



## CE Determination Form for Federal-Aid Projects (June 2, 2015)

CE Review Level: *(Check boxes that apply)*

1     2     3     Re-evaluation

The proposed project qualifies as the Categorical Exclusion Level indicated above in accordance with the 2015 Programmatic Agreement.

Appendix: C

Paragraph: N/A

Project Name:

I-80/480/US-75 Intch Bridges, Omaha and Bancroft - Dewey (Resurf)

Project Number:

NH-80-9(82) and NH-480-9(104)

Control Number:

22595 and 22528

Location Map Attached:

Location and Study Area:



**CN 22595**  
 Complex of structures (seven bridges) comprising the Interstate 80 (I-80) / Interstate 480 (I-480) / United States Highway 75 (US-75) interchange in Omaha; Douglas County, NE  
 The Environmental Study Area (ESA) is confined to the length of this project (approximately 2500 feet in length north to south) plus 350 feet on either end along I-480/US-75 and to the east and west beyond the ramps to/from I-80 including the existing right-of-way (ROW), plus 150 feet beyond ROW at the bridges for wetlands and most other resources. For regulated materials the study area extended to 0.10 miles, and for Section 4(f) resources 0.25 miles beyond ROW.  
 The logical termini are based on limits identified by NDOR's Bridge Inventory and Rating System, District 2, and Bridge Division and previous construction projects on this segment of highway.

**CN 22528**  
 Starting at the I-80/480/US-75 interchange the project is along I-480 extending north to 0.02 miles just south of Harney Street and is also along US-75 extending south approximately 0.28 miles in Omaha, Douglas County, NE  
 The Environmental Study Area (ESA) is confined to the length of this project 2.35 miles [0.28 miles along US-75 and 2.07 miles along I-480] plus half a mile on either end along these routes including the existing right-of-way (ROW), plus 50 feet beyond ROW for most of the project length, and extending to 150 feet beyond the ROW at the bridges for wetlands and most other resources. For regulated materials the study area is extended 0.10 miles, and for Section 4(f) resources 0.25 miles beyond ROW.  
 Termini are based on limits identified by NDOR pavement management system, District 2 and previous construction projects on this segment of highway.

Begin Point(s):

End Point(s):

Highway Number, Street, etc.:

CN 22595  
 N/A-seven bridges within one interchange  
 CN 22528  
 Mile Marker (MM) 87.80  
 MM 0.00

CN 22595  
 N/A-seven bridges within one interchange  
 CN 22528  
 MM 88.08  
 MM 2.07

CN 22595  
 I-80/480/US-75  
  
 CN 22528  
 US-75  
 I-480  
 including all eight ramps of the US-75/I-80/I-480 Interchange

Project Description:

CN 22595

This project would repair bridges on I-80 and I-480 located in Douglas County at the I-80/I-480/US-75 Interchange.

The structures along I-80 for this project consist of the following:

- S080 45298A, southbound I-480 to eastbound I-80
- S080 45303A, southbound I-480 to southbound US-75
- S080 45303B, northbound US-75 to northbound I-480
- S080 45308, northbound US-75 to westbound I-80
- S080 45297, westbound I-80 to northbound I-480

The structures along I-480 for this project consist of the following:

- S480 00019L, southbound I-480 to eastbound I-80 or southbound US-75
- S480 00019R, northbound I-480

The improvements on this project would consist of bridge repairs to S080 45298A, S080 45303A, S080 45303B, S080 45308, S080 45297, S480 00019L, and S480 00019R. The repairs would include but are not limited to; repairing the deck, resurfacing, replacing approaches, remodeling for turndowns, replacing expansion joints, repairing erosion and Mechanically Stabilized Earth (MSE) walls, and sealing concrete rails. The guardrail and impact attenuators may be replaced as determined by Roadway Design.

Scope details would include:

- Grading to include scour pads and riprap under bridge drains and an inlet constructed at end of S080 45298A to be tied into area inlet at toe of slope.
- Guardrail
  - Remove and, if necessary, replace attenuators and guardrail with grading beyond the hinge point.
- Structure Number S080 45298A would undergo the following repairs: partial depth deck repairs, new modular joint, an asphalt overlay on liquid membrane, repair and seal concrete rails, remodel wings to clear approach slab, remodel abutment for partial turndown, and replace approach and grade beam on pile.
- Structure Number S080 45303A would undergo the following repairs: partial depth deck repairs, concrete surface milling, an asphalt overlay on liquid membrane, repair and seal bridge rails, replace expansion joints, clean drains, seal concrete rails and replace approaches and grade beam on pile.
- Structure Number S080 45303B would undergo the following repairs: partial depth deck repairs, replace expansion joints, an asphalt overlay on liquid membrane, repair and seal concrete rails, remodel wings to clear approach slab, remodel abutment for partial turndown, replace approach and grade beam on pile, clean drains, seal and repair concrete rails, clean and paint abutment and pier, repair erosion and replace approaches and grade beam on pile.
- Structure Number S080 45308 would undergo the following repairs: partial depth deck repairs, new modular joint, an asphalt overlay on liquid membrane, repair and seal concrete rails, remodel wings to clear approach slab, remodel abutment for partial turndown, paint girder and replace approach and grade beam on pile.
- Structure Number S48000019L would undergo the following repairs: replace and move expansion joints from end of floor to grade beam, replace approaches and grade beam on pile, repair MSE walls on both ends of the west side, an asphalt overlay on liquid membrane, and repair and seal rails.
- Structure Number S48000019R would undergo the following repairs: replace and move expansion joints from end of floor to grade beam, an asphalt overlay on liquid membrane, repair MSE walls on both ends of the west side, replace approaches and grade beam on pile, 3" asphalt overlay on liquid membrane, repair erosion, and repair and seal rails.
- Structure Number S080 45297 would undergo the following repairs: partial depth deck repairs, replace expansion joint, an asphalt overlay on liquid membrane, repair and seal concrete rails, remodel wings to clear

approach slab, remodel abutment for partial turndown, and replace approach and grade beam on pile.

