

IX. APPENDICES

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APPENDIX A

List of Preparers

List of Preparers

Name	Agency/Firm	Role
Chris Ansari	Tetra Tech, Inc.	Alternatives, Vegetation, Threatened and Endangered Species, Hazardous Materials, Material Sources and Waste Management
Randy Graham	Tetra Tech, Inc.	Drainage and Floodplain Considerations, Groundwater
Genevieve Kaiser	Tetra Tech, Inc.	Geographic Information Systems, Socio-economics, Title VI/Environmental Justice
Selina Koler	Tetra Tech, Inc.	Land Ownership, Jurisdiction, and Land Use, Section 4(f) of the Transportation Act, Section 6(f) Land and Water Conservation Fund Properties, Secondary and Cumulative Impacts, QC Reviewer
Matt Manderfeld	Tetra Tech, Inc.	The Clean Water Act (Wetlands), Impaired/Unique Waters
Gene Weglinski	Tetra Tech, Inc.	Project Manager
Megan Wood	Tetra Tech, Inc.	Cultural Resources, Utilities, Noise, Temporary Construction Impacts, Secondary and Cumulative Impacts
Steve Kathol	Schemmer Associates	Engineering, Project Manager
Shane Swope	Schemmer Associates	Engineering
Christopher Solberg	Schemmer Associates	Noise
Jon Meyer	City of Omaha	Reviewer
Mike Paukert	City of Omaha	Reviewer
Jon Barber	Nebraska Department of Roads	Highway Environmental Program Manager
Zach Cunningham	Nebraska Department of Roads	Highway Environmental Biologist
Jason Jurgens	Nebraska Department of Roads	Environmental Section Manager
Mike Owen	Nebraska Department of Roads	P.E. Division Engineer
Mary Schroer	Nebraska Department of Roads	Source Water Coordinator
Jeff Soula	Nebraska Department of Roads	Project Coordinator
Carrie Wencel	Nebraska Department of Roads	Environmental Analyst
Melissa Maiefski	Federal Highways Administration	Program Delivery Team Lead

APPENDIX B
Memorandum of Understanding – Air Quality Analysis
for Environmental Documents

MEMORANDUM OF UNDERSTANDING

AIR QUALITY ANALYSIS FOR ENVIRONMENTAL DOCUMENTS

WHEREAS, the Nebraska Department of Roads (NDOR) has prepared detailed air quality analyses for inclusion in environmental documents on major Federal-aid highway projects with Average Daily Traffic (ADT) volumes of more than either 15,000 vehicles per day in the year of project construction or 30,000 vehicles per day in the 20th year following project construction.

WHEREAS, the goal of the Federal Highway Administration (FHWA) and the NDOR is to provide safe, efficient, and environmentally compatible surface transportation corridors for Nebraskans through the design of projects that mitigate congestion.

WHEREAS, the goal of the air quality program at the Nebraska Department of Environmental Quality (NDEQ) is to achieve and maintain attainment with the National Ambient Air Quality Standards and to protect air quality in areas that have air cleaner than the standards from any significant deterioration.

WHEREAS, the NDOR annually publishes the Nebraska Surface Transportation Program Book that includes highway construction projects planned five or more years into the future.

WHEREAS, the US Environmental Protection Agency imposes motor vehicle engine, fuel economy, and fuel standards designed to reduce the impact from mobile sources on air quality.

WHEREAS, the NDOR, FHWA and NDEQ expect the vehicle fleet in Nebraska to improve through the retirement of older vehicles in the fleet.

WHEREAS, the experience between the NDOR, the NDEQ, and the FHWA, using currently approved air quality analysis tools, indicates highway construction projects with projected ADT volumes of less than 100,000 vehicles per day should not have significant adverse impacts on air quality, while projects with projected ADT volumes of more than 100,000 vehicles per day may have significant adverse air quality impacts.

THE THREE PARTIES THEREFORE AGREE that the preparation of detailed air quality analyses, for inclusion in an environmental document, are necessary for major Federal-aid projects with a projected ADT volume exceeding 100,000 vehicles per day in the 20th year following the project construction.

