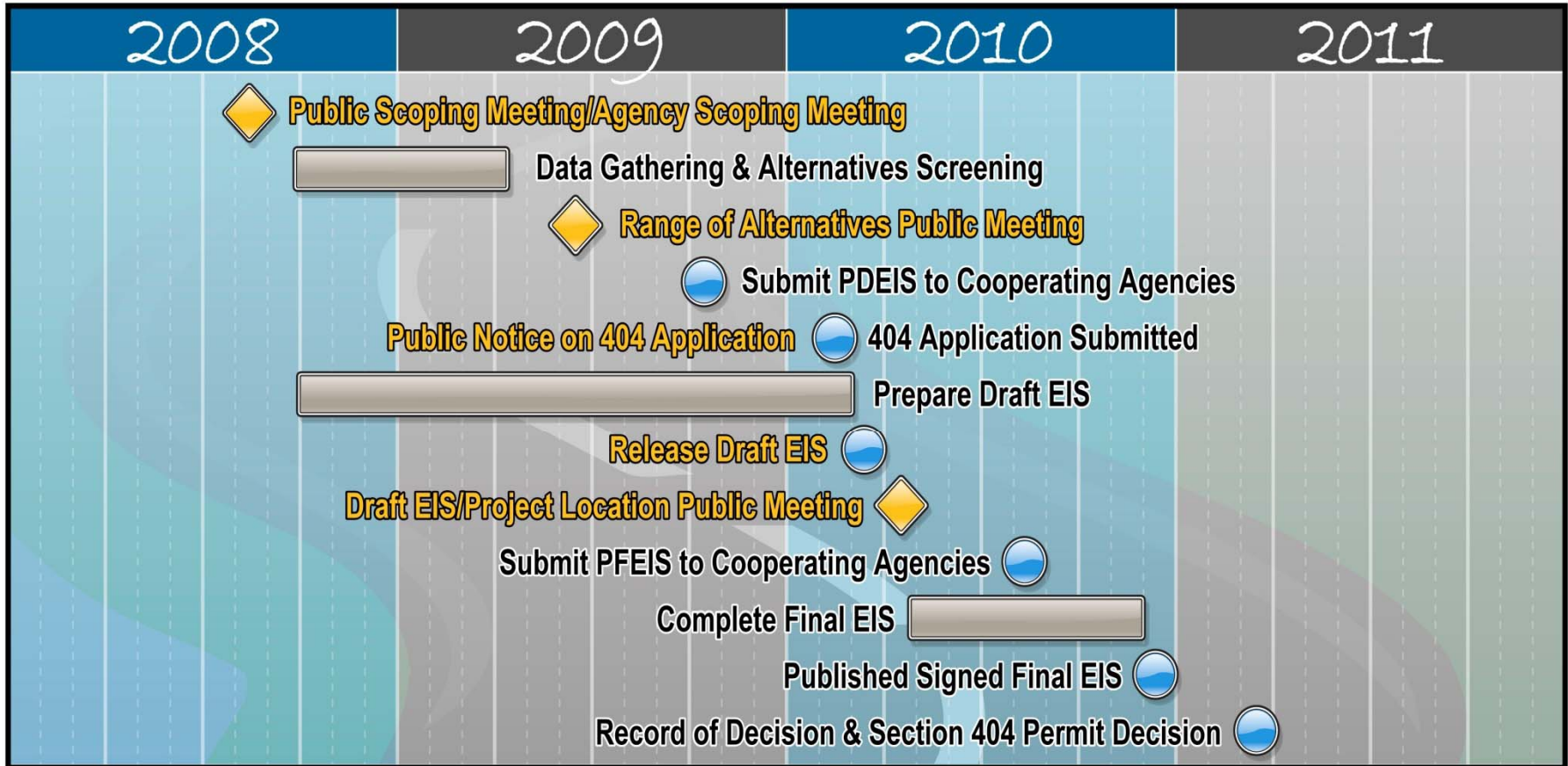
Why is the N-12 Project needed?

- Driven by flooding
- Unreliable roadway, safety concerns, interruption in regional transportation connectivity





# EIS SCHEDULE



 : Formal Opportunity for Public Comment/Involvement. Note: Public Input Welcome Throughout Process.