- Surfacing will be placed under the guardrail.
- Areas disturbed during construction would be stabilized utilizing NDOR approved erosion control methods. While the total area of disturbance is anticipated to be less than one acre, a Temporary Erosion Control Plan will be required by NDOR Standard Specifications for Highway Construction.
- This project is located within a Municipal Separate Storm Sewer System (MS4) community. Post construction storm water management best management practices may be necessary. Additional consultation with the Roadside Stabilization Unit may be required.
- Permanent pavement markings would be applied to all new surfacing.
- No additional property rights would be required to build this project.
- Work may be required to be accomplished at night.
- This project would be constructed in two phases: In phase I, a direction of I-480 would be closed to traffic prior to College World Series (CWS) to complete work to that particular direction and the associated structures. In phase II, the opposite direction would be closed to traffic after the completion of the CWS.
- Traffic would be detoured to I-29 in Iowa and return to Nebraska via I-80 and I-480.

CN 22528

This project would resurface 0.28 miles of US-75, 2.07 miles of I-480, and all ramps of the I-80/I-480/US-75 interchange located in Douglas County: US-75, starting at mile marker (MM) 87.80 and extending north to its junction with I-480 at MM 88.08; I-480 starting at the junction of I-80/I-480/US-75 (MM 0.00) and extending north to MM 2.07 which is 0.02 miles south of its grade separation with Harney Street; ramp numbers 3,4,5,6,7,8,40,50 (see attached map). 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 the segments of I-480 northbound and southbound consists of three and four 12 foot wide composite surfaced driving lanes and 10 foot outside shoulders that are composite surfaced in each direction. The on and off ramp lanes for ramps 3-8 are variable in width starting at 0 feet and tapering out to an 18 ft composite surface. Ramps 40 and 50 consist of three lanes and would have a maximum width of approximately 54 feet. The inside shoulders are 11 foot wide composite surfaced up to the median traffic barrier that divides northbound and southbound lanes.

The improvements on this project would consist of making underlying concrete repairs and milling the existing asphalt on the mainline and inside shoulder, outside shoulder and ramps (driving lanes and shoulders). The milled surfaces would be resurfaced with asphalt. There would be no grade raise with the overlay.

Scope details include:

- Concrete pavement repairs would be made prior to resurfacing.
- The existing asphalt would be milled prior to resurfacing.
- Asphalt patching operations would be performed prior to resurfacing.
- Surfacing would be placed under the guardrail.
- Areas disturbed during construction would be stabilized utilizing methods of erosion control.
- Permanent pavement markings would be applied to all new surfacing.
- This project is located within a Municipal Separate Storm Sewer System (MS4) community. Post construction storm water management best management practices may be necessary. Additional consultation with the Roadside Stabilization Unit may be required.
- No additional property rights would be required to build this project.
- This project would be constructed under traffic with lane closures controlled with approved temporary traffic control.

- Work may be required to be accomplished at night.

Purpose and Need (include for Level 3, NWP 23, and Section 4(f) Programmatic Evaluation):

CN 22595:

The purpose of this project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public.

The need for this bridge project is based on information from the NDOR's Bridge Division, Bridge Inventory Rating System, and District 2. The most recent biennial inspections from March 2012, 2014, and 2016 for Structure Numbers S080 45298A, S080 45303A, S080 45303B, S080 45308 indicate some or all of the following on the bridges: map cracking and spalling in the deck; exposed rebar in the deck rail; expansion gaps; and, underside of the deck has some transverse cracking. The existing approach slabs are cracked and/or settled, resulting in end of floor cracking due to excessive vehicle impact. The most recent biennial inspections from March 2011, 2013, and 2015 for Structure Numbers S480 00019L and S480 00019R indicate some or all of the following on the bridges: spalling in the deck; expansion gaps; cracking MSE wall; and, erosion. The existing approach slabs are cracked and/or settled, resulting in end of floor cracking due to excessive vehicle impact. The FHWA and NDOR have identified upgrading roadside safety hardware to a crashworthy appurtenance as a part of 3R (Resurfacing, Restoration and Rehabilitation) projects as one of the emphasis areas to mitigate the severity of roadway departure crashes. Pursuant to this emphasis, guardrail will be upgraded as necessary.

CN 22528:

The purpose of this project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public.

The need for this project is based on information from the NDOR's Pavement Management System, Materials & Research Pavement Design section and District 2. These entities have determined that pavement preservation activities are required on this segment of I-80, I-480, and US-75 in order to extend the life of the pavement. In the most recent five years, an average of \$2,093 per lane per mile has been spent annually on maintenance activities, including patching, armor coating, and shoulder maintenance. The existing roadway has large areas of patching and wide and depressed thermal cracks. This project will address pavement on I-480 with a Thermal Cracking Index of 98, a "Poor" condition rating.

Action is identified in the  
Current STIP Date:

May 25, 2016

Subsequent Phase:

Construction

Estimated Cost (\$):

\$19,670,000.00

If the action qualifies for (c)(23), identify the federal portion (\$):

N/A

**The numbers in the parentheses (x) indicate the level of CE review that will be required.**

**BLACK** text indicates an all level question, **BLUE** text indicates a Level 2 threshold question, and **GREEN** text indicates the question is required for Level 2 and 3 reviews but does not constitute a threshold.

If a Level 1 threshold is exceeded, answer the corresponding Level 2 questions (**BLUE**) within the subject section, as well as all **GREEN** questions. If any Level 2 threshold is exceeded, the project shall be processed as a Level 3 review requiring approval by FHWA.

All technical assessment approvals shall be made by NDOR Professional Qualified Staff (PQS) responsible for the resource category and are indicated by "NDOR PQS Determination Date."

## **Right of Way and Property Impacts**

**1.1 Easements/ROW** – Will the action require the acquisition of new temporary or permanent right-of-way (including easements)?

Yes (2)     No (1)     N/A

**1.2** Will the action result in acquisition of greater than 2 acres per linear mile (estimated) or the removal of major property improvements?

Yes (3)     No (2)     N/A

**1.3** Describe type of property required for ROW and/or potential impacts to major property improvements:

N/A

**1.4** Estimated Acres of Permanent ROW/Easements:

N/A

**1.5** Estimated Acres of Temporary ROW/Easements

N/A

**1.6** Will the action result in any residential or nonresidential displacements?

Yes (3)     No (2)     N/A

**1.7** If Yes, describe the displacements.

N/A

**2.1 Section 4(f)** – Will the action result in a Section 4(f) use or qualify for Section 4(f) Exception?

Yes (2)     No (1)     N/A

**2.2** Will the action result in an Individual Section 4(f) Evaluation?

Yes (3)     No (2)     N/A

2.3 Describe resources, impacts, and the coordination conducted with officials/agencies (including FHWA approval date(s)):

CN 22595

There were two Section 4(f) resources present within 0.25 miles of the project: Highland Park and Spring Lake Park. However, the project would be constructed entirely within existing right-of-way. No work would be completed on the proposed detour route. No impacts to these Section 4(f) protected properties are anticipated.