IT IS FURTHER AGREED that if NDEQ determines that a detailed air quality analysis is warranted for a project not meeting the above ADT threshold, it will be accomplished after a formal written request, with justification, is submitted to the NDOR. All such

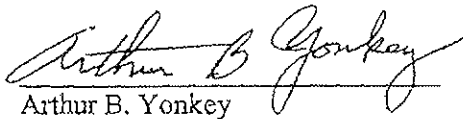
requests shall come from the NDEQ Deputy Director of Programs or his designee. The NDEQ will send a copy of the request to the FHWA.

IT IS FURTHER AGREED that the NDOR, NDEQ, and FHWA will meet at least annually to discuss future highway projects, potential environmental issues, and other issues of common interest. Such meeting will be initiated by the NDEQ and planned to be held in August or September of each year.

IT IS FURTHER AGREED that this Memorandum of Understanding may be terminated or amended as necessary. If any party wishes to terminate or amend the agreement, they will provide advance notice and an explanation to the other parties.

Upon execution of this Memorandum of Understanding, the Air Quality Analysis for Environmental Documents agreement implemented May 25, 1994 is terminated.

Nebraska Department of Roads


Arthur B. Yonkey
Division Manager
NDOR Planning and Project Development

11-1-2004
Date

Nebraska Department of
Environmental Quality


Jay D. Ringenberg
Deputy Director
NDEQ Programs

10-7-2004
Date

Federal Highway Administration


William M. Brownell
Division Administrator
FHWA Nebraska Division

11/5/2004
Date

PLN17-SS

APPENDIX C

Cultural Resources Consultation

October 8, 2010

Anthony Dirks, Local Project Division
Nebraska Department of Roads
PO Box 94759
1500 Hwy 2
Lincoln NE 68509

Re: 120th Street From Stonegate Drive to Roanoke Boulevard
Federal Project No. MAPA-5009(3), Omaha Public Works Project No. 50949
Control No. 22277
Section 5-6-7-8, Township-15N, Range-12E, Douglas County

Dear Tony:

On behalf of City of Omaha, our firm is submitting this Section 106 concurrence request to obtain Section 106 clearance for the above named project.

Project Description:

South of West Maple Road on 120th Street:

The project begins approximately 200 feet north of Stonegate Drive. The existing four lane urban curb and gutter roadway through the bridge over West Maple Ditch will be improved to a four lane urban section (with curb and gutter) with a 12-foot TWLTL. New storm sewers will be installed to collect and carry storm water runoff. Boring and jacking of some storm sewer will be necessary. Grading and concrete paving will be necessary. Widening the four lane roadway to a five lane roadway will require the existing bridge over West Maple Ditch to be widened to accommodate the 62 feet wide five lane section. Two 7-foot clear sidewalks will be provided on each side of the widened bridge. The existing substructure will be extended to support newly constructed superstructure under the widened section. New closed concrete barrier railings will be installed on each side and the end railing sections will be sloped per urban design standards in lieu of guardrail protection. The existing bridge deck will be milled and overlaid with silica fume concrete. 300 feet north of the Bridge over West Maple Ditch the roadway will transition into a 68 feet wide four lane divided roadway section with raised median to channelize the approaches to the 120th Street and Emmet Street intersection. This section immediately transitions into an 80 feet wide four lane divided roadway with dual left turns for the north and south approaches through the West Maple Road corridor. Five foot sidewalks will be provided on both sides of the roadway south of West Maple Road. One lane of traffic in each direction will be maintained during construction within this segment.