## GENERAL CONCEPTS

- **Roadway Alignments in the Missouri River Floodplain**
- **Roadway Alignments not in the Missouri River Floodplain**
- **Mainstem System Regulation Changes (Flushing, Dam Removal)**
- **Lewis and Clark Lake Sediment Removal**





## ARE THE CONCEPTS REASONABLE?

- **Roadway alignments are reasonable**
- **Reservoir regulation changes not reasonable**
  - Flows dependent upon adequate quantity of water and downstream conditions
  - Conflicts with management goals for some of the authorized purposes
  - Congressional approval and review for impacts to other authorized purposes
- **Sediment removal not reasonable**
  - Dredging every year for lifespan of roadway
  - High cost compared to other concepts







## RANGE OF ALTERNATIVES

- **No-Action Alternative**
- **Existing Alignment – Detour**
- **Existing Alignment – One-Way Traffic**
- **Parallel**
- **Base of Bluffs**
- **Bluffs**
- **South of Bluffs**





## NO-ACTION ALTERNATIVE

- Provides a baseline for comparison of impacts of action alternatives
- Used for comparison purposes only





## EXISTING ALIGNMENT – DETOUR ALTERNATIVE

- Raising the elevation on the current alignment
- N-12 closed for 2 years
- N-14 to Standing Bear Bridge closed for 4 months
- Local and through-traffic detours
- Post-construction access unchanged





## EXISTING ALIGNMENT – ONE-WAY TRAFFIC ALTERNATIVE

- Raising the elevation on the current alignment
- One lane of traffic maintained throughout construction
- Traffic control and staged construction
- Construction time-frame would be 2-2.5 years
- Post-construction access unchanged





## PARALLEL ALTERNATIVE

- Raised-elevation parallel and adjacent to existing N-12
- Uninterrupted traffic on existing roadway during construction
- Asphalt on existing N-12 demolished
- Portions of the embankment remain for wave protection for new roadway
- Post-construction access unchanged





## BASE OF BLUFFS ALTERNATIVE

- Shifts alignment south to the base of the Missouri River bluffs
- Uninterrupted traffic on existing roadway during construction
- Asphalt on existing N-12 demolished
- Portions of the embankment remain for wave protection of new roadway
- Post-construction access unchanged





## BLUFFS ALTERNATIVE

- New alignment of N-12 in bluffs
- Uninterrupted traffic on existing roadway during construction
- All N-12 roadway and embankment demolished
- Access to Niobrara maintained, other access to be determined