CN 22528

Six potential Section 4(f) properties were identified within the project's study area, Hanscom Park, Park East, Dewey Park, the Aksarben Route Bike Trail, Highland Park, and Spring Lake Park. There would be no land acquired from any of the properties, and access would remain open throughout construction. There are no anticipated impacts to the properties.

2.4 Section 4(f) Mitigation:

N/A

3.1 **Section 6(f)** – Are there any Section 6(f) Land and Water Conservation Fund Act properties ([36 CFR 59](#)) within the study area?

Yes (1)  No (1)  N/A

3.2 Will the action result in a conversion of a Section 6(f) property?

Yes (2)  No (1)  N/A

3.3 Describe resources, impacts, replacement lands (if applicable), and the coordination conducted with officials/agencies (including FHWA):

N/A

3.4 Section 6(f) Mitigation::

N/A

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## Other Non-Threshold Property Impacts

4.1 Will the action take place on or adjacent to Tribal lands or other Federal lands?

Yes  No

4.2 Will federal funds be used to relocate utilities, or will the project contractor be responsible for the relocation of the utilities?

Yes  No  Unknown

The following questions should only be answered when the action is processed for CE Level 2 or CE Level 3 determinations. These questions are not required for a CE Level 1 analysis.

4.3 **Trails** – Will the action involve construction of new trails on ROW not previously designated for trails?

Yes  No

4.4 **Farmland** – Will the action result in impacts to prime or unique farmland?

Yes  No

4.5 If Yes, does the affected property accumulate 60 points or more in Part VI of the NRCS-CPA-106 Form?

Yes  No  N/A

4.6 Describe resources, impacts, and the coordination conducted with officials/agencies (*including FHWA*):

N/A

4.7 Describe Mitigation for Above Non-Threshold Resources:

Utility relocation or replacement is not anticipated for the project. If utility relocation or replacement is required in a later phase of the project, a reevaluation will be required if: (1) federal funds will be used for the utility work; or (2) the project construction Contractor will be responsible for the work. If this utility work is identified during final design, the project sponsor will initiate the reevaluation prior to project letting. If the work is identified during construction, the project sponsor will initiate the reevaluation prior to the commencing utility work. (NDOR Environmental, NDOR District)

If any one of the above two conditions do not apply, later relocation or replacement of utilities shall be coordinated through NDOR and the Contractor per NDOR's Standard Specifications for Highway Construction, Subsection 105.06. Any environmental permits required for these utility relocations or replacements shall be the responsibility of the Utility. (NDOR District, Utility Provider(s))

## Water and Ecological Resources

5.1 **Wild and Scenic/National Recreational Rivers** – Will the action cross or occur adjacent to a Wild and Scenic River or National Recreational River Segment, including its buffer area?

Yes\*  No  N/A

**Note:** If Yes, the proposed action can be processed as a Level 1 [all Appendix A categories] or a Level 2 Action [Appendix B categories other than (26), (27), and (28)] if the Agency with Jurisdiction has determined the action will not result in an impact.

5.2 For actions processed under Appendix B categories (26), (27), or (28), a Level 3 review will be required.

Level 3 Required

5.3 Is the action considered an impact to the National System of Wild and Scenic Rivers by the Agency of Jurisdiction?

Yes (3)  No  N/A

5.4 Describe resources, impacts, and the coordination conducted with officials/agencies:

N/A

5.5 Wild and Scenic River Mitigation:

N/A

**6.1 Floodplain/Floodway** – Will the action occur within the boundaries of a mapped Zone A floodplain or a mapped floodway?

Yes (1)     No (1)     N/A

If Yes, attach permits to the CE document. If a floodplain permit has not been obtained, add commitment that one will be obtained prior to the start of construction.

6.2 Will the action cause a greater than 1-foot rise in the Base Flood Elevation (*BFE*), any rise in a floodplain that potentially impacts an adjacent structure, or any rise in a floodway?

Yes (3)     No (1)     N/A

6.3 Will the actions reviewed under Appendix B, Paragraphs (26), (27), and (28) result in a floodplain encroachment other than functionally dependent uses or actions that facilitate open space use?

Yes (3)     No     N/A

6.4 Describe resources, impacts, and the coordination conducted with officials/agencies:

The project location does not have any printed FIRM maps according to the Nebraska Department of Natural Resources (DNR) Interactive Map and FEMA because there are "No Speical Flood Hazard Areas." This was reviewed and confirmed by NDOR Hydraulic Engineers and they re-affirmed via email (found in the project file and available upon request) there would be no floodplain impacts or encroachments because there are no floodplains within the vicinity.

6.5 Floodplain/Floodway Mitigation

N/A

**7.1 Wetlands/Waters of the U.S.** – Are there wetlands, stream channels, or other waters within the study area?

Yes (1)     No (1)

7.2 Will the action result in wetland impacts in accordance with Section 404 of the Clean Water Act and/or Nebraska State Title 117?

Yes (1)     No (1)     N/A

7.3 Will the action result in greater than 0.5 acres (total permanent) of wetland impacts?

Yes (2)     No (1)     N/A

7.4 Estimated Permanent Wetlands Impacts:

N/A

7.5 If the project is processed with a Nationwide Permit, is a Pre-construction Notification required?

Yes (2)     No (1)     N/A

7.6 Will the action require an Individual Permit (IP) or Section 10 Permit from the U.S. Army Corps of Engineers or a Section 9 Permit from the U.S. Coast Guard?

Yes (3)     No (2)     N/A

7.7 Describe resources, potential impacts, and any coordination conducted to date with officials/agencies:

Because the CN 22595 project area is located completely within the existing median area of the I-80/I-480/US-75 urban interchange constructed in the 1960-70s and reconstructed in the 1990s, and not outside of the shoulder/ROW along the Interstate or Highway System, NDOR believes any potential wetlands and/or water resources that may be located within the project area are, by definition and current guidelines and/or agreements associated with FHWA and the USACE, non-jurisdictional and not subject to Clean Water Act Section 404 permitting. To document this position for CN 22595, NDOR Biologists conducted a drive by site reconnaissance of the project area on 2/27/2014 and a desktop review on 8/20/2015. In addition, no potential water resources are depicted in the project area. Likewise, for CN 22528, NDOR performed a desktop survey on 9/17/2012 to confirm the absence of any wetland, stream channels or other waters within the study area.