North of West Maple Road on 120th Street:

The two lane existing rural roadway section will be upgraded to a four lane divided urban roadway with concrete paving and curb and gutter. New storm sewers will be installed to collect and carry storm water runoff. 300 feet north of West Maple Road, 120th Street will transition from an 80-feet wide four lane divided roadway with dual left turns to a 68 feet wide four lane roadway with a 16-feet raised median. The section of roadway from West Maple Road to the bridge over Big Papillion Creek will incorporate mechanically

stabilized earth walls with fencing on both sides of the roadway, approximately two feet beyond the back of sidewalk. The walls are included to minimize the impacts to land and water conservation fund (section 6f) land which exists on both sides of 120th Street through this area. A 10-foot pedestrian trail is proposed along the east side of 120th Street from West Maple Road to Big Papillion Creek, where the trail will pass under the Big Papillion Creek bridge and continue west along the creek. The trail along 120th street is part of the City of Omaha Parks and Recreation trail system. The existing bridge over Big Papillion creek will be removed and replaced with a longer and wider bridge to accommodate the widened roadway cross-section. Two 7-foot clear sidewalks will be provided on each side of the new bridge. The longer bridge length is required to accommodate hydraulic requirements of Big Papillion Creek. A wetlands study was completed in September of 2009 and revealed no jurisdictional wetlands. Channel improvements will be accomplished by excavating and benching the existing channel above the ordinary high water level, upstream and downstream of the bridge. Concrete revetment will be used to stabilize the creek banks and provide scour protection adjacent to the bridge. Hazardous materials (petroleum products, other chemicals) will be stored offsite and only small amounts for immediate use will be used on the site. Bridge piers will be constructed by use of a cofferdam and encased/impact driven piles. New closed concrete barrier railings will be constructed on each side of the new bridge and guardrail protection will be provided on each end. New storm sewers will be outlet into Big Papillion Creek. Energy dissipation structures will be used to reduce water velocity and prevent stream bank erosion.

The project limits will require reconfiguring the Tranquility Park parking lot between West Maple Road and Big Papillion Creek. The design proposes widening the west side of the paved parking lot 10 feet and modify the parking stall configuration to maintain the same number of pre and post construction parking stalls.

The proposed typical section north of Big Papillion Creek will consist of a 68 feet wide four lane divided urban roadway with a 16 feet raised median. This section of roadway will be constructed primarily in a fill section, requiring major grading, with normal 3:1 foreslopes and five foot sidewalks on both sides of the roadway. The proposed roadway will tie in 600 feet south of Roanoke Boulevard. An existing five lane urban section south of Roanoke will be modified to include a raised median to provide consistency for the 120th Street typical section and channelization approaching Roanoke Boulevard. Mechanically Stabilized Earth walls will be used adjacent to the Keystone Little League property to minimize impacts to ball fields and circulating roadways. Through traffic will be provided alternative routes during construction of the segment north of West Maple Road to just south of Roanoke Boulevard via 132nd Street and/or 108th Street. One-lane of local traffic will be maintained during construction to provide access to drives of adjacent properties along 120th Street.

West Maple Road Intersection:

West Maple Road will have approximately 250 feet of improvement east and west of the intersection with 120th Street. The improvements will include lengthened dual left turn lanes. A minimum of one lane of traffic in each direction will be maintained during construction within this segment.

General construction requirements:

New roadway lighting, traffic signals, temporary/permanent pavement marking, temporary surfacing for driveways, clearing and grubbing, earth shoulder construction, pavement repair, and relocated underground utility conduit are included in project. Best

management practices such as silt fences, curb inlet sediment filters, and temporary erosion control will be employed in areas near perennial streams during construction to prevent pollution. Exposed areas adjacent to perennial streams will have permanent erosion control and seeding applied as soon as possible after construction. Permanent seeding/sodding and erosion control will be installed and monitored on all disturbed erosive areas at the conclusion of construction. A USACE 404 Permit will be obtained for this project prior to project letting.