## SOUTH OF BLUFFS ALTERNATIVE

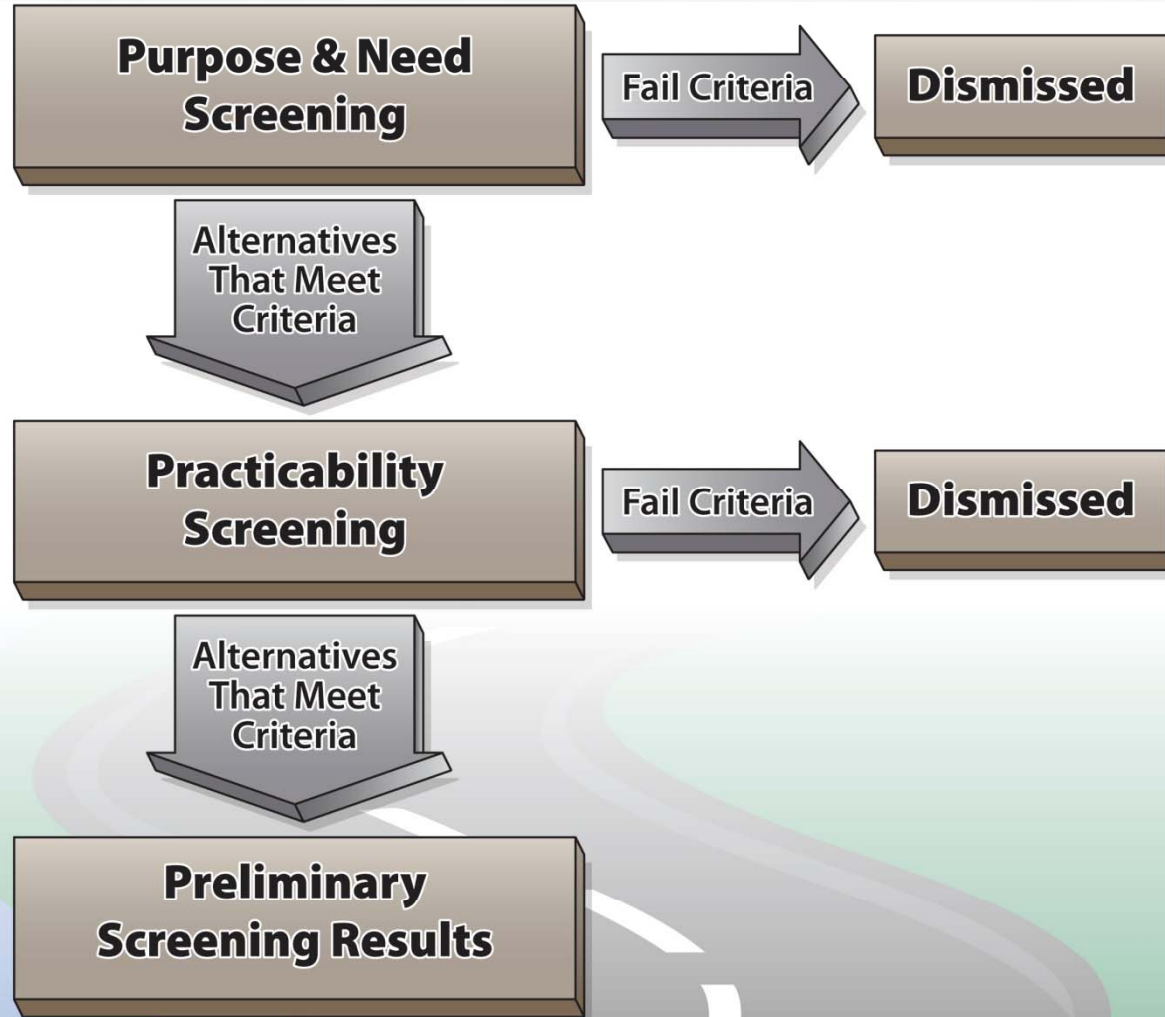
- New alignment located south of the bluffs and along county roads
- Uninterrupted traffic on existing roadway during construction
- Segment 2 is not feasible due to ROW constraints
- All N-12 roadway and embankment demolished
- Access to Niobrara maintained, other access to be determined







# ALTERNATIVE SCREENING PROCESS





## PURPOSE AND NEED SCREENING CRITERIA

### *Reliable roadway*

- Reduce or eliminate closures and maintenance due to flooding

### *Safely accommodates traffic*

- Meet NDOR roadway design standards
- Reduces or eliminates driver hazard during flooding

