Wetlands PQS Memorandum

DATE 5/2/2016

TO Ryan Walkowiak, NDOR EDU

FROM Patrick Sward, NDOR EPU

SUBJECT Wetlands PQS Memo
Project No: STP-91-6(110)
Control No: 22219
Project Name: Snyder West

☒A wetland delineation was completed on 8/11/2014
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.*): Based on the findings of the wetland delineation report produced by Olsson Associates for NDOR EPU, and the DR-290 wetland impacts from NDOR design, the project will result in 0.095-ac permanent, unavoidable impacts to PFOA and PEMA/C wetlands and 0.019-ac temporary impacts, with 330 feet (0.046-ac) temporary stream channel impacts. The project includes two bridge replacements each with a temporary access crossing. To account for these wetland impacts, NDOR EPU submitted a Pre-Construction Notification (PCN) to the Corps requesting a Nationwide Permit (NWP). The Corps issued a NWP 3 and NWP 7 for the anticipated impacts on the project. No mitigation will be required.

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)*: Click here to enter text.

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 one of the following:

☐ 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 and on the Green Sheet for the Contractor as avoidance areas. (NDOR Design, NDOR Environmental)

☒ The project qualifies under Nationwide Permit # 3 & 7. The contractor shall adhere to the permit conditions, including regional and general conditions, during construction. (Contractor)

☐ The project will require a 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)

Project Description:

This project will 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'-6" trench with beveled edge) and surfacing with asphalt, resulting in a 28 foot wide surfaced top. There will be a grade raise at the new edge of pavement. The areas of MM 182+94 and MM 185+73 will 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) will be removed and replaced with an 80 foot slab bridge. The bridge at MM 185+73 (Structure S091 18573) will be removed and replaced. New approach sections will be constructed with grade beams on pile, an access crossing with pipes will also be constructed and the existing guardrail will be removed and rebuilt. The westbound right turn lane on N-91 at the intersection

with S-27A near MM 183+83 will 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 will not be offset but will 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 will 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

Temporary shooflies for bridge work
 Culverts for temporary shooflies
• Culverts within the fixed lateral clear zone will be extended beyond the clear zone. Culvert headwalls within the fixed obstacle clear zone will 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) will be removed and replaced with an 80 foot slab bridge. Approach sections will be constructed with grade beams on pile. An access crossing with pipes will also be constructed. The existing guardrail will be removed and rebuilt.
• The existing bridge (Structure S091 18573) will be removed and replaced with a 110’ x 40’ clear roadway width bridge. Approach sections will be constructed with grade beams on pile. An access crossing with pipes will also be constructed. The existing guardrail will be removed and rebuilt.
• The existing asphalt will be milled prior to resurfacing.
• Longitudinal edge drains will be constructed along the existing and new pavement between MM 182+84 and MM 183+85. Temporary transverse drains will 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 will be resurfaced.
• Rock or gravel will be placed behind driveways and intersections to match the new asphalt.
• Field entrances and drives will be relocated to accommodate construction
• Mailbox turnouts will be constructed.
• Surfacing will be placed under the guardrail.

The existing earth shoulders will be embedded with crushed rock and brought up to match the new asphalt.
• The trench widening operation will remove material adjacent to the existing surfacing. This trench will be filled with asphalt.
• 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).
- Permanent pavement markings will be applied to all new surfacing.
- Additional property rights may 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.