Hydrology/Hydraulics: Big Papillion Creek

A hydraulic study was performed as part of the 120th Street project for the Big Papillion Creek tributary. The hydraulic study investigated a range of different profiles for 120th Street, from keeping the vertical profile near as-built conditions, to providing 100 yr future hydrology (future hydrology refers to the fully developed Big Papillion Creek watershed) protection for the new 120th Street roadway. The as-built roadway overtops with an approximate 5 year storm event (using future hydrology) south of the existing Big Papillion creek bridge. Several alternatives were explored for each profile to investigate a no-rise condition. After investigation of many options, the preferred alternative is to set the vertical profile above the current 50 year hydrology. The current 50 year hydrology is roughly equivalent to the future 10 year hydrology plus 0.5 feet. The future 10 year plus 0.5 feet is the basis of the proposed 120th Street profile. Under the 10 year plus 0.5 feet alternative, a 100 year “no-rise” condition (using future hydrology) can be achieved with a 290 feet long bridge and channel benching of the Big Papillion Creek. The proposed bridge over the Big Papillion creek will provide one foot freeboard with the 100 year event using future hydrology.

Although a “no-rise” condition is achieved for the 100 year storm event, there are some increases in backwater for lesser storms that will require mitigation through design or ROW negotiations. Three properties are affected including; Schmidley's Golf facility, The Soccer/Tennis club, and Mulhall's facility all located north of the Big Papillion Creek on the west side of 120th Street. With the proposed profile, there is a slight inducement of backwater at these properties. This issue is further discussed in the hydraulic study for the Big Papillion Creek. The backwater is increased by approximately 0.2 feet. Mitigation of this impact will likely not be part of the design plans, but will be resolved during right of way negotiations. This will likely allow property owners to incorporate improvements they feel may be necessary, considering these properties already lie within the floodplain.

Reminder: Review the instructions for this form and include all required attachments to this form. Attach the location map and submit to the NDOR LPD Project Coordinator.

Area Description:

Is the project located in an:

Urban Area: ☒ Yes ☐ No

A platted or rural area? ☐ Yes ☐ No

Describe Project Location: 120th Street From Stonegate Drive to Roanoke Boulevard. Area is predominately urban with commercial development, parks, and golf course on adjacent property. The project also includes two perennial streams, Big Papillion Creek and West Maple Ditch.

Are there any documented historic properties in the project environmental study area?

☐ Yes ☒ No

(Check the following website to answer this question: www.nebraskahistory.org)

Describe Historic Properties:

Is any tribal land located in the project environmental study area? ☐ Yes ☒ No

(Check the Commission on Indian Affairs website to answer this question.)

Describe Tribal Land:

Are there any known areas of cultural interest located in the project environmental study area?

☐ Yes ☒ No

Describe:

If the project is located in an urban area, what are the anticipated dates of construction of surrounding structures? The corridor is completely built out with no additional construction expected during the construction of 120th Street.

Activity Checklist:

The Activity Checklist found below identifies those activities to be used during the State Historic Preservation Officer's review of the project. This checklist will be used to evaluate potential Section 106 resources.

Please fill out the following Activity Checklist, marking "yes" to those activities to be completed during construction of the project. In addition, please include these activities in the Project Description above.