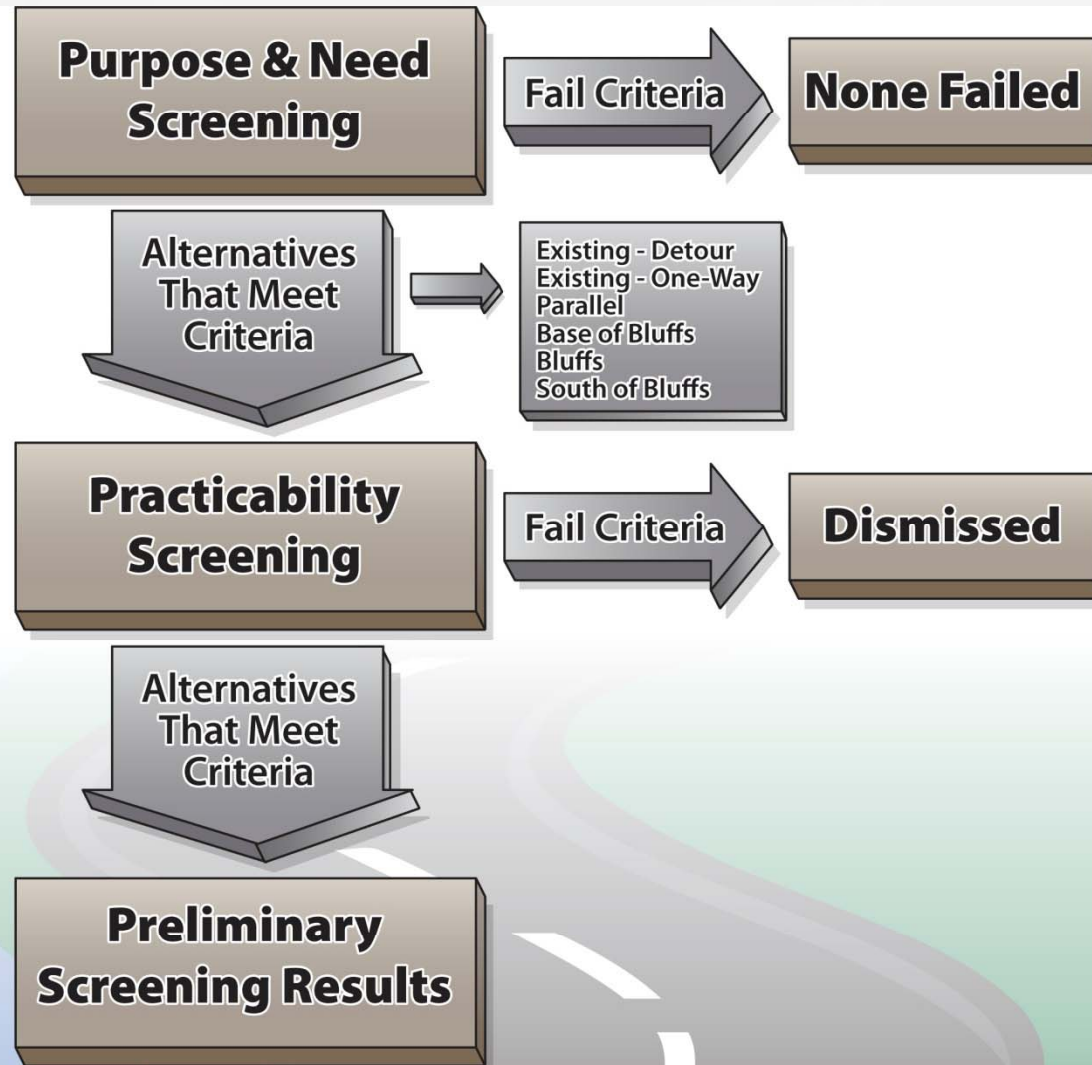
### *Maintain regional connectivity*

- Provide a link for the traveling public using N-14 and county roads, accessing Niobrara





# ALTERNATIVE SCREENING PROCESS





# PRACTICABILITY SCREENING CRITERIA

## Logistics

- Ability to acquire ROW
- Section 7(a) Evaluation, Wild and Scenic River
- Phasing, access, and traffic safety during construction

## Cost

- ROW and acquisitions
- Construction
  - Grading
  - Structures
  - Pavement
  - Demolition

## Technology

- None applicable





## INPUT TO ASSIST WITH SCREENING

- Agencies – Corps is coordinating
- Tribes – Corps is coordinating
- Public – Corps wants your input





## NEXT STEPS

- Receive public comment through August 7
- Evaluate screening process and results based on public and agency comment
- Continue environmental analysis of alternatives carried forward
- Draft Environmental Impact Statement scheduled for release in Spring 2010
- Public meeting to be held in Spring 2010





## QUESTION AND ANSWER

- Speakers:
  - Please register at the sign-in table
  - Your name will be called to speak in the order in which you registered
  - You will be allowed up to 3 minutes to present your comments and ask your question
  - Please refrain from addressing the audience or asking for audience participation
  - The panel will answer any questions after the 3 minutes





## QUESTION AND ANSWER

- Audience:
  - Please display respect, courtesy, and patience
  - Please do not interrupt a speaker
  - Please remain quiet while in the audience
  - Please turn off cell phones or set them to vibrate