7.8 Wetlands/Waters of the U.S. Mitigation:

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. (Contractor, NDOR District)

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)

8.1 Impaired Waters, Section 402, and MS4 – Are there any impaired waters within or adjacent to (0.5 mile) the project study area?

Yes     No

8.2 Does the project occur within a MS4 community?

Yes  No

8.3 Does the project require a NPDES storm water permit (*ground disturbance of greater than 1 acre*)?

Yes  No

If Yes, add standard Erosion Control plans and Storm Water Pollution Prevention Plan (SWPPP) commitment to the mitigation commitments.

8.4 Describe resources, potential impacts, and any coordination conducted with officials/agencies:

I-80/480/US-75 are labeled as MS4 highways per the NDOR Drainage and Erosion Control Manual. Stormwater Treatment consideration is a condition of NDOR's Municipal Separate Storm Sewer System (MS4) permit. Stormwater treatment requirements would be applied to this project if it meets the criteria outlined in Chapter Three (Stormwater Treatment within Municipal Separate Storm Sewer System MS4 Communities) of the NDOR Drainage Design and Erosion Control Manual. This determination and any necessary coordination with the MS4 community will be made during the design process.

8.5 Impaired Waters, Section 402, and MS4 Mitigation:

Areas disturbed during construction will be stabilized utilizing NDOR approved erosion control methods. A Temporary Erosion Control Plan will be required by NDOR Standard Specifications for Highway Construction. (NDOR Environmental)

9.1 **Threatened and Endangered Species** – Will the action result in a “May Affect” determination per the Nebraska Biological Evaluation Process *Matrix*\* that requires further consultation with the resource agencies?

Yes (2)  No (1)  N/A

9.2 Will the action result in a “may affect, likely to adversely affect” determination for threatened or endangered species or designated critical habitat?

Yes (3)  No (2)  N/A

9.3 Will the action require the use of unique conservation conditions that are not included within the *Matrix* PA, requiring resource agency concurrence?

Yes (3)  No (2)  N/A

NDOR PQS Determination Date:

CN 22595 8/28/2015  
CN 22528 5/3/2016

USFWS Concurrence Date:

N/A

NGPC Concurrence Date:

N/A

9.4 Suitable habitat for eagle nesting is reviewed as part of the *Matrix* Biological Evaluation process and projects are evaluated for compliance with the Bald and Golden Eagle Protection Act (BGEPA). This project was reviewed for potential impacts to bald and golden eagles resulting in the following determination:

NDOR has determined the project site does not have appropriate habitat for eagles. Due to the lack of suitable habitat and the information that there are no known bald or golden eagle nests within the project area, NDOR has determined that there will be no impact to these species.

It has been determined that suitable habitat does exist within 0.5 mile of the Environmental Study Area. NDOR will utilize the Bald and Golden Eagle Survey Protocols to determine when a survey for nests and/or roosts should be conducted. If nest(s) are present within 0.5 mile of the project area, NDOR will notify the Nebraska Game and Parks Commission and the United States Fish and Wildlife Service, and construction will not commence prior to their approval.

9.5 This project will comply with the Migratory Bird Treaty Act (*MBTA*) in accordance with NDOR's Avian Protection Plan (*APP*) and Biological Evaluation *Matrix* Appendix A.

9.6 If a Section 404 Individual Permit is required coordination under the Fish and Wildlife Coordination Act will occur during the permitting process.

Coordination Required  N/A

9.7 Describe resources, potential impacts, and any coordination conducted to date with officials/agencies:

The Projects would have "No Effect" to all state or federally listed species or their designated critical habitat.

9.8 Species Mitigation:

N/A

\* The Nebraska Biological Evaluation Process Programmatic Agreement *Matrix* complies with the Federal Endangered Species Act (*ESA*) and Nebraska Nongame and Endangered Species Conservation Act (*NESCA*).

## **Human and Social Resources**

10.1 **Historic Properties** – Are there any properties listed or eligible for the National Register of Historic Properties in the study area?

Yes (1)  No (1)

10.2 Will the action result in Section 106 effects other than a “No Potential to Cause Effects” or a “No Historic Properties Affected” determination?

Yes (2)  No (1)  N/A

10.3 Will the project result in an “adverse effect” to any historic property?

Yes (3)     No (No adverse effect) (2)     N/A

10.4 Historic Property Determination

NDOR PQS Determination Date:

No Historic Properties Affected

CN 22595 10/01/2015  
CN 22528 5/13/2016

SHPO Concurrence Date:

N/A

THPO Concurrence Date:

CN 22595 10/01/2015  
CN 22528 5/13/2016

CLG Concurrence Date:

CN 22595 10/01/2015  
CN 22528 4/04/2016

10.5 List Eligible Resources, Impacts, and Coordination:

N/A

10.6 Historic Properties Mitigation:

N/A

11.1 **Hazardous Materials** – Will the project actions exceed the scope of the listed exemption identified in NDOR’s Hazardous Materials Assessment Guidance?

Yes (1)     No (1)

11.2 Will the action result in more than a Low Potential for encountering hazardous materials during construction (excluding Lead Based Paint or Asbestos Containing Material)?

Yes (2)     No (1)     N/A

11.2A There is potential for the project to encounter Lead Based Paint (LBP). LBP standard specifications shall apply to the proposed project.

Yes     N/A

11.2B Asbestos Containing Materials (ACM) has been identified on bridge structures. ACM specifications will be included in the contract by special provisions.

Yes     N/A

11.3 Will the action result in a High Potential for encountering hazardous materials during construction?

Yes (3)     No (2)     N/A

11.4 Will any soil disturbance occur below or beyond preexisting roadway fill within an active Superfund Site?

Yes (3)     No (2)     N/A

NDOR PQS Determination Date:

CN 22595 4/7/2016 CN 22528 4/28/2016
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11.5 Describe potential conflicts and the coordination with officials/agencies:

<p>CN 22528</p> <p>NDOR reviewed the project description for the Bancroft to Dewey project to determine if a Hazardous Materials Review (HMR) is warranted. The improvements on this project consist of making underlying concrete repairs and milling the existing asphalt on the mainline and inside shoulder, outside shoulder and ramps (driving lanes and shoulders). Due to the lack of soil disturbance and work occurring within the pre-existing roadway fill material, this project qualifies as an exempt project under the NDOR Hazardous Materials Review Guidance Manual approved by FHWA on August 31, 2015. No hazardous materials review is required. The project description updated on February 25, 2016 was used to make this determination. If the scope of work changes, the project would be re-evaluated to determine the need for a HMR.</p> <p>CN 22595</p> <p>The HMR identified several facilities where past releases have occurred within the hazardous materials study area. Many of the sites were related to leaking underground storage tanks and non-NPL Superfund sites. The scope of work consists primarily of bridge repairs with no soils disturbance. There will be minor areas of soil disturbance for construction of scour pads, riprap and grading on the fore slopes. All activities are within the previously disturbed roadway fill material.</p> <p>All but one of the sites identified were far enough away from the proposed project that regulatory file review and an in depth discussion were not warranted. There is a low potential of encountering contamination from these sites during construction. The Omaha Shot and Lead Company (non-NPL Superfund) is adjacent and south of the proposed project. According to the information on CERCLIS, in 1988 a site inspection was complete and no remedial action was warranted. The proposed work is above the grade of the facility. Based on the this information and the fact that only minor soil disturbance will occur, there is a low potential of encountering contamination originating from this site during construction.</p> <p>The project is located within the Omaha Lead Superfund Site (OLS) geographic boundaries. The OLS includes surface soils that have been contaminated as a result of deposition of air emissions from historic lead smelting and refining operations. However, the OLS site only includes residential sites within this boundary; therefore, the project is not technically within the OLS. Excavations are not occurring beyond the pre-existing roadway fill material within the OLS. However, the ASARCO lead refinery did not discontinue operations until 1997, a few years after the construction of the I-480/I-80/US-75 interchange. There is potential that small amounts of lead released into the air settled onto the roadway fill material in that time period. Commitments to the contractor for work within the Omaha Lead Superfund Site are outlined below.</p>
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11.6 Hazardous Materials Mitigation:

Unexpected Waste:

If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material shall stop until NDOR/FHWA is notified and a plan to dispose of the Hazardous Materials has been developed. Then NDEQ shall be consulted and a remediation plan shall be developed for this project. The potential exists to have contaminants present resulting from minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the NDEQ shall be contacted for consultation and appropriate actions to be taken. The Contractor is required by NDOR's Standard Specification section 107 (legal relations and responsibilities to the public) to handle and dispose of contaminated material in accordance with applicable laws. (NDOR District, Contractor)

Omaha Lead Superfund Site: (CN 22595 ONLY)

Lead contaminated soils could be encountered during excavations associated with scour pad, riprap construction and minor grading activities. Worker notification is required for soil disturbance within the Superfund site. The EPA suggests conducting sanitation practices, such as washing hands and face before ingesting food or water and before smoking or tobacco chewing. The EPA also suggests the need for dust suppression and dust masks when dry and dusty conditions are present to reduce the inhalation of dust/lead particles. (Contractor)

All excess materials removed from the project sites shall be disposed of at locations acceptable to the City of Omaha. The Contractor shall provide this information at the pre-construction meeting. During the project construction, the Contractor shall keep a log AND keep the City's Project Engineer (or designated representative) informed of each disposal date, excess material source location, material description, disposal location, and approximate material quantity. It is the Contractor's responsibility to make sure excess material is tested for lead concentrations before disposal. If the excavated soil has lead concentrations greater than 400 ppm, the landfill may require a Toxicity Characteristic Leaking Potential (TCLP) test prior to disposal. (NDOR District, Contractor)

12.1 **Traffic Noise** – Does the project qualify as a Type I Project under NDOR's Noise Policy?

Yes (3)     No (1)     N/A

12.2 Based on the noise analysis, does the project qualify for abatement?

Yes     No     N/A

12.3 Summarize the results of the noise analysis:

N/A

12.4 Noise Mitigation:

N/A

**13.1 Air Quality** – Will the action increase capacity in exceedance of 100,000 vehicles per day in the 20<sup>th</sup> year following construction; will it result in a high potential for Mobile Source Air Toxics (*MSAT Level III*) effects; or is it considered *Regionally Significant* within a designated non-attainment area?

Yes (3)     No     N/A

**13.2 Air Quality Comments:**

N/A

**13.3 Air Quality Mitigation:**

N/A

**14.1 Roadway** – Will the action result in the addition of through-lane capacity?

Yes (3)     No (1)     N/A

**15.1 Traffic Disruption** – Will the action result in minor traffic disruptions requiring detours, temporary roads, or ramp closures that are greater than 30 working days?

Yes (2)     No (1)     N/A

**15.2** Will the action result in major traffic disruption requiring detours, temporary roads, or ramp closures that are greater than 135 working days?

Yes (3)     No (2)     N/A

**15.3** Will temporary roads, detours, or ramp closures substantially change the environmental consequences of the action?

Yes (3)     No (1)     N/A

**15.4** Will the action result in adverse travel (*out-of-direction*) greater than 5 miles in urban areas or 25 miles in rural areas?

Yes (3)     No (1)     N/A

**15.5** Will the action result in temporary or permanent interference with local special events or festivals?

Yes (3)     No (1)     N/A

**15.6** Will the action result in temporary or permanent adverse effects to through-traffic dependent business?

Yes (3)     No (1)     N/A

15.7 Will the action result in permanent traffic pattern changes or disruptions?

Yes (3)     No (1)     N/A

**If a detour is required for the project, attach a map to the CE document.**

15.8 Traffic Disruption Comments:

CN 22595:

Bridges would be closed and traffic detoured with the oversight of District 2 and the City of Omaha Traffic Engineering. The bridges which parallel each other (S480 00019L&R and S080 45303A&B) would only be closed in one direction at a time. For the northbound closure, traffic would be detoured from US-75 to I-80 eastbound then to Interstate 29 (I-29) northbound then to I-480 westbound and finally US-75 northbound. For the southbound closure, traffic from I-480 southbound would be detoured at I-480 eastbound to I-29 southbound then to I-80 westbound and finally US-75 southbound.

All south bound ramps would be closed from March 6, 2017 through June 12, 2017. All north bound ramps would be closed from June 30, 2017 (or later depending on the completion of the College World Series) through October 7, 2017. Currently the College World Series is planned to be June 16 - June 28. There would be no construction or lane closures during the College World Series.

The proposed detour route includes using I-29 in Iowa. NDOR has consulted the Iowa Department of Transportation (IDOT) and the consultant designing the reconstruction of the Council Bluffs Interstate System and this detour is compatible with their schedule. IDOT has requested of NDOR periodic updates on the project's progress and notification of any delays and extensions to the closure periods referenced above. See attached correspondence.