NDOR Activity Checklist

Project Name: 120th Street From Stonegate Drive to Roanoke Boulevard

Control No.: 22277

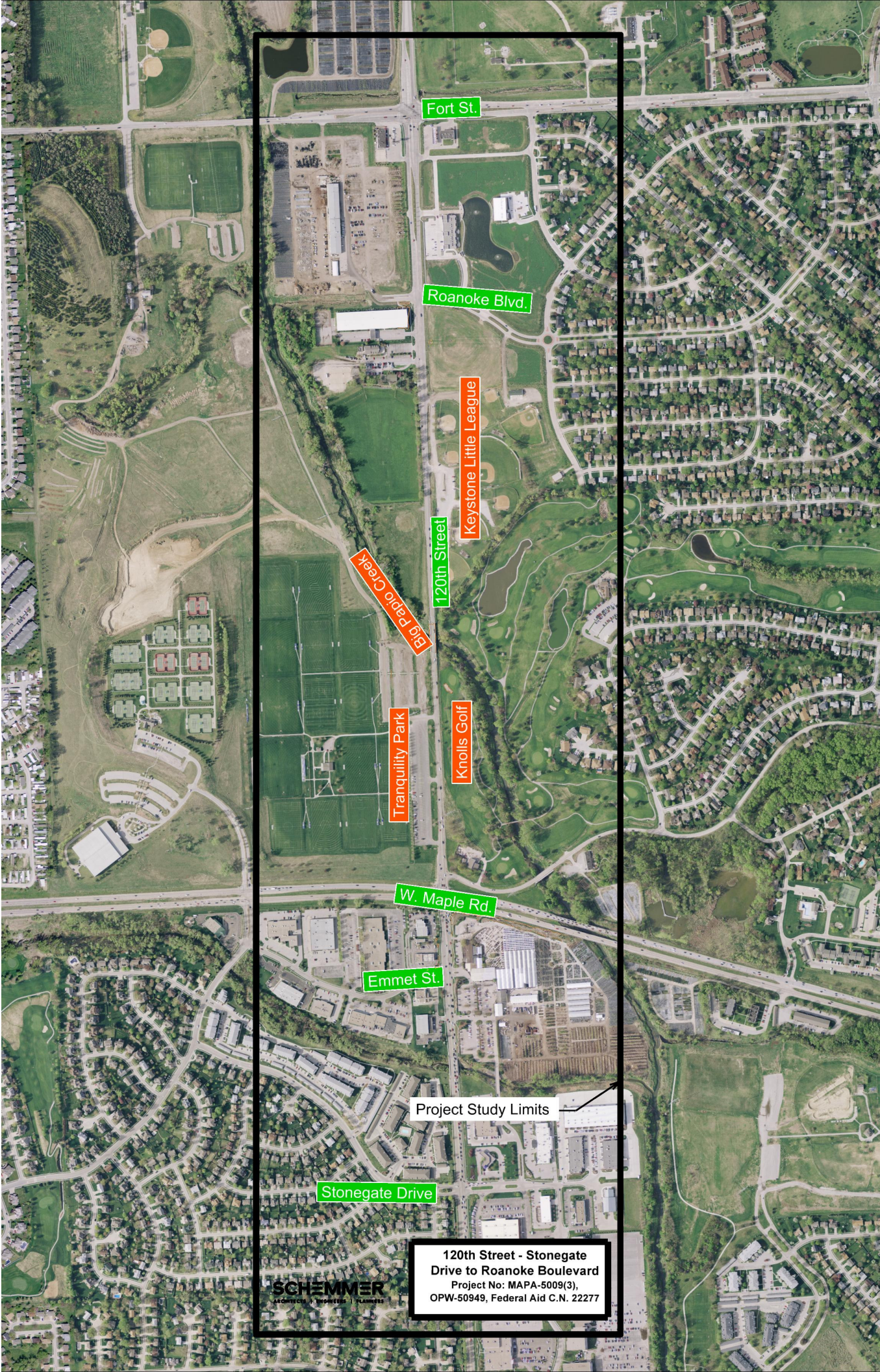
Project No.: MAPA-5009(3), Omaha Public Works Project No. 50949

Check the "Yes" box for all activities to be included in the project.

