NDOR PQS Project Review Memo
Section 106 - Tier II Project

Control Number 22219 Project Number STP-91-6(110) Review Date 11/23/15

Project Name Snyder West Project Location Dodge County

Date of Project Description Reviewed 08/05/15

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

THPO/Tribal Consultation? ☐ No ☑ Yes	CLG Consultation? ☑ No ☐ Yes
THPO/Tribes(s): Ponca Tribe of Nebraska	CLG:
Date Correspondence Sent: 12/21/15	Date Correspondence Sent:
THPO/Tribal response date: no response: 01/26/16	CLG response date:
THPO/Tribal comment:	CLG comment:

Other Consulting Parties Identified:

n/a

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

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: 2016.01.26 08:51:10 -06'00'

01/26/16

NDOR PQS Review

Date

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 projects 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 or within minimal new rights-of-way.

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 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 effects to standing structures and farmsteads includes an area 100 feet beyond existing right-of-way to account for any potential visual effects. These APE limits are sufficient for both the 3R and the Reconstruction segments of the project. Definition of a broader APE for secondary or cumulative impacts is not required in this instance.

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA DIVISION

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

December 21, 2015

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

Dear Mr. Teboe:

Project STP-91-6(110), CN 22219
Snyder West
Dodge County
Cultural Resources Evaluation

Please review this document on historic resources for the subject projects 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.

Project Description
This project would resurface 6.07 miles of N-91 and 0.26 miles of S-27A located in Dodge County. The N-91 segment starts at the Colfax – Dodge County line, at MM 182.84, and extends east to MM 188.91, 0.05 miles east of the west corporate limits of Snyder. The S-27A segment starts at the junction with N-91 at MM 0.00 and extends north to MM 0.26, the southwest corporate limits of Dodge and the end of state maintenance. 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-91 consists of two 12-foot-wide asphalt lanes and 8-foot-wide earth shoulders. A right turn lane exists on N-91 for westbound traffic turning north onto the Dodge Spur S-27A near MM 183.83 and again for westbound traffic turning north onto County Road 3 near MM 185.00.

The existing roadway on the segment of S-27A consists of two 12 -foot-wide asphalt lanes and variable width, 8 foot maximum, earth shoulders.

The improvements on this project along the N-91 segment consist of milling and trench widening the existing roadway 2 feet left and right (2-foot 6-inch trench with beveled edge) and surfacing with asphalt, resulting in a 28-foot-wide surfaced top. There would be a grade raise at the new edge of pavement. The areas of MM 182.94 and MM 185.73 would be built to meet New and Reconstruction Standards with 10-inch surfacing on prepared subgrade to accommodate the bridge replacements. The bridge at MM 182.94 (Structure S091 18294) would be removed and replaced with an 80-foot slab bridge. The bridge at MM 185.73 (Structure S091 18573) would be removed and replaced. New approach sections would be constructed with grade beams on pile,

an access crossing with pipes would also be constructed and the existing guardrail would be removed and rebuilt. The westbound right turn lane on N-91 at the intersection with S-27A near MM 183.83 would be designed as an offset right turn. The westbound right turn lane on N-91 at the intersection with County Road 3 near MM 185.00 would not be offset but would be lengthened as necessary to conform to current design standards.

The improvements on this project along the S-27A segment consist of milling and resurfacing the roadway with asphalt.
Scope details include:

- Grading beyond the hinge point would be required for the following work:
    - Culverts
    - Turn Lanes
    - Guardrail
    - Mailbox turnouts
    - Bridges
    - Drives and intersections
    - Removal of old substructure
    - Shoulder widening and/or surfacing
    - Earth shoulder construction
    - Relocation of field entrances or drives
    - Culverts
    - Correction of superelevation
    - Temporary shooflies for bridge work
    - Culverts for temporary shooflies
- Culverts within the fixed lateral clear zone would be extended beyond the clear zone. Culvert headwalls within the fixed obstacle clear zone would be removed and replaced with flared end sections.
- Guardrail
    - Remove and replace guardrail with grading beyond the hinge point
- The existing bridge (Structure S091 18294) would be removed and replaced with an 80-foot slab bridge. Approach sections would be constructed with grade beams on pile. An access crossing with pipes would also be constructed. The existing guardrail would be removed and rebuilt.
- The existing bridge (Structure S091 18573) would be removed and replaced with a 110-foot x 40-foot clear roadway width bridge. Approach sections would be constructed with grade beams on pile. An access crossing with pipes would also be constructed. The existing guardrail would be removed and rebuilt.
- The existing asphalt would be milled prior to resurfacing.
- Longitudinal edge drains would be constructed along the existing and new pavement between MM 182.84 and MM 183.85. Temporary transverse drains would be constructed between the new concrete pavement and existing asphalt pavement, one back and one ahead of the structure at MM 182.94.
- Existing surfaced driveways and intersections would be resurfaced.
- Rock or gravel would be placed behind driveways and intersections to match the new asphalt.
- Field entrances and drives would be relocated to accommodate construction.

