Wetlands PQS Memorandum

DATE 7/6/2016

TO Ryan Walkowiak, NDOR EDU

FROM Roger Yerdon, NDOR EPU

SUBJECT Wetlands PQS Memo
Project No: STP-67-2(109)
Control No: 12974A
Project Name: Talmage North Bridges

☒A wetland delineation was completed 7/9/2014
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.*): Permianent wetland impacts are expected to be approximately 0.3991 acres PEMA/PEMC, 0.0301 acres PFOA and temporary wetland impacts are expected to be approximately 0.066 acres PEMA/PEMC. No channel impacts are anticipated with this project. This project qualifies for a NWP 14 – Linear Transportation Projects. Wetland impacts are ancitipated being mitigated at Rock Creek Wetland Mitigation Bank.

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)*: A Pre-Application meeting was held with Mr. Phil Rezac on 12/10/15.

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 # Non-notifying Nationwide Permit Number. 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 Opinion Letter for impacts to waters of the State. (NDOR Environmental, Contractor)

Project Description:
This project will reconstruct structures located over the North Fork of the Little Nemaha River and one of its tributaries on N-67 in Otoe County, at mile markers (MM) 52+06, 0.4 miles west of the east junction of N-67 and N-128, MM 53+12, 0.46 miles north of the west junction of N-67 and N-128, Construction may begin approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

The existing approach roadway on these segments of N-67 consists of the following typical sections beyond the limits of the bridge structures:

- MM 52+06: This segment consists of two 11 foot wide asphalt lanes and earth shoulders; 2 foot wide left and 3 foot wide right. The clear roadway width at this structure is 22.3 feet.
- MM 53+12: This segment consists of two 11 foot wide asphalt lanes and 2 foot wide earth shoulders. The clear roadway width at this structure is 24 feet

The improvements on this project consist of removing and reconstructing Structure Numbers S067 05206 and S067 05312. The adjacent pavement, for approximately 300' beyond the ends of the bridges, will be removed and reconstructed as necessary to accommodate the bridge construction. Additional roadside grading, including some ditch grading/reshaping, will be required. Guardrail will be removed and replaced at all structures, with surfacing underneath.

Scope details include:

- Grading beyond the hinge point will be required for the following work:
    - Bridge removal and reconstruction
    - Bridge approach construction and/or replacement
    - Contractor access bridges and/or access crossing with pipes
    - Existing roadway removal and replacement (with widening) as needed for bridge replacement, approximately 300' beyond the end of the bridges.
    - Earth shoulder construction
    - Foreslope and ditch grading, this will include some minor grading at Lorton as well as the 300' beyond the ends of the bridges.
    - Guardrail removal and replacement which will include grading
    - Temporary surfacing

- The culverts at Station 1546+60 and 1546+78 will be removed and replaced. The culvert near Lorton at Station 1560+12 will be removed and replaced with 2 - 24" culvert pipes. Wetlands will be impacted.
- Three drives will be relocated as a result of the bridge work and new drive pipes placed. This will require additional foreslope grading as well as ditch grading.
- Drop pipes will be added at the NE & SW corners of structure S067 05206 and at the NE & SW corners of structure S067 05312.
- The bridge (Structure Number S067 05206) located over the North Fork of the Little Nemaha River will be removed and replaced with a new bridge. There will be some existing vertical profile adjustments which will extend the reconstructed roadway limits approximately 300 foot to the east and west of the bridge. Approach slabs and grade beam on pile will be added. The bridge will be surfaced with 3" asphaltic concrete with membrane upon completion. A temporary access bridge will be needed to build the new bridge. The existing guardrail will be removed and replaced and surfacing added. This bridge will be built on alignment with the use of a detour.
- The bridge (Structure Number S067 05312) located over a tributary of the North Fork of the Little Nemaha River will be removed and replaced with a new bridge. There will be no vertical profile adjustments at this location. Approach slabs and grade beam on pile will be added. The bridge will be surfaced with 3" asphaltic concrete with membrane upon completion. A temporary access crossing and/or contractor crossing will be used to build the new bridge. The existing guardrail will be removed and replaced and surfacing added. This bridge will be built on alignment using phased construction.
- Surfacing will be placed under the guardrail.
- Areas disturbed during construction will be stabilized utilizing methods of erosion control as defined with SWPPP. Although the total area of disturbance may be less than one acre, a Storm Water Pollution Prevention Plan (SWPPP) will be needed.
- Pavement removal and replacement adjacent to the structures will be necessary, approximately 300' beyond the end of bridges.
- The reconstructed roadway segments will be widened.
- Foreslopes within the segments of reconstruction will meet minimum design standards for New and Reconstruction projects.
- Permanent pavement markings will be applied to all new surfacing.
- 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 with the use of both a detour and under traffic with lane closures controlled with approved temporary traffic control.