The detour is comprised of only state-owned roadways. No maintenance or upgrades are expected for the designated detour route to make it acceptable for state highway traffic. Based on the destination of the driver, the out-of-direction travel would be between 5 and 7 miles.

15.9 Traffic Disruption Mitigation:

CN 22595:

Bridges shall be closed and traffic detoured with the oversight of District 2 and the City of Omaha Traffic Engineering. The bridges which parallel each other (S480 00019L&R and S080 45303A&B) shall only be closed in one direction at a time. (Contractor, NDOR District, City of Omaha)

The contractor shall be limited to the south bound ramps from March 6<sup>th</sup>, 2017 through June 12<sup>th</sup>, 2017 and the north bound ramps from June 30<sup>th</sup>, 2017 through October 7<sup>th</sup>, 2017. There shall be no construction or lane closures during the College World Series. (Contractor)

Iowa DOT shall be periodically notified of the project's progress, or of any delays or extensions to the road closures. (NDOR District)

CN 22528

This project shall be constructed under traffic with lane closures controlled by approved temporary traffic control. The project shall not result in traffic disruptions requiring detours, temporary roads, or ramp closures that are greater than 30 working days. (Contractor)

**16.1 Access Disruptions** – Will the action require any access closures to businesses or residences?

Yes (1)     No (1)     N/A

16.2 Will the action result in complete closure to residential properties for greater than 5 working days?

Yes (2)     No (1)     N/A

16.3 Will the action result in complete closure to residential properties for greater than 10 working days?

Yes (3)     No (2)     N/A

16.4 Will the action result in closure of business access during operational hours?

Yes (3)     No (1)     N/A

16.5 Will the action result in access restrictions to emergency service facilities or providers?

Yes (3)     No (1)     N/A

16.6 Will the action change the functionality of adjacent properties?

Yes (3)     No (2)     N/A

16.7 Access Disruption Comments:

N/A

16.8 Substantial Access Disruption Mitigation:

N/A

**17.1 Environmental Justice** – Are protected populations within the study area?

Yes (1)     No (1)     N/A

17.2 Will the project have an adverse impact to minority or low income populations per NDOR's Environmental Justice Policy?

Yes (2)     No (1)     N/A

17.3 Will the action result in a potential for disproportionately high and adverse impacts to minority or low income populations?

Yes (3)     No (2)     N/A

NDOR Highway Civil Rights Specialist Determination Date:

CN 22595 3/16/2015  
CN 22528 7/29/2014

17.4 Describe resources, impacts, and the coordination conducted with officials/agencies:

See attached DR-53 and Civil Rights Data and Discussion.

17.5 Protected Population Mitigation:

N/A

**18.1 Public Involvement** – Provide a summary of any completed and planned Public Involvement Activities:

Due to the nature of the work, additional public outreach during the NEPA phase is not needed. This project has been disclosed in the District-wide Program Hearings as well as through the public involvement efforts in conjunction with the development of the STIP.

CN 22595

The Civil Rights Analysis indicates the presence of one Limited English Proficiency (LEP) population, Spanish, in the City of Omaha which reaches the NDOR LEP outreach triggers of 5% or 1,000 persons.

CN 22528

The areas in which this project is located are mostly English-speaking. In the areas surveyed, none of the data indicates the presence of an LEP population that reaches the NDOR LEP outreach triggers of 5% or 1,000 persons. No LEP outreach is required for this project.

In general, the areas in which this project is located have lower or consistent populations of minority, Hispanic, and low-income persons when compared to the county and state. In no instance is the minority, Hispanic or low-income population of the city meaningfully greater than the corresponding figures for Douglas County or the State of Nebraska.

Based on an analysis of the project scope and a civil rights analysis, a targeted mailer in the form of a public notification, and the NDOR website, was used as outreach tools for public involvement on this project. The public notification included mailing a cover letter, project notification sheet, and maps to a distribution list of 68 public and private agencies with potential interest in the project, including the Nebraska Trucking Association, Iowa Department of Transportation, the City of Council Bluffs, the City of Omaha, College World Series of Omaha, Inc., and USA Swimming. Project information was placed on the NDOR website.

18.2 Public Involvement Mitigation:

A minimum of one news release shall go to all local and area media, be posted on the NDOR website, and utilize DMS boards prior to the start of construction work. (NDOR District, NDOR Communications)

CN 22528 ONLY

Coordination in the form of door hangers that include a project notification, along with project map(s) and contact information shall be used to notify property owners directly adjacent to the I-480 asphalt project location prior to the start of construction. (NDOR District, NDOR Communications)

CN 22595 ONLY

If it is later found that additional public involvement will be required, the following LEP outreach conditions must be met:

1. Any written information that is dispersed to the public regarding this project must be translated into Spanish. "Dispersed information" does not include highway signs, but does include, for example, legal notices, news releases, and project map/information handouts.

2. If a public meeting is held regarding this project, the written info at the meeting must be translated into Spanish and there must be a Spanish/English interpreter present. There must be sign-in sheets at the meeting place entrance in order to collect data, including racial/demographic data, on meeting participants, though signing in or giving information at public meetings is always optional, and is not a requirement to participate. Finally, there must be clear notice posted in Spanish at the meeting that the interpreter is available.

(NDOR District, NDOR Communications)

**19.1 Unresolved Controversy** – Based on public involvement carried out per NDOR’s procedures, is there any known public or agency controversy on human, natural, or economic grounds associated with the action?

Yes     No     N/A

If Yes, coordinate with FHWA to determine the proper level of environmental review.

19.2 Unresolved Controversy Comments:

N/A

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**Contract Provisions Required**

20.1 Wellhead Protection Special Provisions

Yes     No

20.2 General Conditions for Nationwide Permit

Yes     No

Nationwide Permit: N/A

20.3 Federal Aviation Administration (FAA) Form 7460-1

Yes     No

20.4 General Conservation Conditions from the Matrix PA

Yes     No

**The proposed action will be carried out in compliance with Executive Order 13112 (*Invasive Species*). The project contractor shall comply with Special Provision A-43-2010 amending NDOR Specification 107.01 to include the following:** The Contractor shall prevent the transfer of invasive plant and animal species. The Contractor shall wash equipment at the Contractor's storage facility prior to entering the construction site. The Contractor shall inspect all construction equipment and remove all attached vegetation and animals prior to leaving the construction site.