Activity	To be included in Project?
	Yes
Asphalt Patching	<input type="checkbox"/>
Bank Stabilization	<input checked="" type="checkbox"/>
Barge Staging	<input type="checkbox"/>
Bridge Deck Repair	<input checked="" type="checkbox"/>
Bridge Deck Replacement	<input type="checkbox"/>
Bridge Painting	<input type="checkbox"/>
Bridge Rail Repair/Replacement	<input type="checkbox"/>
Bridge Substructure New, Replacement, or Repair – Ephemeral	<input type="checkbox"/>
Bridge Substructure New, Replacement, or Repair – Intermittent	<input type="checkbox"/>
Bridge Substructure New, Replacement, or Repair – Perennial	<input checked="" type="checkbox"/>
Bridge Superstructure New, Replacement, or Repair – Ephemeral	<input type="checkbox"/>
Bridge Superstructure New, Replacement, or Repair – Intermittent	<input type="checkbox"/>
Bridge Superstructure New, Replacement, or Repair – Perennial	<input checked="" type="checkbox"/>
Channel Grade Stabilization Structures	<input type="checkbox"/>
Channelization, Ephemeral	<input type="checkbox"/>
Channelization, Intermittent	<input type="checkbox"/>
Channelization, Perennial	<input checked="" type="checkbox"/>
Clearing and Grubbing	<input checked="" type="checkbox"/>
Cofferdams	<input checked="" type="checkbox"/>
Concrete Pavement Repair	<input checked="" type="checkbox"/>
Crack Sealing and Joint Sealing	<input type="checkbox"/>
Culvert Replacement, Extension, Repair – Ephemeral	<input checked="" type="checkbox"/>
Culvert Replacement, Extension, Repair – Intermittent	<input type="checkbox"/>
Culvert Replacement, Extension, Repair – Perennial	<input type="checkbox"/>
Curb & Flume	<input type="checkbox"/>
Curb & Gutter	<input checked="" type="checkbox"/>
Detention Basin	<input type="checkbox"/>
De-watering	<input checked="" type="checkbox"/>
Drilled Shafts	<input type="checkbox"/>
Driveway access impacts from the project in rural or urban areas?	<input checked="" type="checkbox"/>
Earth Shoulder Construction	<input checked="" type="checkbox"/>
Erosion Control – Barriers	<input checked="" type="checkbox"/>
Erosion Control – Erosion Checks	<input checked="" type="checkbox"/>
Erosion Control – Inlet/Outlet Protection	<input checked="" type="checkbox"/>
Erosion Control – Mulching	<input checked="" type="checkbox"/>
Erosion Control – Post-Construction Erosion Control	<input checked="" type="checkbox"/>
Erosion Control – Rolled Erosion Control	<input checked="" type="checkbox"/>
Erosion Control – Slope Interruption	<input type="checkbox"/>
Erosion Control – Traps and Basins	<input checked="" type="checkbox"/>
Erosion Control – Vegetation	<input checked="" type="checkbox"/>
Fencing	<input checked="" type="checkbox"/>

Activity	To be included in Project?
	Yes
Guardrail Repair with Soil Disturbance	<input checked="" type="checkbox"/>
Guardrail Repair without Soil Disturbance	<input type="checkbox"/>
Habitat Fragmentation, Modification of Connectivity	<input type="checkbox"/>
Landscaping	<input checked="" type="checkbox"/>
Landscaping Changes	<input checked="" type="checkbox"/>
Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs with Soil Disturbance	<input checked="" type="checkbox"/>
Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs without Soil Disturbance	<input type="checkbox"/>
Major Grading – Beyond Hinge Point	<input checked="" type="checkbox"/>
Microsurfacing	<input type="checkbox"/>
Milling and/or In-place Recycling	<input checked="" type="checkbox"/>
Minor Grading – Edge of Pavement to Hinge Point	<input type="checkbox"/>
Nighttime Work with Lights	<input type="checkbox"/>
Noise Walls <i>(Not in Water/Wetlands)</i>	<input type="checkbox"/>
Overpass	<input type="checkbox"/>
Pavement Marking	<input checked="" type="checkbox"/>
Pavement Removal	<input checked="" type="checkbox"/>
Paving	<input checked="" type="checkbox"/>
Piers	<input checked="" type="checkbox"/>
Pile Driving – Impact	<input checked="" type="checkbox"/>
Pile Driving – Vibratory	<input type="checkbox"/>
Pile/Pier Encasement	<input checked="" type="checkbox"/>
Pipe Jacking & Casing	<input type="checkbox"/>
Pre-watering	<input type="checkbox"/>
Removal of Structures and Obstructions	<input checked="" type="checkbox"/>
Replacing a Bridge with a Culvert	<input type="checkbox"/>
Resurfacing – Fog/Slurry Seal, Armor Coat/Chip Seal	<input type="checkbox"/>
Retaining Walls <i>(Not in Water/Wetlands)</i>	<input checked="" type="checkbox"/>
Rock or Gravel Surfacing	<input type="checkbox"/>
Shoo-fly	<input type="checkbox"/>
Sidewalks and Bikeways	<input checked="" type="checkbox"/>
Signs with Soil Disturbance	<input type="checkbox"/>
Signs without Soil Disturbance	<input type="checkbox"/>
Staging Areas? <i>(only answer if known)</i>	<input type="checkbox"/>
Stream Channel Impact, Ephemeral	<input type="checkbox"/>
Stream Channel Impact, Intermittent	<input type="checkbox"/>
Stream Channel Impact, Perennial	<input checked="" type="checkbox"/>
Survey and Staking	<input checked="" type="checkbox"/>
Temporary Crossing, Causeway, Work Platform	<input type="checkbox"/>
Trenched Widening	<input type="checkbox"/>
Underground Utility Conduit Installation	<input checked="" type="checkbox"/>
Wetland Mitigation	<input type="checkbox"/>