- Mailbox turnouts would be constructed.
- Surfacing would be placed under the guardrail.
- The existing earth shoulders would be embedded with crushed rock and brought up to match the new asphalt.
- The trench widening operation would remove material adjacent to the existing surfacing. This trench would be filled with asphalt.
- 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).
- Permanent pavement markings would be applied to all new surfacing.
- Additional property rights may 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.

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 (Enclosure 2). 3R projects 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 Americans with Disabilities Act-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 effects to standing structures and farmsteads includes an area 100 feet beyond existing ROW to account for any potential visual effects. These APE limits are sufficient for both the 3R and the Reconstruction segments of the project. Definition of a broader APE for secondary or cumulative impacts is not required in this instance.

The APE is depicted in Enclosure 2.

Archeological Evaluation:
An archeological evaluation was conducted by Highway Archeology Program Manager Rob Bozell on March 11-13, 2015. A review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps indicated that there are three archeological sites recorded within the APE (25DD14, 25DD15, 25DD40) and about one-third of the APE had been examined for

archeological sites in conjunction with previous transportation projects (Ludwickson and Bozell 1987; Bozell 1989).

An archeological reconnaissance was completed of the entire project APE. As a result of the reconnaissance, six additional locations were selected for intensive pedestrian survey, although no additional archeological properties were discovered. The remainder of the APE is limited to activities in previously disturbed fill or on topographic settings with no potential to impact intact archeological deposits.

Sites 25DD14, 25DD15, and 25DD40 are all late 19th – mid 20th century former Euroamerican farmsteads with limited research potential and significance. All date to a period where substantial archival materials are extant, precluding the value of archeological information. All of these sites are recommended not eligible for the National Register of Historic Places (NRHP).

There are no archeological historic properties in the APE (see Enclosure 3)

Standing Structures:
Megan Hilger, NSHS Preservation Associate, investigated the project using the Nebraska State Historic Preservation Office inventory and site files, *Nebraska Historic Building Survey Reconnaissance Survey Final Report of Dodge County, Nebraska* (1994), Dodge County Assessor's Website, additional primary and secondary resources, and Google Maps. Hilger also performed a vehicular reconnaissance in August 14, 2015 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. 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 NRHP.

The investigation resulted in the identification and NRHP evaluation of two (DD00-268 and CN22219, FN1) properties in the APE (Enclosure 4). Both are recommended ineligible for the NRHP due to lack of significance and/or integrity. The bridges that may be repaired are not identified as eligible structures in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. These inventories were a joint effort between the Nebraska Department of Roads and the NeSHPO and evaluated the NRHP-eligibility of all bridges in the state. The bridges are not listed in the inventories as eligible for inclusion on the NRHP because they do not possess the necessary engineering/design significance to be considered eligible. 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.

There are no structural or architectural historic properties in the APE.

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 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

Nebraska Department of Roads

Project Description

Project Name:	Snyder West	
Project No.:	STP-91-6(110)	
Control No.:	22219	
Initial Draft:	Date: April 29, 2013	Written By: Felsburg Holt & Ullevig – Matt McFadden

Updates/Reviews

Date	Update/Review By *(name)*	Items Updated	Plan Level *(PIH, etc.)*
9/17/13	Wahed Hassani	District recommended to increase end of project from R.P. 188+86 to R.P. 188+91	Initial Review
9/12/14	Wahed Hassani	Bridge scope for S091 18294 changed by Bridge Division	Preliminary
1/7/15	Tom Leikam - Olsson Associates	Per PIH Review extended project through intersection at west, revised beginning from R.P. 182+85 to 182+84 and updated scope of work to include embedded rock shoulders	PIH
1/12/15	Tom Leikam - Olsson Associates	Added clarification on widening left and right to include beveled edge.	PIH
2/13/15	Tom Leikam - Olsson Associates	Added design for right turn lanes at MM 183+83 and MM 185+00	PIH
8/5/15	Tom Leikam - Olsson	Updated per decisions made at PIH. Added work to relocate field entrances/drives and added pavement drain system between MM 182+84 and MM 183+85.	Final LOC

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