21.1 No Indirect or Cumulative Impacts

This box can be checked if after careful consideration of the Indirect and Cumulative Impact analysis guidance in the CE instructions and the facts of the project, the following statement is determined to be true:

*"Indirect effects from this project are not anticipated. This project will not induce growth, change land uses, substantially change travel patterns within a community, or substantially impact water quality, drainage patterns or other resources of concern. Since no substantial human, environmental or economic impacts have been identified for this project; no cumulative impacts are expected."*

21.2 Indirect Impacts and Mitigation:

N/A

### 21.3 Cumulative Impacts:

The following planned projects are located in close proximity to the I-80/480/US-75 Intch Bridges, Omaha and Bancroft - Dewey (Resurf) projects:\

- (EB) I-80 Bridges in Omaha, CN 22594, NH-80-9(81), letting 8/30/18
- I-480 Bridges, 20th St – Missouri River EB, CN 22611, NH-480-9(3), letting 8/20/20
- I-480 Bridges, 20th St – Missouri River WB, CN 22611A, NH-480-9(4), letting 8/20/20
- US-75 (SB) 'J' St and Gilmore Ave Bridges, CN 22614, NH-75-2(178), letting 8/29/19
- (NB) US-75 Offramp to N-64, Omaha, CN 22615, HSIP-75-2(179), letting 4/13/17
- I-480 – 24th St, Omaha, CN 22646, S-80-9(1215), letting 7/27/17
- 24th Street – 13th Street Interchange, CN 22132A, NH-80-9(31), letting 6/22/17

The projects CN 22594, 22611, 22611A, and 22614 would not go to letting until the summer of 2018 or later, and would not be constructed until well after the subject projects would be completed. The projects CN 22615 and 22646 are not schedule to let for construction until the summer and fall of 2017, respectively and both projects would be completed under traffic. CN 22615 is approximately 0.6 mile north of the north limit of CN 22528, includes ramp work on the US-75 NB exit to Cuming St. and is anticipated to begin construction during the summer of 2017. CN 22646 is on the I-80 mainline and the work would consist of milling and resurfacing the roadway, beginning construction on October 1, 2017. Although traffic may be slowed at times, it is not anticipated that either project would have impacts to the community due to traffic remaining open during construction.

The 24th Street - 13th Street Interchange project (CN 22132A) is directly adjacent to the Bancroft to Dewey (letting date: 10/6/2016) and I-80/480/US-75 Intch Bridges (letting date: 10/6/2016) projects. CN 22132A is currently planned to let 6/22/2017 and construction would start mid September 2017 with work on the 16th Street bridge widening (approximately 0.5 miles east of the project along the detour route). The fall/winter work on this bridge would not affect the I-80 mainline traffic, nor would it affect the planned detour route. In the spring of 2018 (March/April) the contractor would begin the work on I-80 mainline, which would be after the completion of the Bancroft to Dewey and I-80/480/US-75 Bridges Interchange projects.

NDOR would detour the I-480 South Bound (SB) traffic onto I-29 SB from February 6 – June 12, 2017. North Bound (NB) I-480 traffic would be detoured onto I-29 from June 30 – October 7, 2017.

IDOT is planning to detour the SB I-29 traffic to accommodate the UPRR bridge demolition. This demolition is anticipated to be take place in September/October 2017. IDOT is also planning some potential overnight closures of I-80 (EB or WB) during 2017. These closures would be used for traffic shifts to new alignments and for setting new bridge beams. These closures would be east of the I-29 system interchange, and I-29 would not be closed during this time.

The NDOR SB detour would cease prior to IDOT starting their UPRR bridge demolition project which would require I-29 SB traffic to be detoured off of I-29. Based on this timing, there would be no conflict between Nebraska's SB detour and the Iowa detour. NDOR would then be detouring the I-480 NB traffic onto I-29 for either part or all of the IDOT I-29 SB detour, however, this would not cause a conflict with the NDOR detour. The potential I-80 closures by IDOT would be outside of the project area and east of the detour, and are planned to be at night when traffic would be reduced. There would be no anticipated impacts due to these I-80 closures and the NDOR project.

There are no anticipated cumulative impacts due to the I-80/480/US-75 Intch Bridges, Omaha and Bancroft - Dewey (Resurf) projects in conjunction with the additional projects referenced above. Construction for the individual projects has been scheduled such that there would be adequate time

between projects to prevent interference with local traffic patterns. There are minor/no impacts anticipated for wetlands/waters. There are no impacts anticipated for threatened and endangered species, or Section 4(f) properties for the I-80/480/US-75 Intch Bridges, Omaha and Bancroft - Dewey (Resurf) projects. There are however, long term benefits to motorist due to roadway improvements.

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## 22.1 Additional Comments:

Both Projects can be found in the FY 2016-2021 Transportation Improvement Program (TIP) for the City of Omaha, and are covered by under the May 25, 2016 STIP.

Project Cost Breakdown:

CN 22528

\$6,700,000 total, \$6,023,000 federal

CN 22595

\$12,970,000 total, \$11,418,000 federal

A letter was sent to the Omaha Airport Authority on July 28, 2016 to inform them of the project (CN 22528) and to allow for any comments or questions they would have.

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## 23.1 Project Mitigation:

### Non-Threshold Property Impacts:

Utility relocation or replacement is not anticipated for the project. If utility relocation or replacement is required in a later phase of the project, a reevaluation will be required if: (1) federal funds will be used for the utility work; or (2) the project construction contractor will be responsible for the work. If this utility work is identified during final design, the project sponsor will initiate the reevaluation prior to project letting. If the work is identified during construction, the project sponsor will initiate the reevaluation prior to the commencing utility work. (NDOR Environmental, NDOR District)

If any one of the above two conditions do not apply, later relocation or replacement of utilities shall be coordinated through NDOR and the Contractor per NDOR's Standard Specifications for Highway Construction, Subsection 105.06. Any environmental permits required for these utility relocations or replacements shall be the responsibility of the Utility. (NDOR District, Utility Provider(s))

### Wetlands/Waters of the U.S.:

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. (Contractor, NDOR District)

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)

### Impaired Waters/Section 402/MS4:

Areas disturbed during construction will be stabilized utilizing NDOR approved erosion control methods. A Temporary Erosion Control Plan will be required by NDOR Standard Specifications for Highway Construction. (NDOR Environmental)

### Threatened and Endangered Species:

A-1 Changes in Project Scope. If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. (District Construction, Contractor)

A-2 Conservation Conditions. Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. (District Construction, Contractor)

A-3 Early Construction Starts. Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes will require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. (District Construction, Contractor)

A-4 E&T Species. If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. (NDOR Environmental, District Construction, Contractor)

A-5 Refueling. Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. (Contractor)

A-6 Restricted Activities. The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites.