List other activities that are not in Activity List here:



Fort St.

Roanoke Blvd.

Keystone Little League

120th Street

Big Popo Creek

Tranquility Park

Knolls Golf

W. Maple Rd.

Emmet St.

Project Study Limits

Stonegate Drive

120th Street - Stonegate
Drive to Roanoke Boulevard
Project No: MAPA-5009(3),
OPW-50949, Federal Aid C.N. 22277

SCHEMMER
ARCHITECTS • ENGINEERS • PLANNERS



U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

December 17, 2010

DEC 30 2010

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



In Reply Refer To:
HEP-NE

FED HWY ADMIN
JAN 18 2011
NEBRASKA

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historical Society
P.O. 82554
Lincoln, NE 68508

Dear Mr. Puschendorf:

**Project MAPA-5009(3), CN 22277
120th St: Stonegate Dr to Roanoke Blvd, Douglas County
Cultural Resources Survey**

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.

An evaluation of the potential for cultural resources, both archeology and standing structures, is included below and in the enclosures.

Project Description:

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The project begins approximately 200 feet north of Stonegate Drive. The existing four lane urban curb and gutter roadway through the bridge over West Maple Ditch would be improved to a four lane urban section (with curb and gutter) with a 12-foot TWLTL. New storm sewers would be installed to collect and carry storm water runoff. Boring and jacking of some storm sewer would be necessary. Grading and concrete paving would be necessary. Widening the four lane roadway to a five lane roadway would require the existing bridge over West Maple Ditch to be widened to accommodate the 62 feet wide five lane section. Two 7-foot clear sidewalks would be provided on each side of the widened bridge. The existing substructure would be extended to support newly constructed superstructure under the widened section. New closed concrete barrier railings would be installed on each side and the end railing sections would be sloped per urban design standards in lieu of guardrail protection. The existing bridge deck would be milled and overlaid with silica fume concrete. 300 feet north of the Bridge over West Maple Ditch the roadway would transition into a 68 feet wide four lane divided roadway section with raised median to channelize the approaches to the 120th Street and Emmet Street intersection. This section immediately transitions into an 80 feet wide four lane divided roadway with dual left turns for the north and south approaches through the West Maple Road corridor. Five foot



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County DO
STA. V ARCHEO. X
Resp. SPO Date 2010103

sidewalks would be provided on both sides of the roadway south of West Maple Road. One lane of traffic in each direction would be maintained during construction within this segment.

North of West Maple Road on 120th Street:

The two lane existing rural roadway section would be upgraded to a four lane divided urban roadway with concrete paving and curb and gutter. New storm sewers would be installed to collect and carry storm water runoff. 300 feet north of West Maple Road, 120th Street would transition from an 80-foot wide four lane divided roadway with dual left turns to a 68 feet wide four lane roadway with a 16-foot raised median. The section of roadway from West Maple Road to the bridge over Big Papillion Creek would incorporate mechanically stabilized earth walls with fencing on both sides of the roadway, approximately two feet beyond the back of sidewalk. The walls are included to minimize the impacts to land and water conservation fund (section 6f) land which exists on both sides of 120th Street through this area. A 10-foot pedestrian trail is proposed along the east side of 120th Street from West Maple Road to Big Papillion Creek, where the trail would pass under the Big Papillion Creek bridge and continue west along the creek. The trail along 120th street is part of the City of Omaha Parks and Recreation trail system. The existing bridge over Big Papillion creek would be removed and replaced with a longer and wider bridge to accommodate the widened roadway cross-section. Two 7-foot clear sidewalks would be provided on each side of the new bridge. The longer bridge length is required to accommodate hydraulic requirements of Big Papillion Creek. A wetlands study was completed in September of 2009 and revealed no jurisdictional wetlands. Channel improvements would be accomplished by excavating and benching the existing channel above the ordinary high water level, upstream and downstream of the bridge. Concrete revetment would be used to stabilize the creek banks and provide scour protection adjacent to the bridge. Hazardous materials (petroleum products, other chemicals) would be stored offsite and only small amounts for immediate use would be used on the site. Bridge piers would be constructed by use of a cofferdam and encased/impact driven piles. New closed concrete barrier railings would be constructed on each side of the new bridge and guardrail protection would be provided on each end. New storm sewers would be outlet into Big Papillion Creek. Energy dissipation structures would be used to reduce water velocity and prevent stream bank erosion.

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West Maple Road Intersection:

West Maple Road would have approximately 250 feet of improvement east and west of the intersection with 120th Street. The improvements would include lengthened dual left turn lanes. A minimum of one lane of traffic in each direction would be maintained during construction within this segment.

General construction requirements:

New roadway lighting, traffic signals, temporary/permanent pavement marking, temporary surfacing for driveways, clearing and grubbing, earth shoulder construction, pavement repair, and relocated underground utility conduit are included in project. Best management practices such as silt fences, curb inlet sediment filters, and temporary erosion control would be employed in areas near perennial streams during construction to prevent pollution. Exposed areas adjacent to perennial streams would have permanent erosion control and seeding applied as soon as possible after construction. Permanent seeding/sodding and erosion control would be installed and monitored on all disturbed erosive areas at the conclusion of construction. A USACE 404 Permit would be obtained for this project prior to project letting.

Archeology:

This project is located entirely along the Big Papillion Creek floodplain in the E ½ Section 6, W ½ Section 7, NE ¼ Section 7, and NW ¼ Section 8 (T15N R12E). The Area of Potential Effect (APE) for archeology is 200 feet on either side of centerline along the entire 1.2 mile long project. A review of the NSHS GIS archeological resources database and historic maps conducted by Highway Archeology Program Manager, Rob Bozell on November 17, 2010 revealed no known historic or prehistoric archeological sites within the immediate project vicinity. The undertaking would involve grading, channel modification, and bridge replacements. Accordingly, Bozell conducted an archeological field survey on November 19, 2010. No archeological sites were discovered (see attached report). The undertaking would have *no potential to cause effect* to archeological historic properties.

Standing Structures:

The *Nebraska Historic Resources Survey & Inventory* (NeHRSI) database at the Nebraska State Historic Preservation Office was consulted by Bozell on November 17, 2010 for previously recorded properties within the project area and none were identified. The Nebraska State Historic Preservation Office/Nebraska Department of Roads Master Bridge List was also consulted. The structure to be removed is not on this inventory of bridges listed or eligible for listing on the National Register of Historic Places. In addition, a visual site inspection by Bozell on November 19, 2010, demonstrated the absence of any standing structures over 50 years in age within the project area. No formal on-site standing structures survey is recommended. The undertaking would have *no potential to cause effect* to structural or architectural historic properties.

Recommended Effects:

The proposed undertaking has no potential to cause effect to historic properties and the Federal Highway Administration recommends a finding of "no historic properties affected" and respectfully requests NeSHPO concurrence with this recommendation.

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

Sincerely yours,

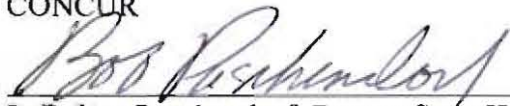


Raegan Ball
Environmental Specialist

Enclosures

cc: Jon Barber, NDOR
Allison Zach, NDOR

CONCUR



L. Robert Puschendorf, Deputy State Historic Preservation Officer



Date