For activities outside the project limits, the contractor should refer to the Nebraska Game and Park Commission website to determine which species ranges occur within the off-site area. The contractor should plan accordingly for any species surveys that may be required to approve the use of a borrow site, or other off-site activities. The contractor should review Chapter 11 of the Matrix (on NDOR's website), where species survey protocol can be found, to estimate the level of effort and timing requirements for surveys.

Any project related activities that occur outside of the project limits must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOR, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. (NDOR Environmental, District Construction, Contractor).

A-7 Waste/Debris. Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. (Contractor)

A-8 Post Construction Erosion Control. Erosion control activities that may take place by NDOR Maintenance or Contractors after construction is complete, but prior to project close-out, shall adhere to any standard conservation conditions for species designated for the project area during construction. (NDOR Maintenance, District Construction, Contractor)

#### Hazardous Materials:

If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material shall stop until NDOR/FHWA is notified and a plan to dispose of the Hazardous Materials has been developed. Then NDEQ shall be consulted and a remediation plan shall be developed for this project. The potential exists to have contaminants present resulting from minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the NDEQ shall be contacted for consultation and appropriate actions to be taken. The Contractor is required by NDOR's Standard Specification section 107 (legal relations and responsibilities to the public) to handle and dispose of contaminated material in accordance with applicable laws. (NDOR District, Contractor)

CN 22595 ONLY: Lead contaminated soils could be encountered during excavations associated with scour pad, riprap construction and minor grading activities. Worker notification is required for soil disturbance within the Superfund site. The EPA suggests conducting sanitation practices, such as washing hands and face before ingesting food or water and before smoking or tobacco chewing. The EPA also suggests the need for dust suppression and dust masks when dry and dusty conditions are present to reduce the inhalation of dust/lead particles.

All excess materials removed from the project sites shall be disposed of at locations acceptable to the City of Omaha. The Contractor shall provide this information at the pre-construction meeting. During the project construction, the Contractor shall keep a log AND keep the City's Project Engineer (or designated representative) informed of each disposal date, excess material source location, material description, disposal location, and approximate material quantity. It is the Contractor's responsibility to make sure excess material is tested for lead concentrations before disposal. If the excavated soil has lead concentrations greater than 400 ppm, the landfill may require a Toxicity Characteristic Leaking Potential (TCLP) test prior to disposal. (NDOR District, Contractor)

#### Traffic Disruption:

CN 22595:

Bridges shall be closed and traffic detoured with the oversight of District 2 and the City of Omaha Traffic

Engineering. The bridges which parallel each other (S480 00019L&R and S080 45303A&B) shall only be closed in one direction at a time. (Contractor, NDOR District, City of Omaha)

The contractor shall be limited to the south bound ramps from March 6th, 2017 through June 12th, 2017 and the north bound ramps from June 30th, 2017 through October 7th, 2017. There shall be no construction or lane closures during the College World Series. (Contractor)

#### CN 22528

This project shall be constructed under traffic with lane closures controlled by approved temporary traffic control. The project shall not result in traffic disruptions requiring detours, temporary roads, or ramp closures that are greater than 30 working days. (Contractor)

#### Public Involvement:

A minimum of one news release shall go to all local and area media, be posted on the NDOR website, and utilize DMS boards prior to the start of construction work. (NDOR District, NDOR Communications)

#### CN 22528 ONLY

Coordination in the form of door hangers that include a project notification, along with project map(s) and contact information shall be used to notify property owners directly adjacent to the I-480 asphalt project location prior to the start of construction. (NDOR District, NDOR Communications)

#### CN 22595 ONLY

If it is later found that additional public involvement will be required, the following LEP outreach conditions must be met:

1. Any written information that is dispersed to the public regarding this project must be translated into Spanish. "Dispersed information" does not include highway signs, but does include, for example, legal notices, news releases, and project map/information handouts.
2. If a public meeting is held regarding this project, the written info at the meeting must be translated into Spanish and there must be a Spanish/English interpreter present. There must be sign-in sheets at the meeting place entrance in order to collect data, including racial/demographic data, on meeting participants, though signing in or giving information at public meetings is always optional, and is not a requirement to participate. Finally, there must be clear notice posted in Spanish at the meeting that the interpreter is available.

(NDOR District, NDOR Communications)

#### Borrow and Staging:

Any material needed will be provided by the Contractor. The Contractor shall try to obtain borrow from an upland site to prevent depletion issues. If the borrow site is within a depletion area of concern, the Contractor shall coordinate with the appropriate agencies and NDOR to offset or minimize impacts. The Contractor shall obtain all environmental clearances and permits required for the borrow site prior to obtaining borrow material for the project.

The Contractor shall have a staging area for the project where material and equipment for the project is stored (e.g. re-steel, forms, etc.). The Contractor shall be required to dispose of material removed as part of the project described above and miscellaneous obstructions encountered and removed along the project. The disposal shall be the responsibility of the Contractor. A waste site may be needed. The Contractor shall be responsible to obtain all permits and clearances and all conditions of those permits. (Contractor)

The proposed project qualifies as a **Categorical Exclusion** under the following activity found in [23 CFR 771.117](#):

Paragraph: (c)

Activity: 22

Prepared by:

Barbara G. Frost

Organization:

TranSystems

Phone:

(314) 296-6777

Email:

bgfrost@transystems.com

Signature



Date:

8/26/16

**NDOR has determined the information in this form is accurate and the project is in compliance with the *OPERATIONAL DRAFT 2015 Categorical Exclusion Programmatic Agreement between FHWA and NDOR*, and satisfies the criteria of [23 CFR 771.117\(a\)](#) no significant impact and (b) no unusual circumstances. The mitigation identified above shall be implemented for the project.**

NDOR Environmental NEPA Specialist Signature:

Date:

NDOR Environmental Documents Manager  
Signature (*Level 2 and 3 Requirement*):

Date:

[FHWA Environmental Specialist \(\*Level 3 Requirement\*\):](#)

Date:

**If the scope of work changes, existing conditions change, or applicable regulations change, NDOR shall reevaluate this determination in accordance with the *NDOR reevaluation procedures*.**

Reevaluation Approval (*if necessary*):

Date: