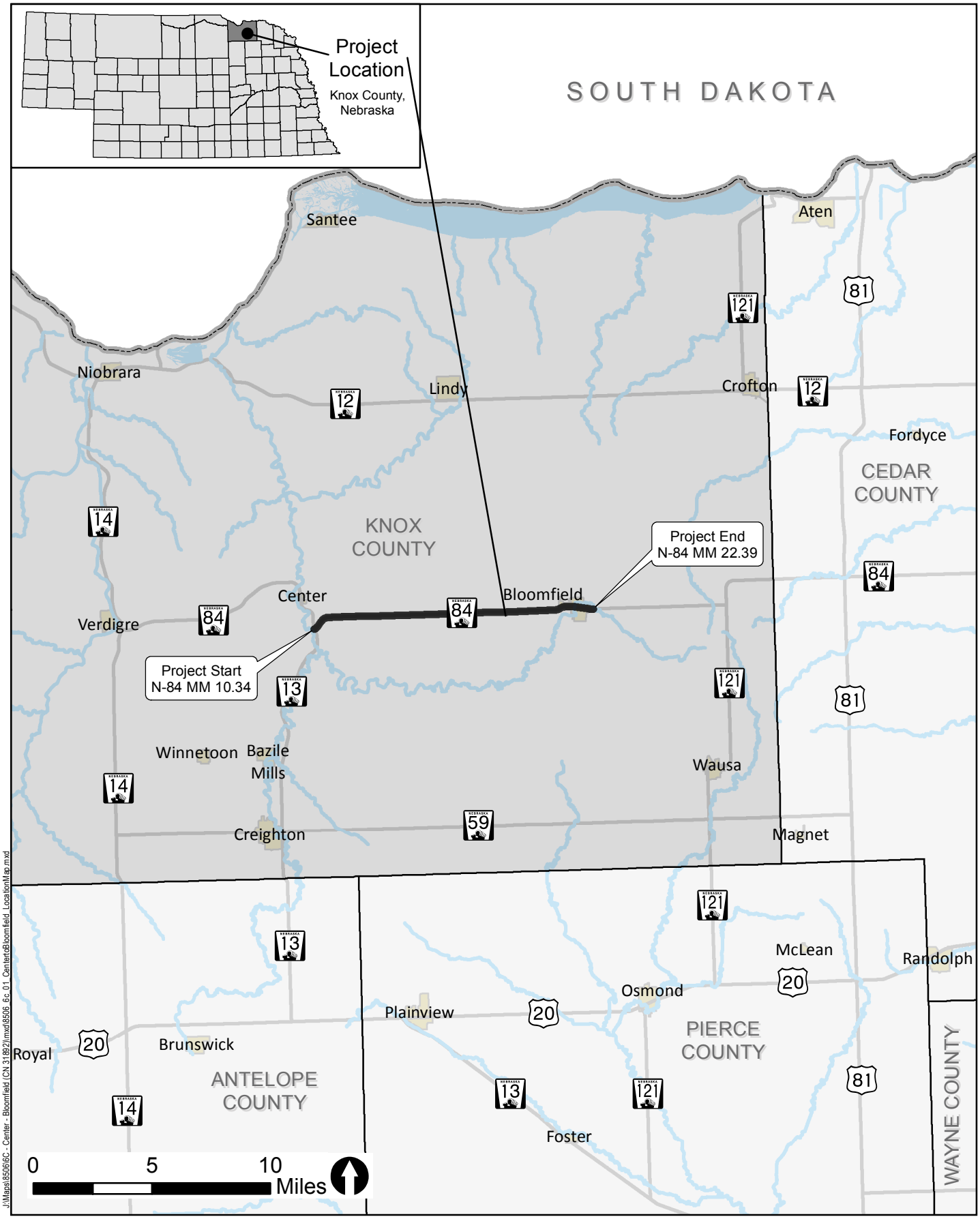


Project Location Map

Center - Bloomfield (CN 31892 / STP-84-5(109))

Nebraska Department of Roads

Figure 1

Section 4(f) Initial Assessment Form

May 29, 2015

Project Name	Project Number
Center - Bloomfield	STP-84-5(109)
Control Number	**Date Completed**
31892	5/11/2016
Project Location *(Town, County)*	**Name of Preparer**
Bloomfield, Knox County	Nicole Zappetillo, SRF Consulting Group, Inc.

The following form was developed as an initial assessment of potential Section 4(f) properties within a project area. The number of each question block corresponds directly to the NDOR Section 4(f) Guidance section with the same number. **One Initial Assessment Form per PROJECT must be included as an attachment to the CE Form or incorporated into the appropriate chapter in the EA/EIS.**

NOTE: At the time the Section 4(f) Initial Assessment Form is filled out, the Section 106 process must be sufficiently complete that historic properties have been identified. A Section 106 Finding of Effect *(No Adverse Effect, Adverse Effect)* must be completed prior to determining whether the project results in a 'use' of an historic property. All Section 106 determinations and findings must be made and documented by NDOR Professionally Qualified Staff (PQS).

1. Identification of Section 4(f) Properties

A. *For historic properties*, based on the NDOR Section 106 Tier Review Form, are there properties that are listed or eligible for listing on the National Register of Historic Places?

☒ Yes ☐ No ☐ N/A (Section 106 Tier I)

If Yes, provide the name, Finding of Effect, and any other pertinent information from the Section 106 review for each identified property.

KX02-007 - ca. 1914 Masonic Lodge, Criterion A; KX02-019 - ca. 1900 Queen Anne House, Criterion C; KX02-038 - ca. 1900 Queen Anne House, Criterion C

Sidewalk reconstruction would be occurring within existing ROW near all three properties listed above. Permanent ROW or temporary easements would not be required to complete this work. Therefore, the project would not result in a Section 4(f) use and no historic properties would be affected.

B. Are there existing or planned parks, recreation areas, or wildlife/waterfowl refuges present within a ¼ mile of the project area?

☒ Yes ☐ No

C. In consultation with the online resources identified in the Section 4(f) Guidance, list the **resources** used to determine if parks, recreation areas, or wildlife/waterfowl refuges are present.

Nebraska Game and Parks Commission (NGPC) State Parks, NGPC Owned or Managed Sites, U.S. Army Corps of Engineers (USACE) properties, U.S. Forest Service lands, U.S. Fish and Wildlife Service (USFWS) Wildlife Refuges, USFWS Waterfowl Production Areas: Public Access ATLAS / http://outdoornebraska.maps.arcgis.com/home/webmap/viewer.html?webmap=ede157b65cd04eceab5dbf4bc797a69f

USFWS Wilderness Areas: http://www.fws.gov/refuges/whm/Nebraska.html

Land and Water Conservation Fund listed sites: http://projects.invw.org/data/lwcf/grants-ne.html

Google Maps: https://www.google.com/maps

Bloomfield, NE City Website: http://www.bloomfieldnebraska.com/

Knox County Comprehensive Plan: http://www.co.knox.ne.us/content/zoning/comp_plan_draft

Knox County GIS Website: http://knox.gisworkshop.com/

D. Identify all potential Section 4(f) parks, recreation areas, and wildlife/waterfowl refuges *(include property name(s)*, *location(s) along project, etc.)*.

If No parks, recreation areas, or wildlife/waterfowl refuges are present, AND no historic properties need consideration from 1.A., indicate in the box below that no potential Section 4(f) properties are present. DOCUMENTATION IS COMPLETE.

Conservation Reserve Program (CRP) Site #OFW002153, located south of N-84, NW 1/4 Sec. 10, T30N, R4W.

Knox County Fairgrounds and Community Ballfield, located on the same City-owned parcel north of N-84 near the eastern edge of the City of Bloomfield. The ballfield was constructed with a Land and Water Conservation Fund grant (Section 6(f) property). Camping is also available at the fairgrounds for $10.00 per night.

Bloomfield Public High School, located 0.2 mile south of N-84 near the east edge of the City of Bloomfield.

2. Applicability Criteria for Section 4(f) Parks, Recreation Areas, and Wildlife/Waterfowl Refuges (not Historic Properties)

A. List all properties from 1.D. that are (1) NOT publicly owned, or (2) NOT privately owned and leased to a public entity, for a Section 4(f) protected purpose, and how this was determined.

CRP Site #OFW002153 is privately owned according to parcel data available on the Knox County GIS website.

B. List all properties from 1.D. that are NOT open to the public, and how this was determined. (This does NOT apply to wildlife/waterfowl refuges.)

N/A

C. List all properties from 1.D. that are considered multiple-use properties, and what those uses are.

N/A

D. List all properties from 1.D. that were NOT called-out in 2.A. or 2.B.; **these properties will be carried forward in the Section 4(f) process. Also be sure to carry forward any multiple-use properties from 2.C. or historic properties from 1.A. that have temporary or permanent right-of-way acquisition or vibratory effects.** If no properties are carried forward, note below and DOCUMENTATION IS COMPLETE.

Knox County Fairgrounds and Community Ballfield Bloomfield Public High School

3. Determination of Section 4(f) Use

A. Is there a potential *use* of the Section 4(f) applicable properties from 2.D. above? Will the properties be impacted by the project, including access restrictions? (See Guidance Section 3 for definition of *use*.)

☐ Yes ☒ No Is there a potential *permanent* use?

☐ Yes ☒ No Is there a potential *temporary* use (including exceptions)?

☐ Yes ☒ No Is there a potential *constructive* use?

Any Yes: complete the appropriate Section 4(f) analysis for each impacted property

No: state impact avoidance measures below, then DOCUMENTATION IS COMPLETE

B. List impact avoidance measures (for “No” answer only). If justification is needed to support a “No” answer in 3.A., describe below.

Access to the Community Ballfield, Knox County Fairgrounds, and Bloomfield Public High School would be maintained during construction. The project would not require any additional property rights from the Community Ballfield or Knox County Fairgrounds. Therefore, the project would not result in a Section 4(f) use.

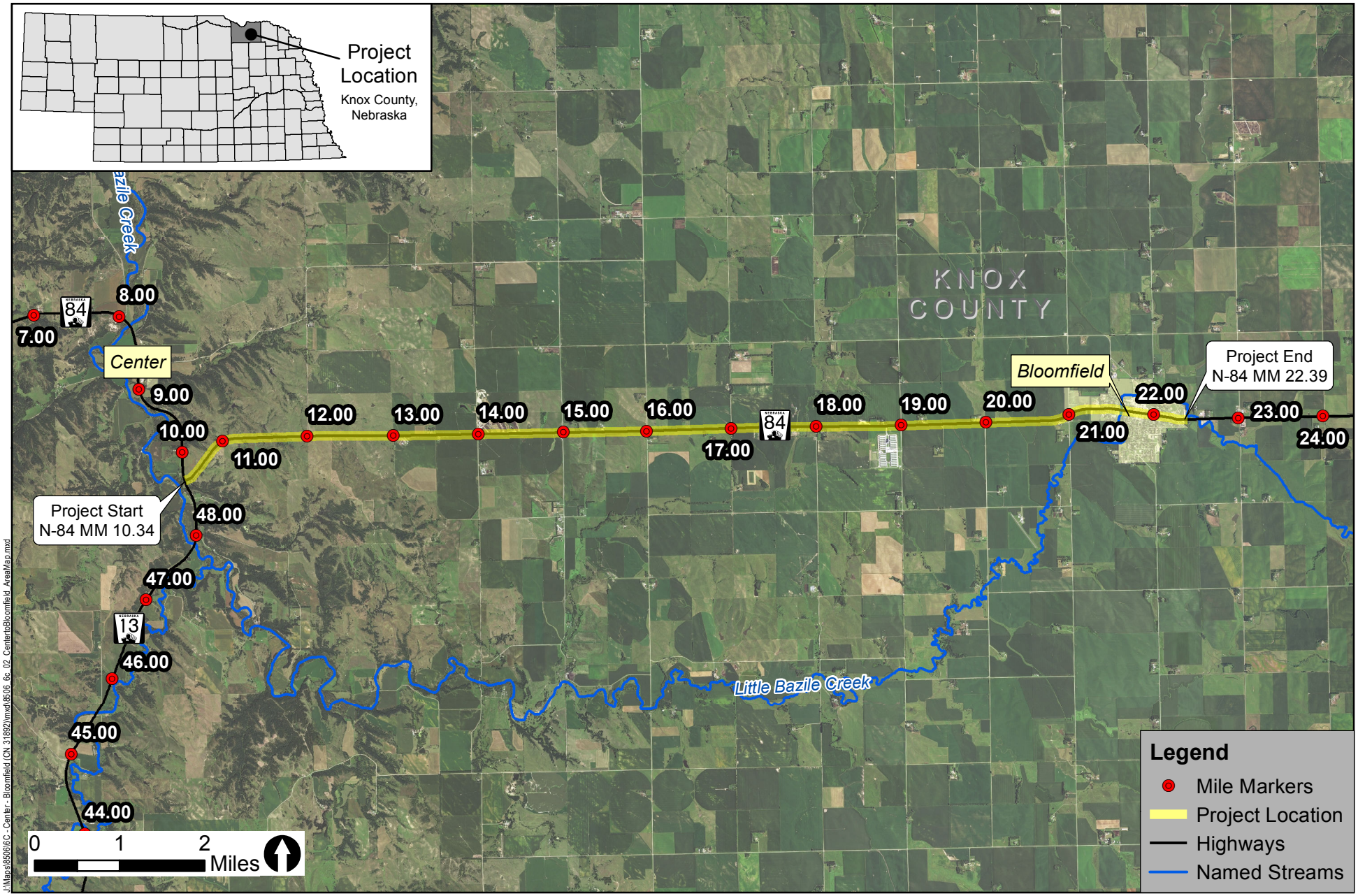
NDOR Reviewer Approval Signature: Date:

Digitally signed by Carrie Wencel
DN: cn=Carrie Wencel, o=NDOR - EDU, ou=NEPA Specialist, email=carrie.wencel@nebraska.gov, c=US
Date: 2016.09.21 16:02:59 -05'00'

FHWA Environmental Signature: Date:

FHWA signature is only required in the following circumstances:

- If the property is leased
- If the property is considered multiple-use
- If the Official(s) with Jurisdiction claims that the property is NOT significant

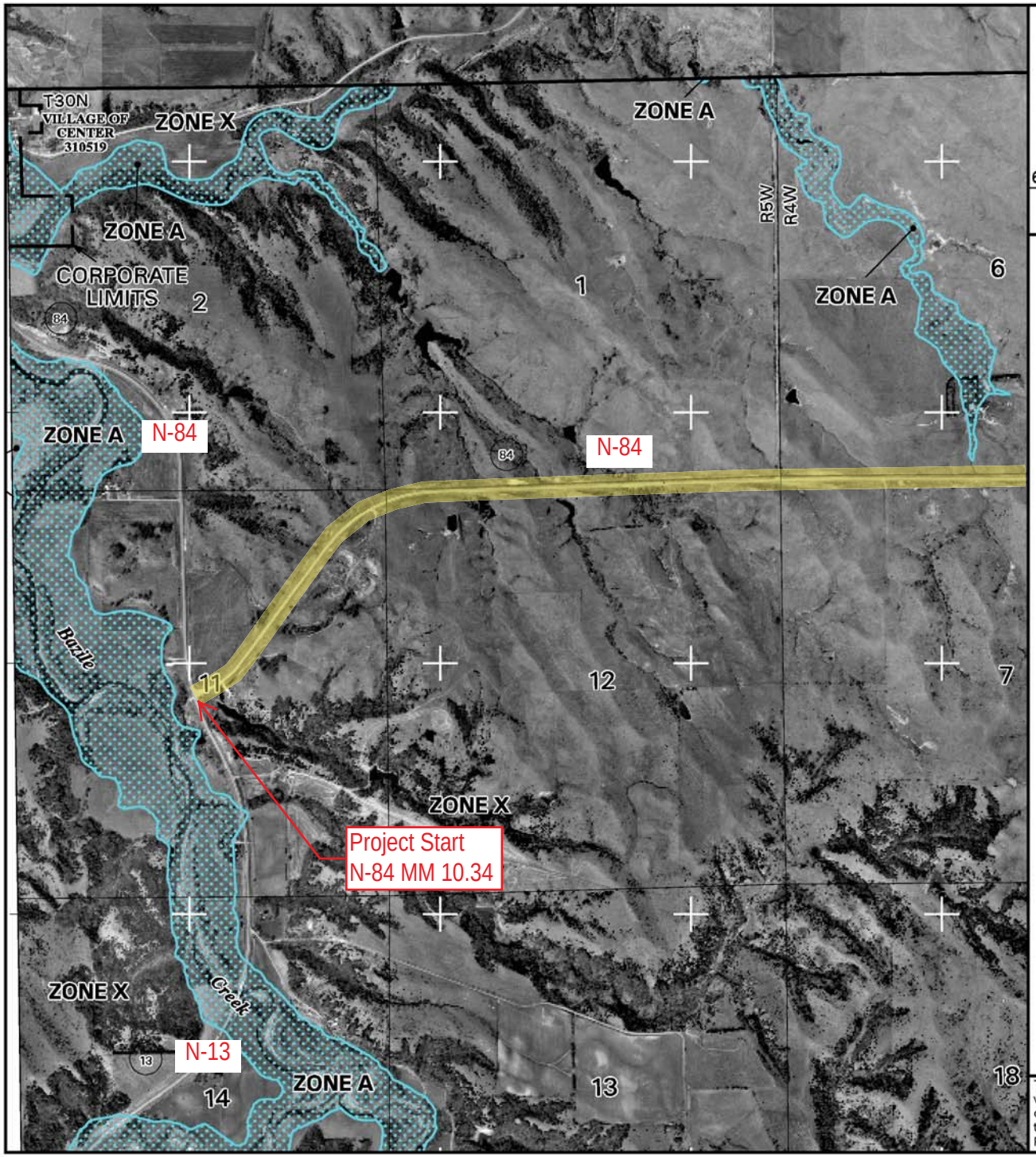


Project Area Map

Center - Bloomfield (CN 31892 / STP-84-5(109))

Nebraska Department of Roads

Figure 2



MAP SCALE 1" = 2000'

1000 0 2000 4000 FEET

600 0 600 1200 M

Project Location (CN 31892 / STP-84-5(109))

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0550C

FIRM

FLOOD INSURANCE RATE MAP

KNOX COUNTY,
NEBRASKA AND
INCORPORATED AREAS

PANEL 550 OF 825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
KNOX COUNTY, UNINCORPORATED AREAS	310451	0550	C
CENTER, VILLAGE OF	310519	0550	C

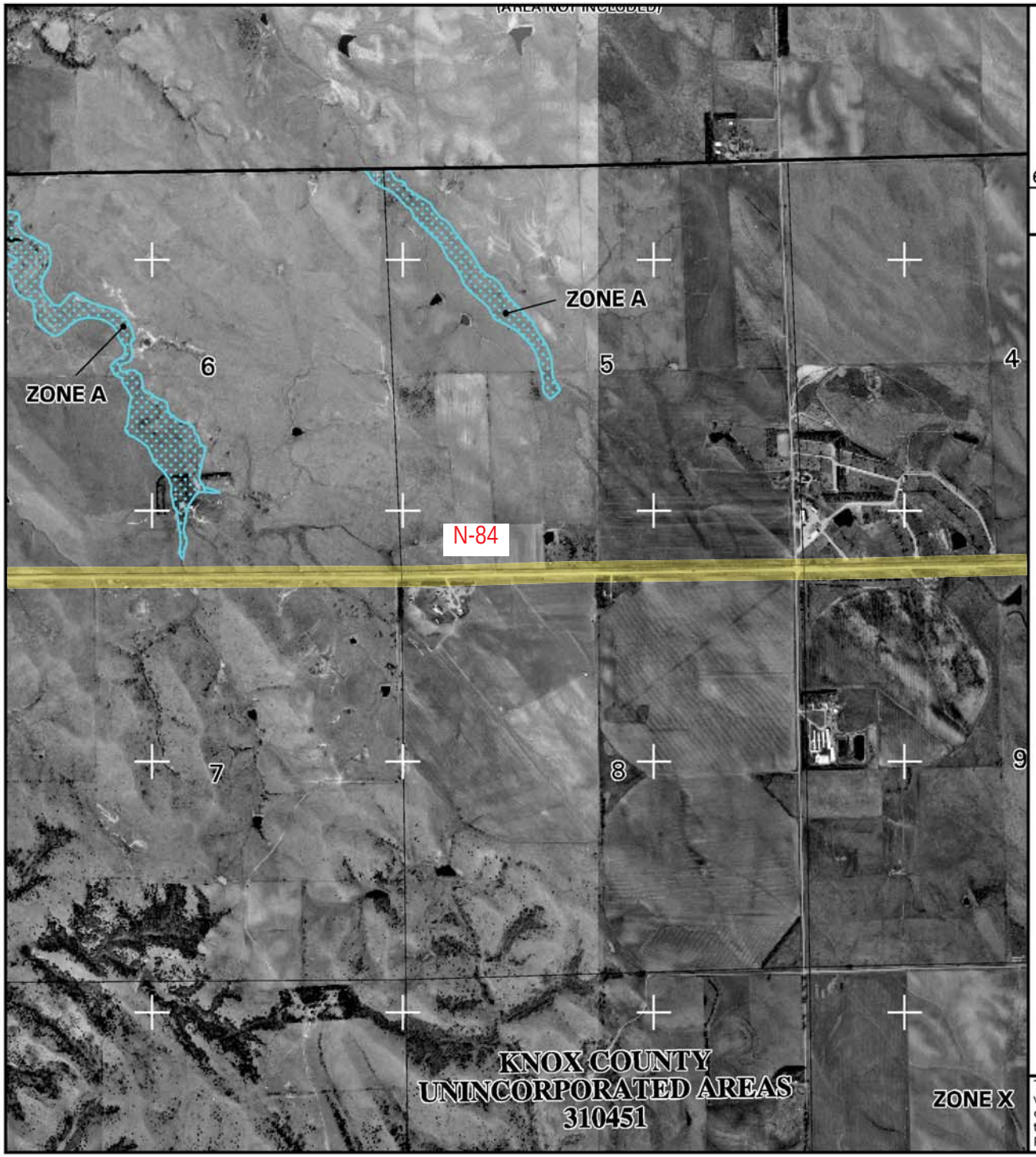
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
31107C0550C

EFFECTIVE DATE:
AUGUST 18, 2005

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP SCALE 1" = 2000'

1000 0 2000 4000 FEET

600 0 600 1200 M

Project Location (CN 31892 / STP-84-5(109))

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0550C

FIRM

FLOOD INSURANCE RATE MAP

KNOX COUNTY,
NEBRASKA AND
INCORPORATED AREAS

PANEL 550 OF 825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
KNOX COUNTY, UNINCORPORATED AREAS	310451	0550	C
CENTER, VILLAGE OF	310519	0550	C

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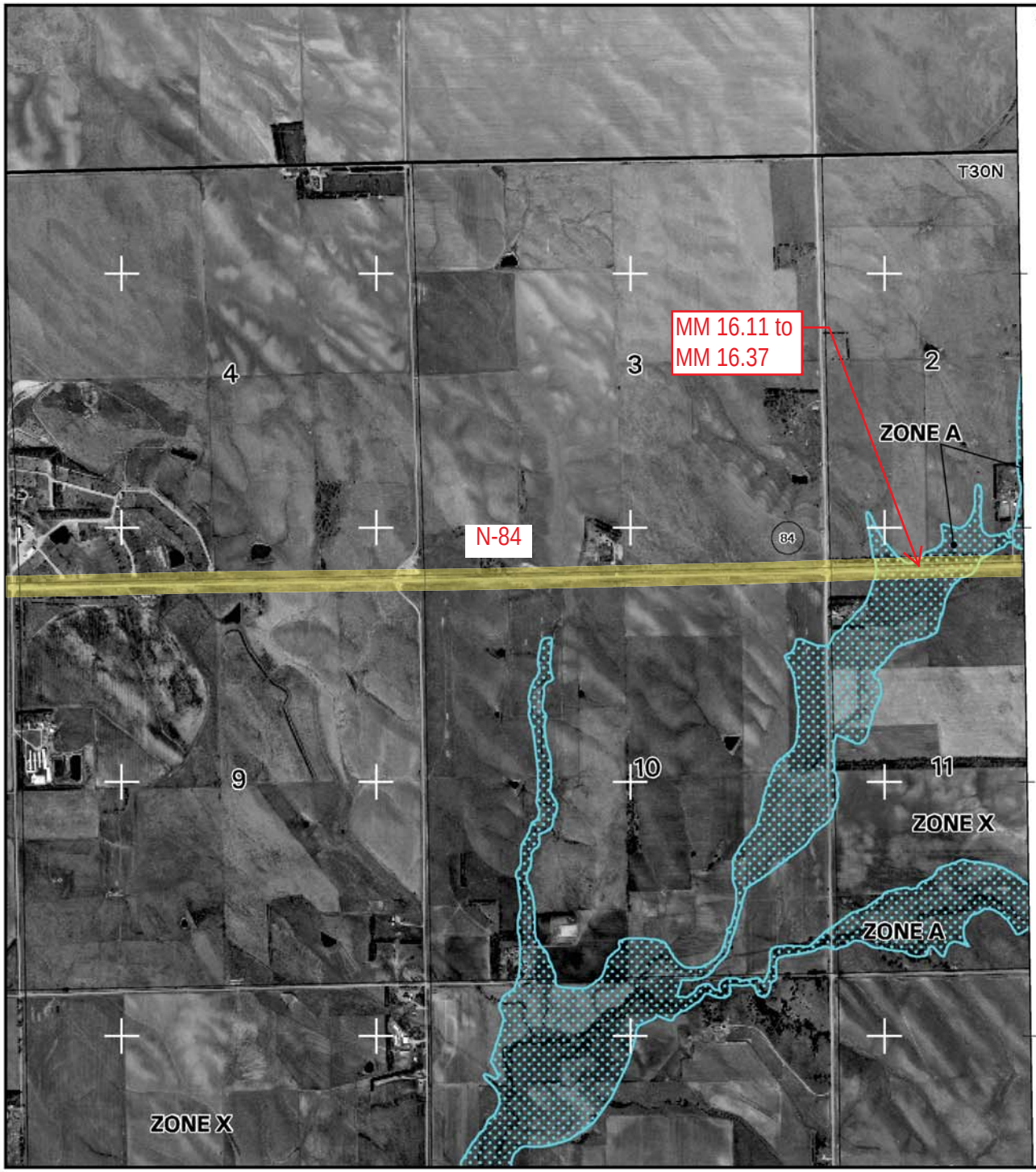

MAP SCALE 1" = 2000'

1000 0 2000 4000 FEET

600 0 600 1200 MI

Project Location (CN 31892 / STP-84-5(109))

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0550C

FIRM

FLOOD INSURANCE RATE MAP

KNOX COUNTY,
NEBRASKA AND
INCORPORATED AREAS

PANEL 550 OF 825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

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KNOX COUNTY, UNINCORPORATED AREAS	310451	0550	C
CENTER, VILLAGE OF	310519	0550	C

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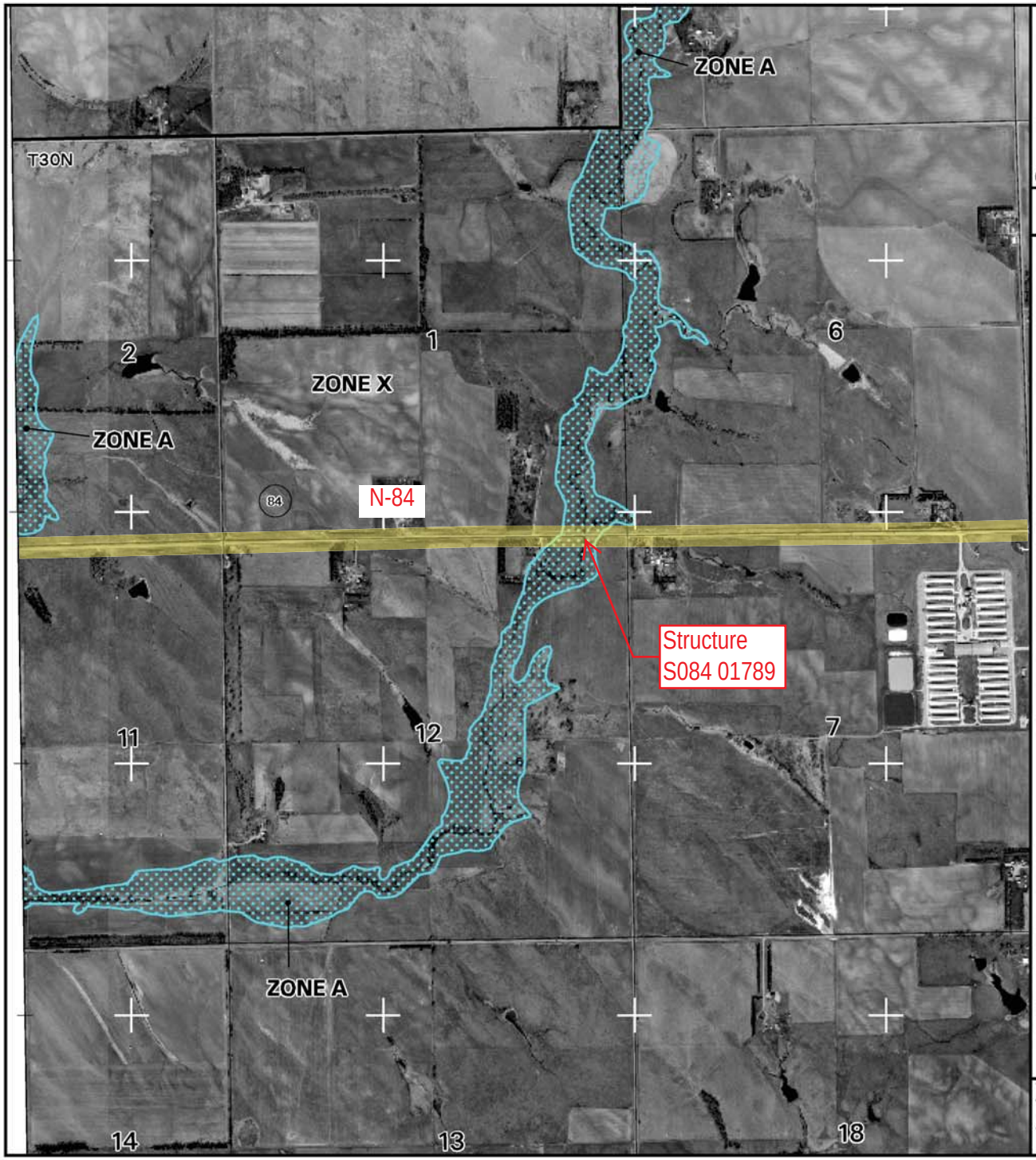

MAP SCALE 1" = 2000'

1000 0 2000 4000 FEET

600 0 600 1200 M

Project Location (CN 31892 / STP-84-5(109))

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0575C

FIRM

FLOOD INSURANCE RATE MAP

KNOX COUNTY,
NEBRASKA AND
INCORPORATED AREAS

PANEL 575 OF 825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
KNOX COUNTY, UNINCORPORATED AREAS	310451	0575	C
BLOOMFIELD, CITY OF	310351	0575	C

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
31107C0575C

EFFECTIVE DATE:
AUGUST 18, 2005

Federal Emergency Management Agency

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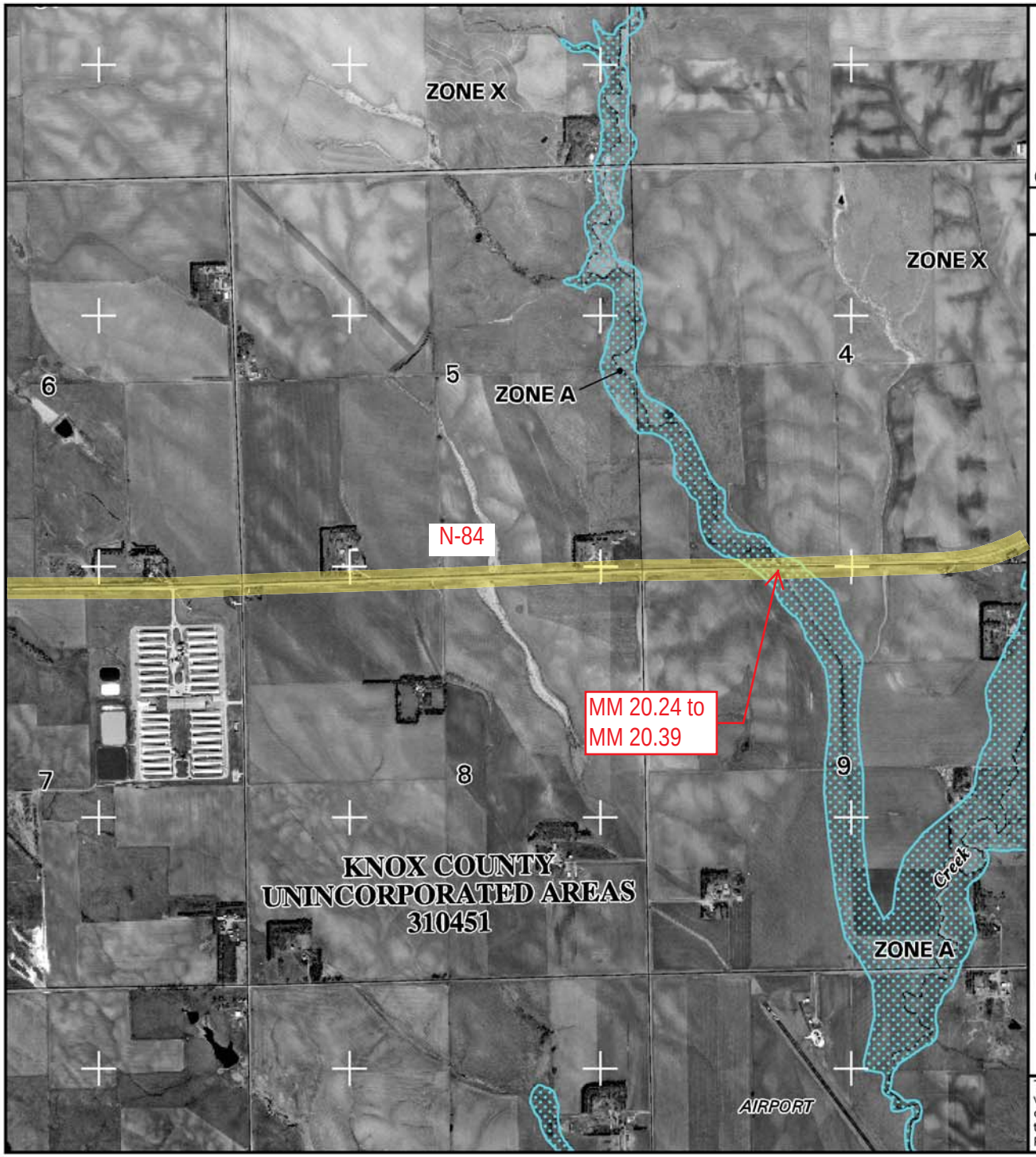

MAP SCALE 1" = 2000'

1000 0 2000 4000 FEET

600 0 600 1200 M

Project Location (CN 31892 / STP-84-5(109))

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0575C

FIRM

FLOOD INSURANCE RATE MAP

KNOX COUNTY,
NEBRASKA AND
INCORPORATED AREAS

PANEL 575 OF 825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

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KNOX COUNTY, UNINCORPORATED AREAS	310451	0575	C
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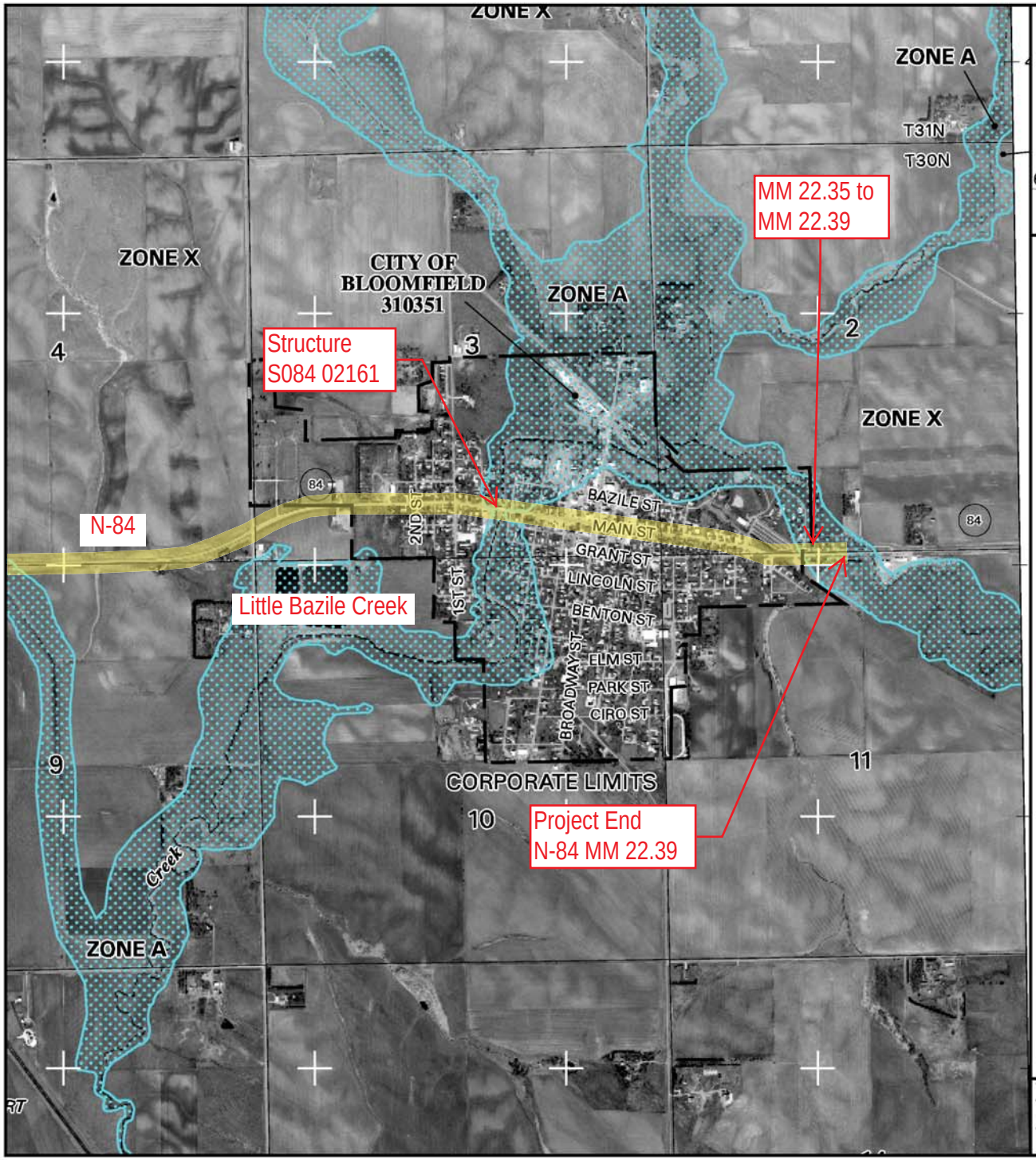

MAP SCALE 1" = 2000'

1000 0 2000 4000 FEET

600 0 600 1200 ME

Project Location (CN 31892 / STP-84-5(109))

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0575C

FIRM

FLOOD INSURANCE RATE MAP

KNOX COUNTY,
NEBRASKA AND
INCORPORATED AREAS

PANEL 575 OF 825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

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Memorandum

DATE September 21, 2016

TO Jason Jurgens, Jon Barber, Carrie Wencel

FROM Julie Wells, Kevin Donahoo

SUBJECT CN 31892 Center to Bloomfield – §650.111 Location and Hydraulic Design of Encroachments – Potential NEPA Language

The following is suggested as possible text within the NEPA Document to meet §650.111 (b), (c) and (d) for the subject project:

(b) Location studies shall include evaluation and discussion of the practicability of alternatives to any longitudinal encroachments:

There are no longitudinal encroachments.

(c) Location studies shall include discussion of the following items, commensurate with the significance of the risk or environmental impact, for all alternatives containing encroachments and for those actions which would support base floodplain development:

(1) The risks associated with implementation of the action are as follows:

According to the hydraulic investigation and analysis completed for the floodplain certifications on this Project, there will be no impact to the base flood elevation at any of the encroachment locations. This will not increase the potential for loss of life or property, and therefore would not be considered a significant risk.

(2) The impacts on natural and beneficial flood-plain values,

Natural and beneficial floodplain values include, but are not limited to, fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, forestry, natural moderation of floods, water quality maintenance, and groundwater. There are no significant encroachments associated with this Project and no increase in the base flood elevation; therefore this project will not have a substantial adverse impact on the natural and beneficial floodplain values. There will be temporary soil disturbance during construction activities.

(3) The support of probable incompatible flood-plain development,

As defined by the FHWA, the support of incompatible base floodplain development will encourage, allow, serve, or otherwise facilitate incompatible base floodplain development, such as commercial development or urban growth. The proposed improvements on this Project would maintain local and regional access to existing areas and would not create new access to undeveloped lands. Therefore, this highway improvement Project would not support any incompatible floodplain development.

(4) The measures to minimize flood-plain impacts associated with the action,

The floodplain analysis and certifications have been completed to comply with floodplain regulations and show no impacts to the floodplains along this Project. The effect on the floodplains as a result of this project, as well as the certification that shows it meets floodplain regulations, has been communicated to the local floodplain Administrators and permits have been obtained.

(5) The measures to restore and preserve the natural and beneficial flood-plain values impacted by the action.

There will be limited impacts to the natural and beneficial flood-plain values of the floodplains along this Project. Since there will be temporary soil disturbance during construction activities, sediment and erosion control best management practices will be utilized during construction and disturbed areas will be seeded following construction.

(d) Location studies shall include evaluation and discussion of the practicability of alternatives to any significant encroachments or any support of incompatible flood-plain development.

As defined in 650.105, a significant encroachment involves a significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route, a significant risk meaning potential for loss of life or property, or a significant adverse impact on natural and beneficial flood-plain values.

This project does not result in a significant potential for interruption or termination of this transportation facility which is needed for emergency vehicles or a community's only evacuation route. It also does not result in a significant risk or potential for loss of life or property. This project does not result in a substantial adverse impact on natural and beneficial flood-plain values. This highway improvement Project would maintain local and regional access to existing areas and so would not support any incompatible floodplain development.

There are no significant encroachments as a result of this Project and it does not support incompatible floodplain development.

RECEIVED
APR 13 2016
ENVIRONMENTAL SECTION

Nebraska Department of Roads

Floodplain/Floodway Development Permit/Application

Permit Application No.
Date: 4/5/16

This form is used for any man-made change to improved or unimproved transportation facility, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation, drilling operations, or storage of equipment or materials.

Nebraska Department of Roads will obtain all other necessary federal, state, or local permits *(e.g., Corps of Engineers 404 Permit, Local Levee District, etc.)*

1.	Name of Applicant: Nebraska Department of Roads PO Box 94759 Lincoln NE 68509-4759		
2.	Type and Use of Development: Resurfacing	3.	Specific Location of Development: Highway N-84 from MM 10.34 to MM 22.39

The following section is provided by NDOR for the community official's monitoring/tracking purposes:

4. Is the Development Substantial Improvement? ☐ Yes ☒ No

Complete this section if the proposed development involves the improvement of a structure *(i.e., walled and roofed building).*

Pre-improvement Value of Structure: $

Cost of Improvement: $

5. Is the development in an identified floodplain? ☒ Yes ☐ No

Please see attached documentation.

If Yes, complete the following:

a. Elevation of the Base *(100-Year)* Flood * Ft. MSL/NGVD 29 or NAVD 88

Or

Worst case impact rise in the Base *(100-year)* Flood

* If project includes multiple floodplain crossings, this information is summarized in attached documentation.

b. Elevation/Floodproofing Requirement *(if applicable)* N/A Ft. MSL/NGVD 29 or NAVD 88

c. Is the development in a designated Floodway?

☐ Yes New structures for human habitation are prohibited. For any other Floodway development, the NDOR must provide certification by a registered professional engineer that the development would result in no increase along the floodway water surface profile.

☒ No If a floodway has not been designated, the NDOR may be required to submit hydraulic data demonstrating that the proposed development will not increase flood heights more than one foot at any location.

If the development is in a floodplain, the following shall apply:

If work includes a new or substantially improved nonresidential building, NDOR will provide certification by a Registered Engineer, Architect, or Land Surveyor that the building is elevated or flood proofed at least one foot above the base flood elevation.

By signing below, the local authorizing official acknowledges the above and any floodplain information submitted with this permit application.

All provisions of the Bloomfield *(County or City)* Floodplain Management Resolution/Ordinance (Number 15-1) shall be complied with.

Colette Panning
Local Authorizing Official (Name & Title) *Date*

Kates Krajicek
NDOR Environmental Permits Manager *Date* 4-5-2016
for Tony Ringenberg

Project Name: Center - Bloomfield	
Project No.: 84-5(109)	
Control No.: 31892	Structure No.: Multiple

RECEIVED
APR 18 2016
ENVIRONMENTAL SECTION

Nebraska Department of Roads

Floodplain/Floodway Development Permit/Application

Permit Application No.
F0265

Date:
4/5/16

This form is used for any man-made change to improved or unimproved transportation facility, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation, drilling operations, or storage of equipment or materials.

Nebraska Department of Roads will obtain all other necessary federal, state, or local permits *(e.g., Corps of Engineers 404 Permit, Local Levee District, etc.)*

1.	Name of Applicant: Nebraska Department of Roads PO Box 94759 Lincoln NE 68509-4759		
2.	Type and Use of Development: Resurfacing	3.	Specific Location of Development: Highway N-84 from MM 10.34 to MM 22.39

The following section is provided by NDOR for the community official's monitoring/tracking purposes:

4. Is the Development Substantial Improvement? ☐ Yes ☒ No

Complete this section if the proposed development involves the improvement of a structure *(i.e., walled and roofed building)*.

Pre-improvement Value of Structure: $ _____

Cost of Improvement: $ _____

5. Is the development in an identified floodplain? ☒ Yes ☐ No

Please see attached documentation.

If Yes, complete the following:

a. Elevation of the Base *(100-Year)* Flood * _____ Ft. MSL/NGVD 29 or NAVD 88

Or

Worst case impact _____ rise in the Base *(100-year)* Flood

* If project includes multiple floodplain crossings, this information is summarized in attached documentation.

b. Elevation/Floodproofing Requirement *(if applicable)* N/A Ft. MSL/NGVD 29 or NAVD 88

c. Is the development in a designated Floodway?

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☒ No If a floodway has not been designated, the NDOR may be required to submit hydraulic data demonstrating that the proposed development will not increase flood heights more than one foot at any location.

If the development is in a floodplain, the following shall apply:

If work includes a new or substantially improved nonresidential building, NDOR will provide certification by a Registered Engineer, Architect, or Land Surveyor that the building is elevated or flood proofed at least one foot above the base flood elevation.

By signing below, the local authorizing official acknowledges the above and any floodplain information submitted with this permit application.

All provisions of the Knox County (County or City) Floodplain Management Resolution/Ordinance (Number 2015-19) shall be complied with.

Liz Dorr, Zoning & Floodplain Admin. — 4-14-16
Local Authorizing Official (Name & Title) — *Date*

Kelly Krivosha — 4-4-2016
NDOR Environmental Permits Manager — *Date*
for Tony Ringenberg

Project Name: Center - Bloomfield	
Project No.: 84-5(109)	
Control No.: 31892	Structure No.: Multiple

Wetlands PQS Memorandum

DATE 9/21/2016

TO Carrie Wencel, NDOR EDU

FROM Patrick Sward, NDOR EPU

SUBJECT Wetlands PQS Memo
Project No: STP-84-5(109)
Control No: 31892
Project Name: Center - Bloomfield

☒A wetland delineation was completed 9/7/2014
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 SRF wetlands delineation report and DR-290 issued by NDOR design, unavoidable project impacts consist of 0.003-ac permanent impacts to PEMA wetlands, 0.014-ac temporary impacts to PEMA wetlands for a temporary access crossing, and 80' (0.015-ac) filled stream channel impacts. As such, mitigation for wetland impacts is not proposed, nor required, for this roadway project. Based on the roadway maintenance project description and minimal wetland impacts, the USACE issued a NWP #3b and NWP#33 permit for the project dated 5/25/2016 (Corps Permit No. NWO-2016-0576-WEH). All Nationwide and General Permit Conditions will be detailed in the project green sheets to require contractor compliance.

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)*: NDOR submitted a PCN submittal package to the Corps on 3/9/2016 for NWP #3b permitting on this roadway project. The USACE subsequently issued a NWP #3b and NWP#33 permit for the project dated 5/25/2016 (Corps Permit No. NWO-2016-0576-WEH).

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 #3b and #33. 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 Letter of Opinion for impacts to waters of the State. (NDOR Environmental, Contractor)

Project Description:
Latest revision dated 6/7/2016.

This project will resurface 12.06 miles of N-84 located in Knox County, starting at the junction of N-84 and N-13, at mile marker (MM) 10+34, and extending east to the east corporate limits of Bloomfield, at MM 22+39. 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-84 consists of the following:

- MM 10+34 and MM 10+71: This rural segment consists of two 12 foot wide asphalt lanes and 6 foot wide earth shoulders.

- MM 10+71 and MM 21+33: This rural segment consists of two 12 foot wide asphalt lanes and 5.5 foot wide earth shoulders. An asphalt right turn lane exists on N-84 for westbound traffic turning north near MM 14+00 and a concrete right turn lane exists on N-84 for eastbound traffic turning south near MM 18+75.
- MM 21+33 and MM 21+61: This urban segment consists of 42 foot wide back to back asphalt lanes with concrete curb and gutter.
- MM 21+61 and MM 21+79: This urban segment consists of 42 foot wide back to back composite lanes with concrete curb and gutter.
- MM 21+79 and MM 21+94: This urban segment consists of 74 foot wide back to back composite lanes with concrete curb and gutter and angled parking in both directions.
- MM 21+94 and MM 22+14: This urban segment consists of 42 foot wide back to back composite lanes with concrete curb and gutter.
- MM 22+14 and MM 22+23: This urban segment consists of 42 foot wide back to back asphalt lanes with concrete curb and gutter.
- MM 22+23 and MM 22+39: This urban segment consists of a westbound 12 foot wide asphalt lane and has been striped to provide a varying width, 10 foot max, asphalt shoulder, with an additional 8 foot of earth shoulder beyond the asphalt edge. Eastbound the segment consist of a 21 foot wide composite section with curb and gutter.

For the rural portion of the project, MM 10+34 to MM 21+33, the improvements on this project consist of milling of the existing asphalt roadway and resurfacing the roadway with asphalt. A beveled edge will be installed. There will be a grade raise at the new edge of pavement. Existing culvert ends with headwalls within the Fixed Obstacle Clear Zone will be extended or replaced with flared end sections as warranted. The bridge deck at MM 17+89 (Structure S084 01789) will be replaced to achieve a 30 foot clear width. Additional work includes, cleaning and painting the bearings, adding approach slabs with grade beams on pile, and the existing guardrail will be removed and rebuilt. The bridge at MM 21+61 (Structure S084 02161) will undergo repairs including, but not limited to, full and partial depth deck repairs, add bridge rail by sidewalk (north side), update bridge rail (south rail), abutment concrete repairs, and resurface.

For the urban portion of the project, MM 21+33 to MM 22+39, the improvements consist of milling and resurfacing the existing roadway with asphalt.

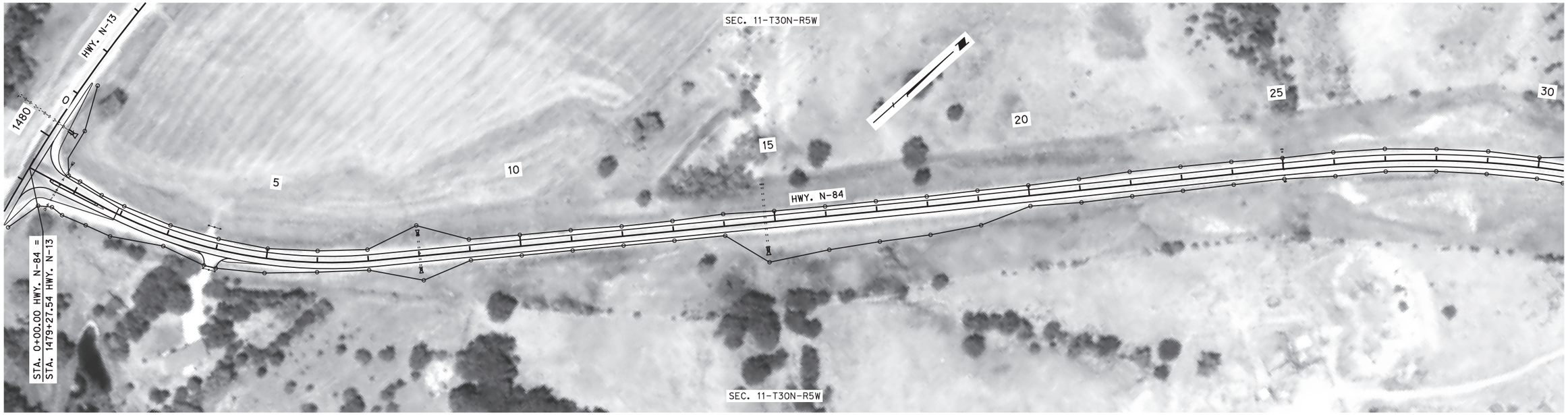
Scope details include:

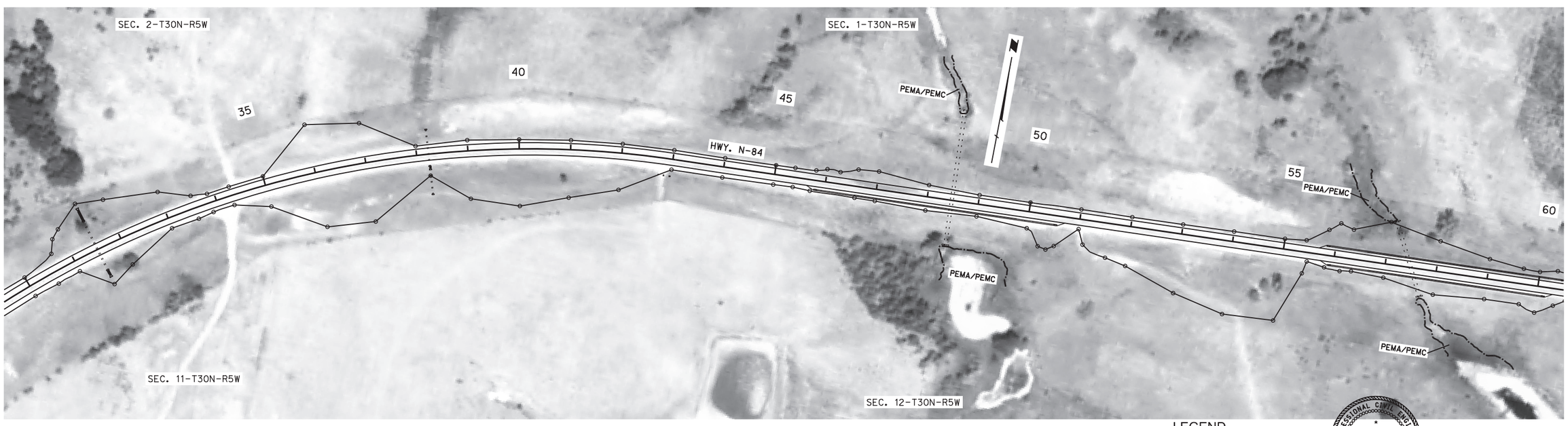
- Grading beyond the hinge point will be required for the following work:
    - Guardrail
    - Mailbox turnouts
    - Earth shoulder construction
    - Bridges
    - Turn lanes
    - Shoulder widening and/or surfacing
    - Backslopes for snow drifting control
    - Foreslopes to a 3:1
    - Roadway grading for culvert extensions
    - Correction of superelevation

- Culverts
    - The following work will be required:
        - Culvert ends require extension beyond the fixed obstacle clear zone.
        - Culvert ends require extension to intersect 3:1 foreslopes
        - Existing 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 deck on the bridge (Structure Number S084 01789) will be replaced to provide a 30 foot clear width; approach slabs with grade beams on pile will be added. The existing guardrail will be removed and replaced. Contractor crossing will be included on the project.
- The bridge over the Little Bazile Creek (Structure Number S084 02161) will be repaired including, but not limited to, full and partial depth deck repairs, 3 inch asphalt overlay with membrane, add bridge rail by sidewalk (north side), update bridge rail (south rail), and abutment concrete repairs. If warrants are met, new guardrail will be constructed.
- Concrete pavement repairs will be made prior to resurfacing.
- The existing asphalt will be milled prior to resurfacing.
- Existing surfaced driveways and intersections will be resurfaced.
- Rock or gravel will be placed behind driveways and intersections to match the new asphalt.
- Mailbox turnouts will be constructed.
- Surfacing will be placed under the guardrail.
- Beveled edges will be constructed on the outside edge of the pavement.
- The existing earth shoulders will be brought up to match the new asphalt.
- Pipe underdrains will be constructed on this project.
- 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).
- Because the pavement work is considered to result in an alteration of the pavement in crosswalks, the NDOR will eliminate barriers to access by building curb ramps where required.
- 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.
- The majority of this project will be constructed under traffic with lane closures controlled with approved temporary traffic control. The bridge (Structure S084 01789) will not be phased. A detour will be required. The detour route is N-13 to N-59 to N-121.

PROJECT NO.	SHEET NO.
84-5(109)	2-W1

C.N. 31892





CENTER TO BLOOMFIELD

KNOX COUNTY

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
E-9891
STATE OF NEBRASKA

DATE: 2010
FLIGHT: USDA FSA
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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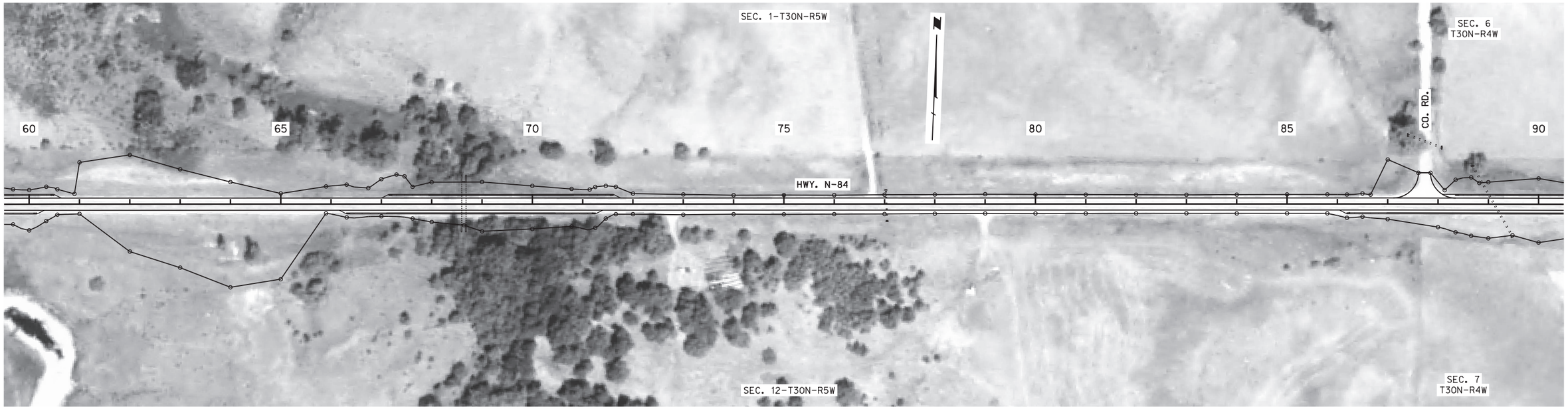
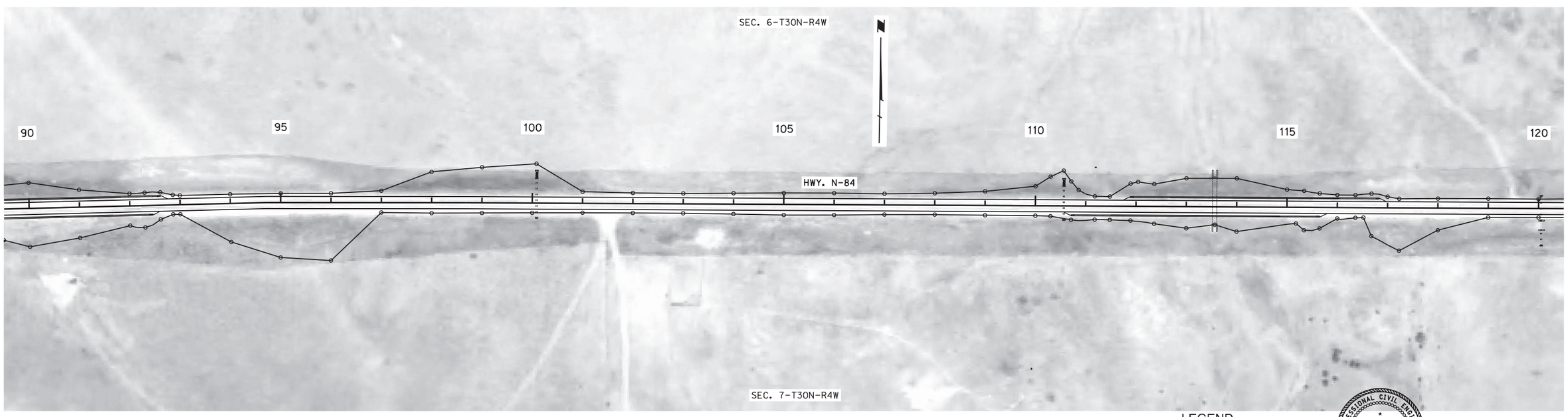
PROJECT NO.	SHEET NO.
84-5(109)	2-W2

C.N. 31892





LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
E-9891
STATE OF NEBRASKA

DATE:	2010
FLIGHT:	USDA FSA
SCALE:	1"=100'

ROADWAY DESIGN DIVISION

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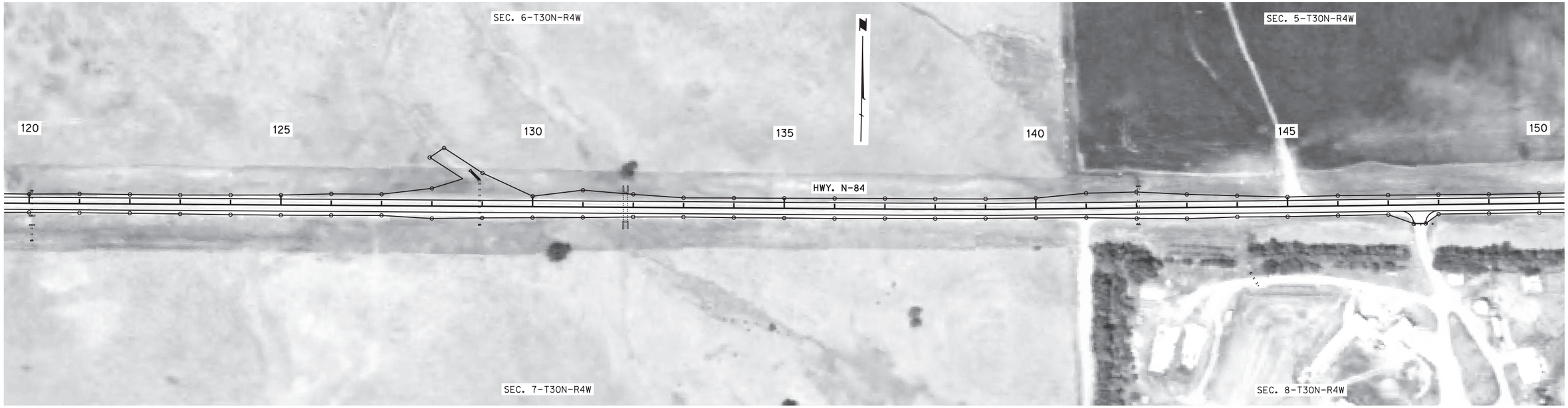
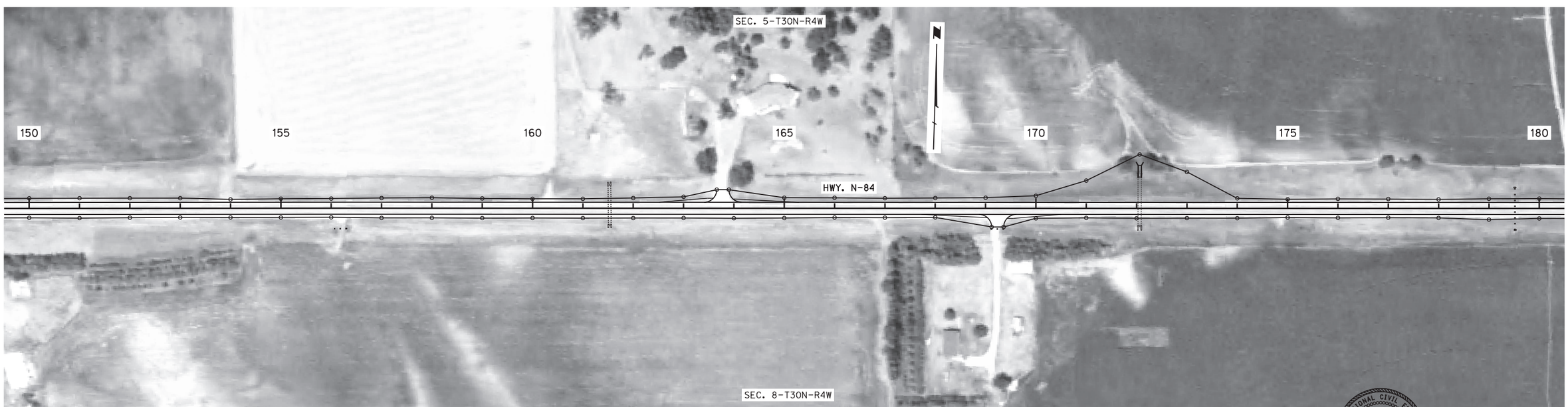
PROJECT NO.	SHEET NO.
84-5(109)	2-W3

C.N. 31892





LEGEND

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- WETLANDS - DO NOT DISTURB
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PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
E-9891
STATE OF NEBRASKA

DATE: 2010
FLIGHT: USDA FSA
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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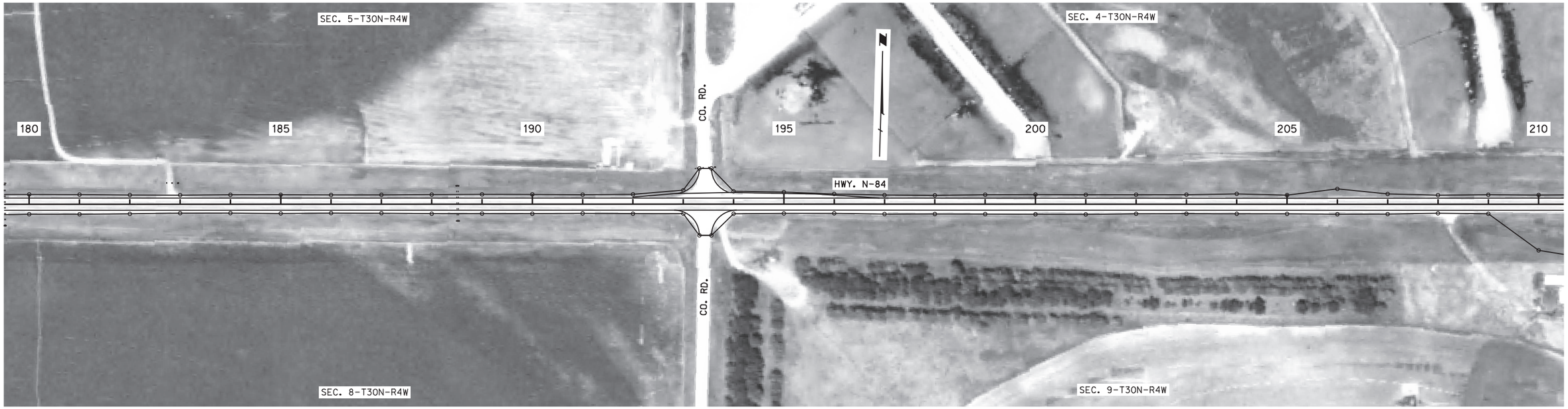
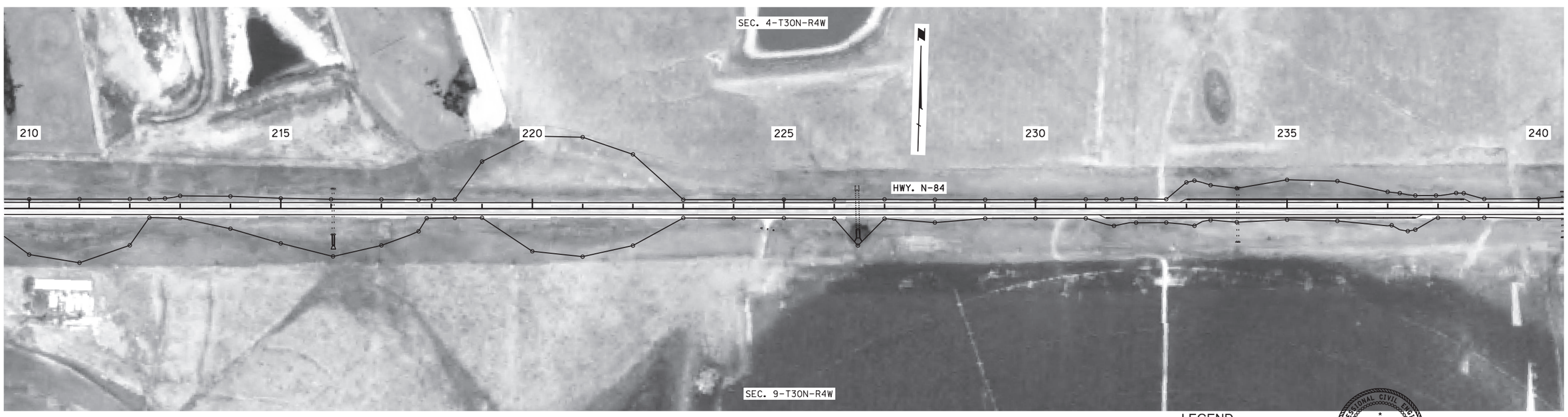
PROJECT NO.	SHEET NO.
84-5(109)	2-W4

C.N. 31892





LEGEND

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PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
E-9891
STATE OF NEBRASKA

DATE: 2010
FLIGHT: USDA FSA
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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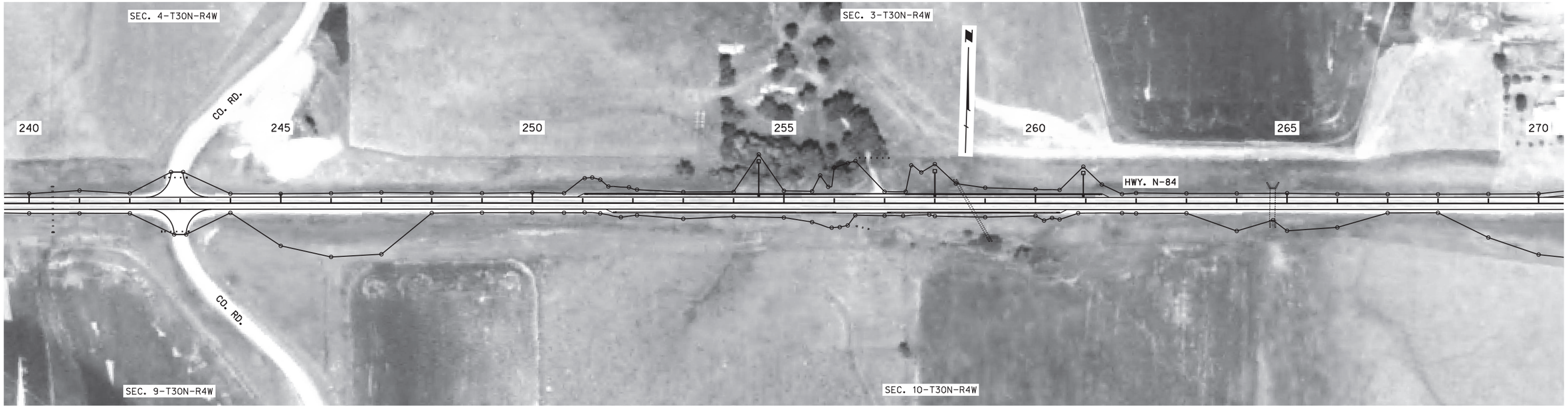
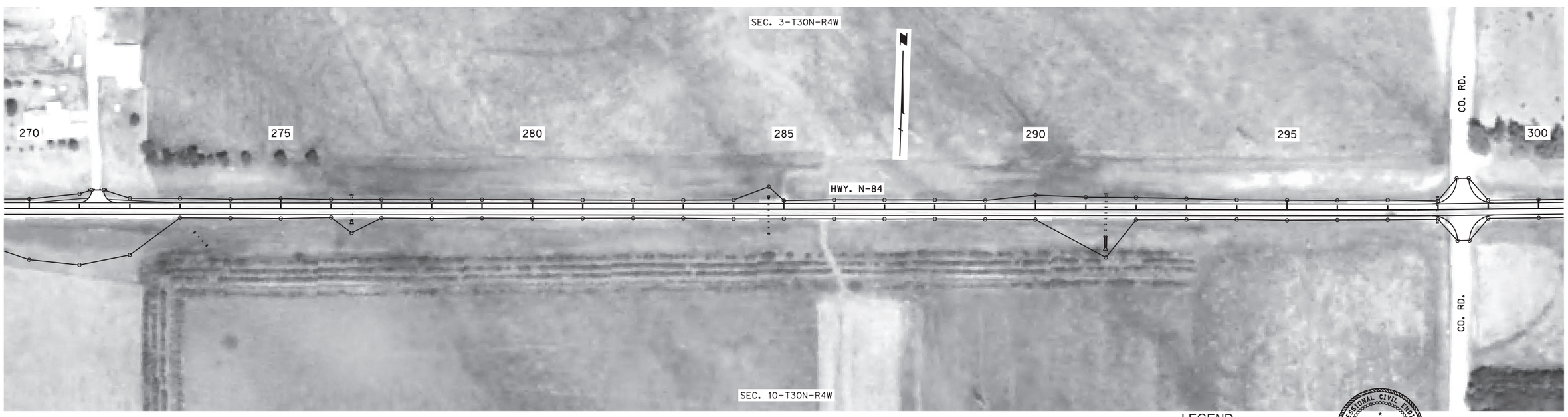
PROJECT NO.	SHEET NO.
84-5(109)	2-W5

C.N. 31892





LEGEND

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PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
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DATE: 2010
FLIGHT: USDA FSA
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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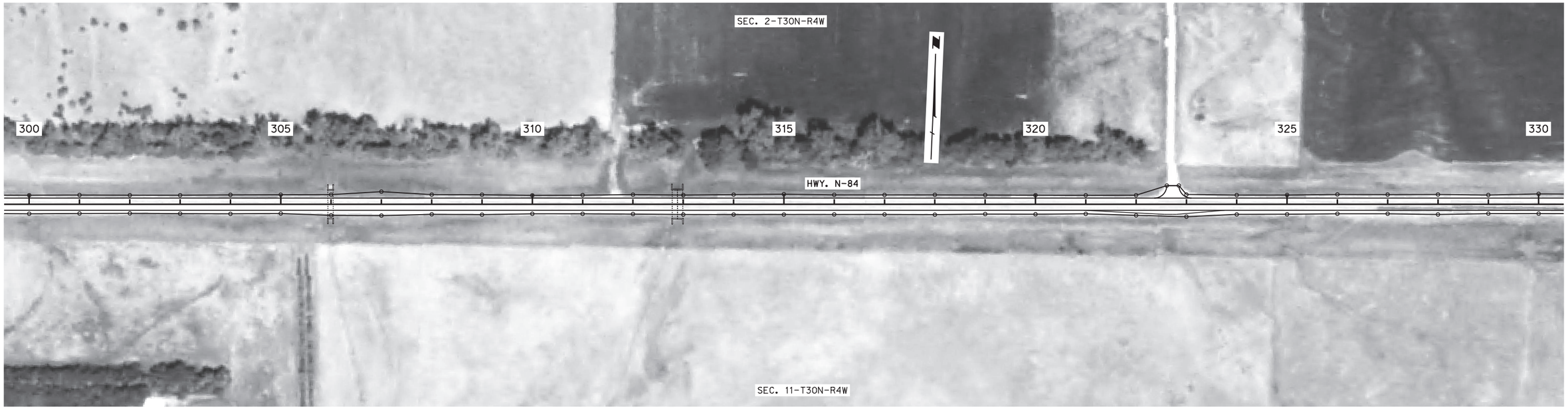
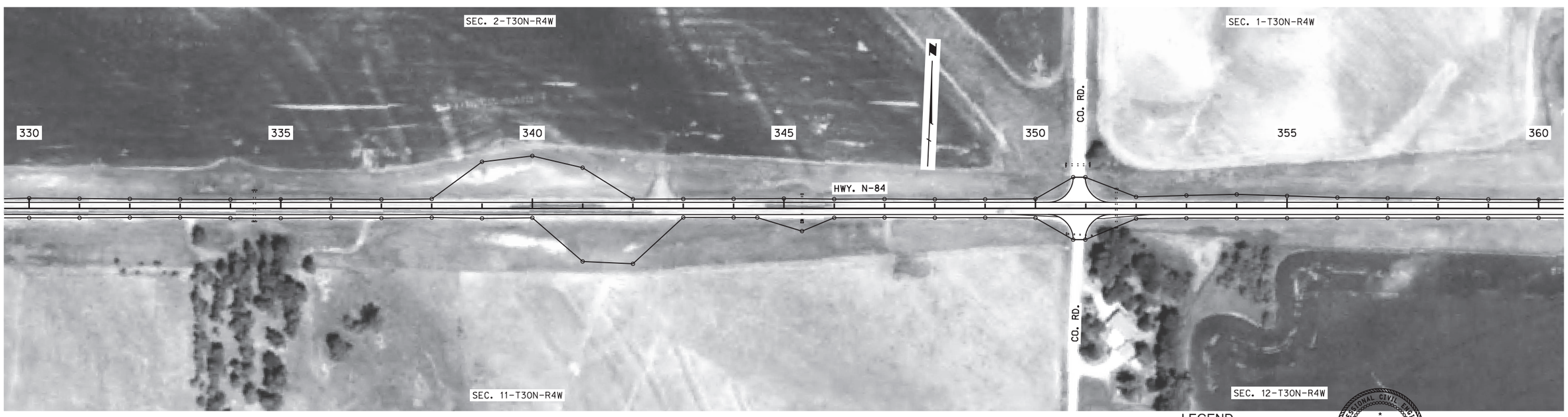
PROJECT NO.	SHEET NO.
84-5(109)	2-W6

C.N. 31892





LEGEND

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PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
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DATE: 2010
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SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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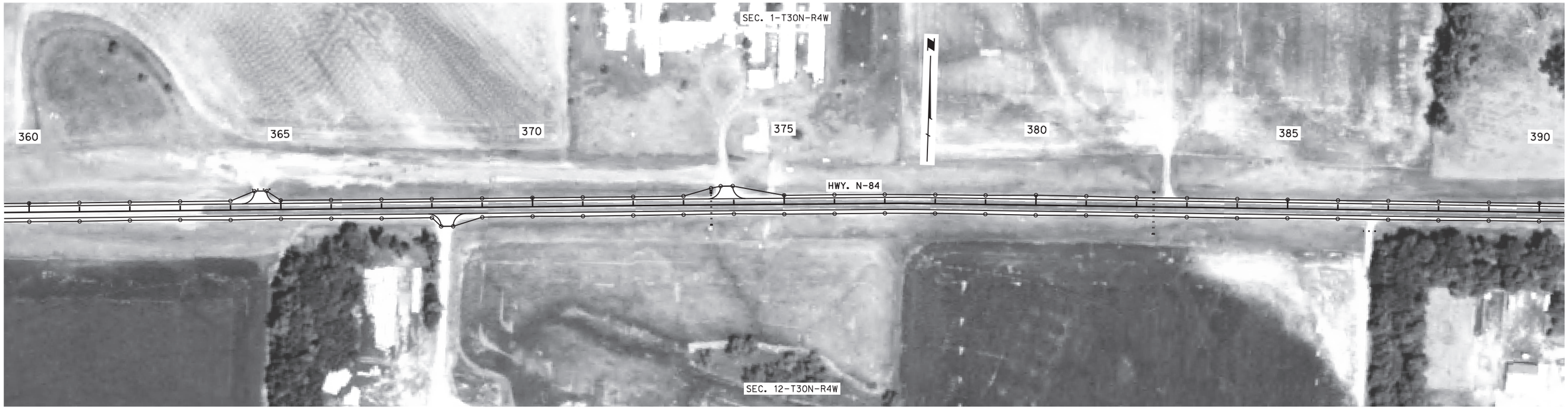
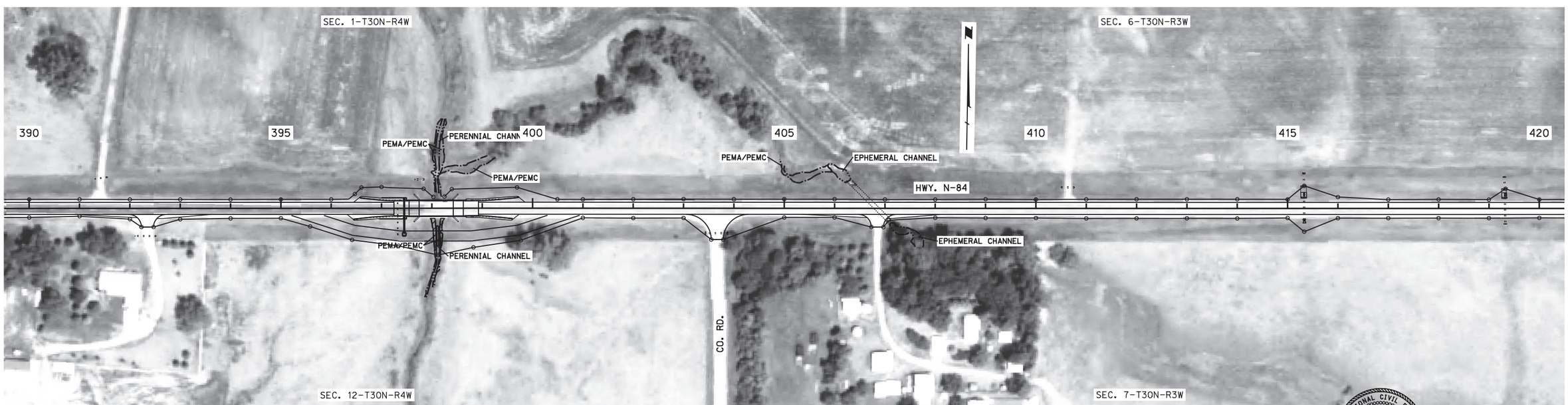
PROJECT NO.	SHEET NO.
84-5(109)	2-W7

C.N. 31892





LEGEND

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PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
E-9891
STATE OF NEBRASKA

DATE: 2010
FLIGHT: USDA FSA
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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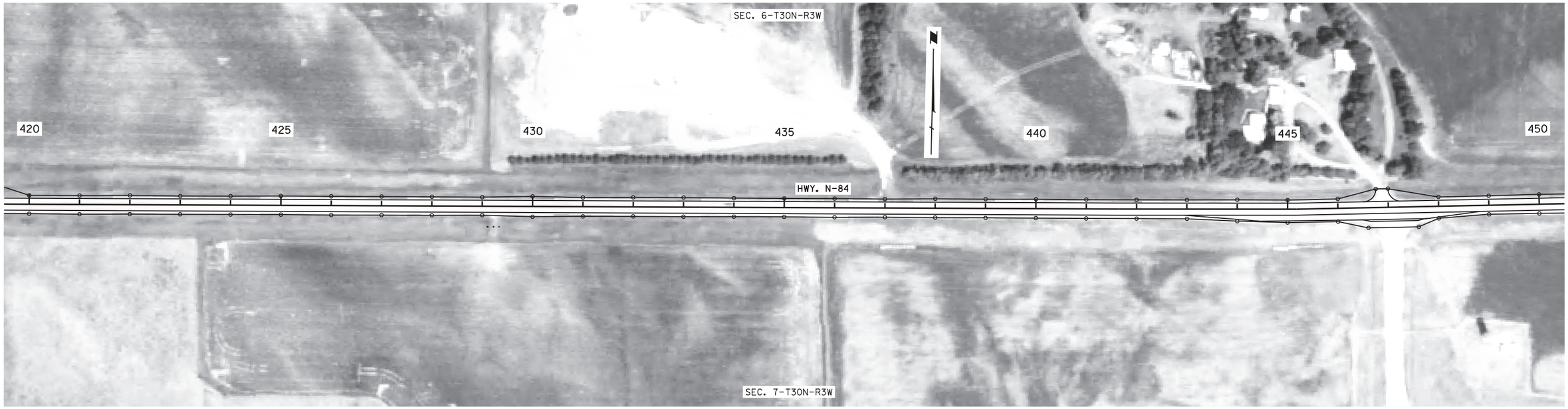
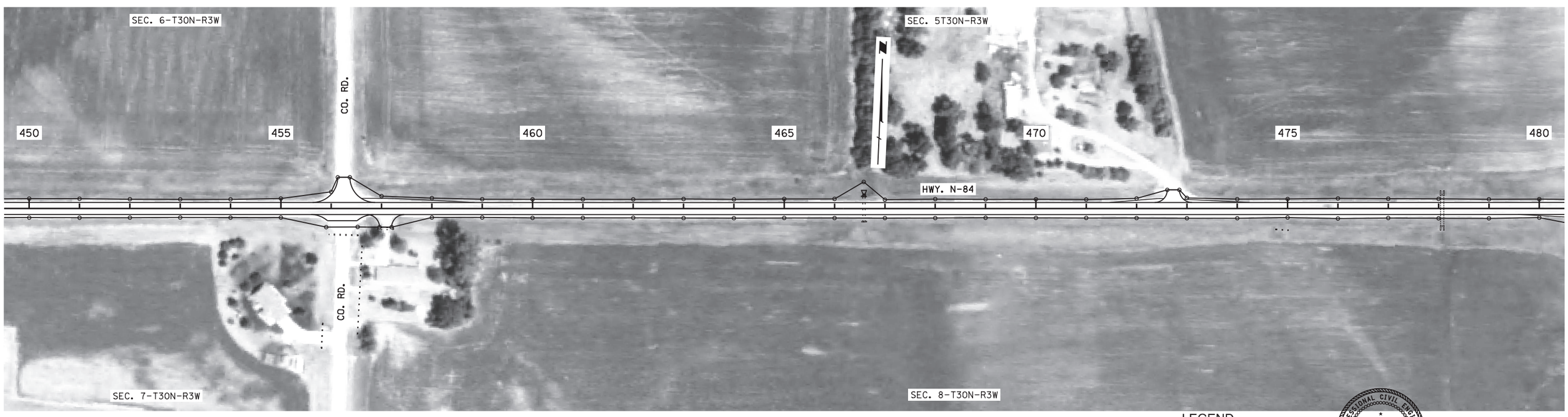
PROJECT NO.	SHEET NO.
84-5(109)	2-W8

C.N. 31892





LEGEND

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DATE: 2010
FLIGHT: USDA FSA
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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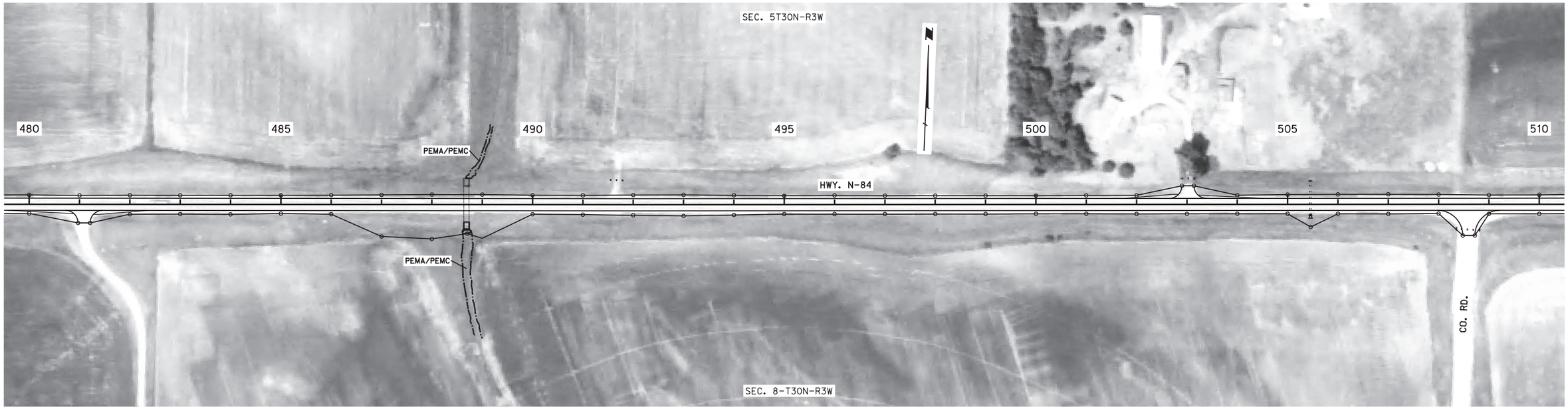
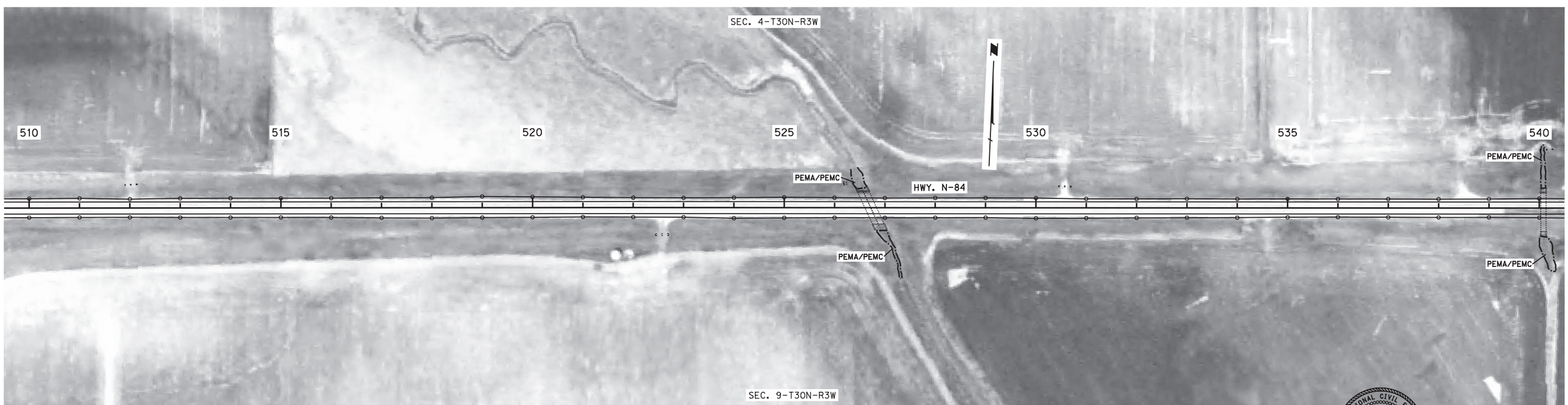
PROJECT NO.	SHEET NO.
84-5(109)	2-W9

C.N. 31892





LEGEND

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E-9891
STATE OF NEBRASKA

DATE: 2010
FLIGHT: USDA FSA
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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User: dor13127

Date: 22-JUN-2016 13:35

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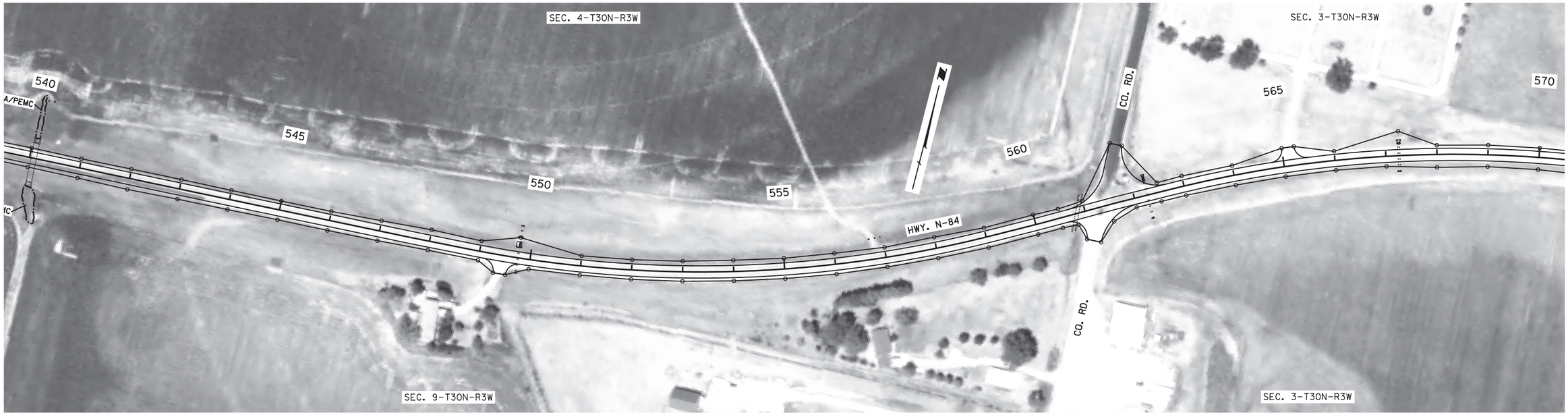
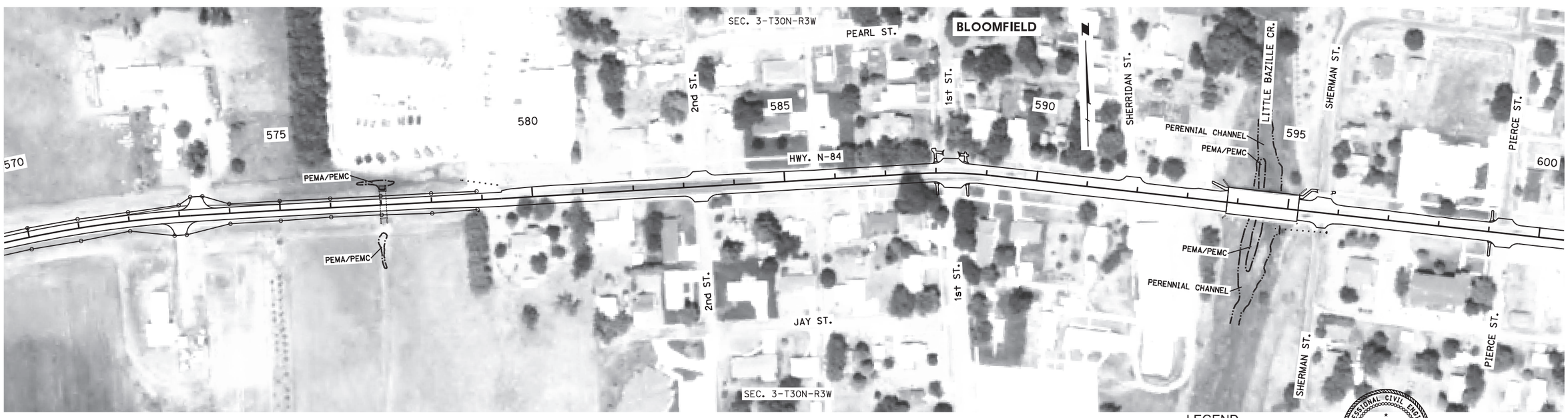
PROJECT NO.	SHEET NO.
84-5(109)	2-W10

C.N. 31892





LEGEND

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PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
E-9891
STATE OF NEBRASKA

DATE: 2010
FLIGHT: USDA FSA
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

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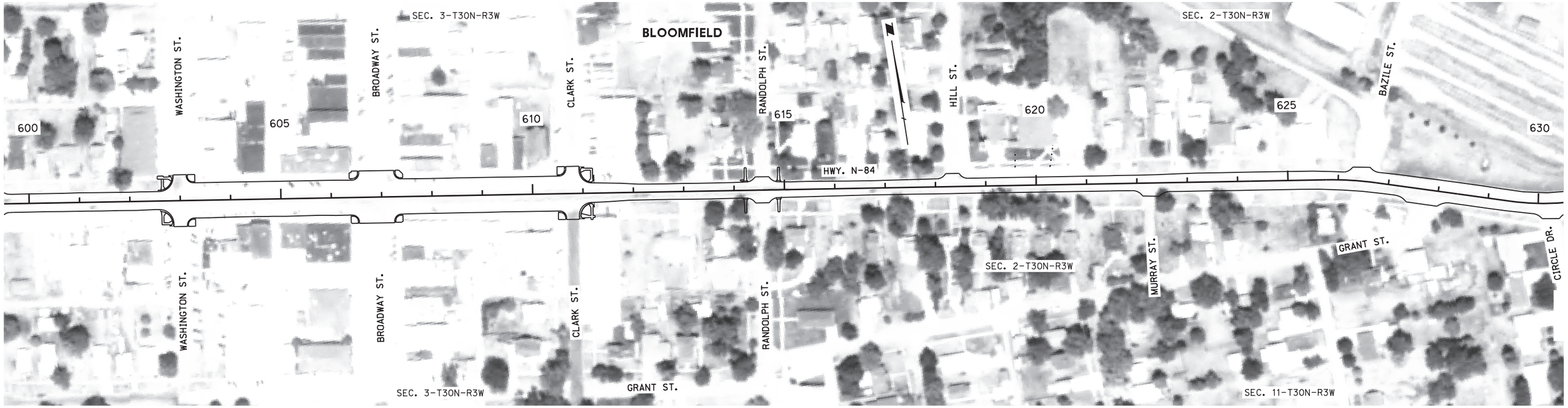
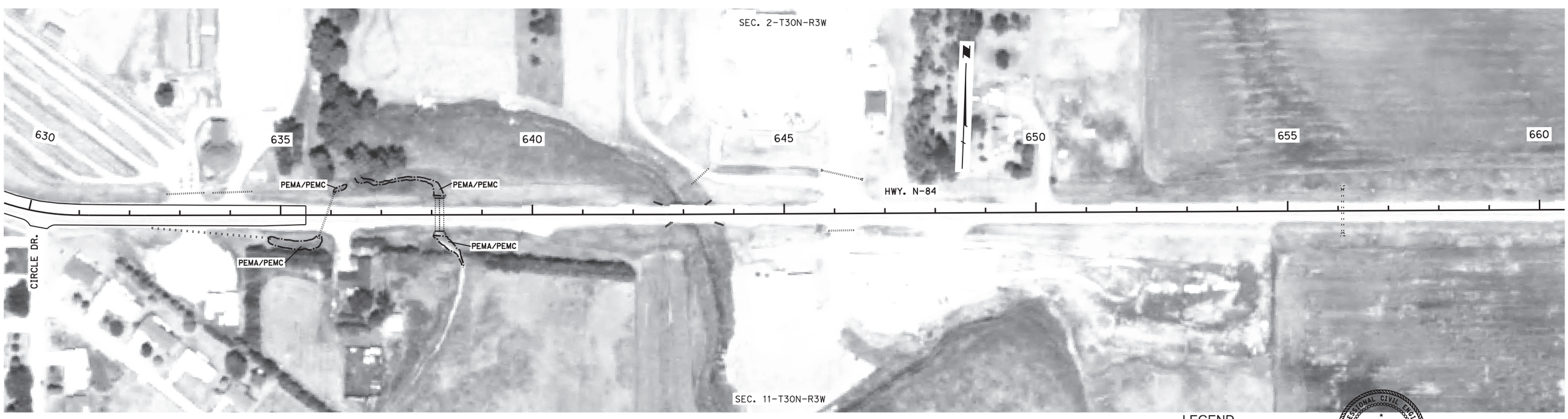
PROJECT NO.	SHEET NO.
84-5(109)	2-W11

C.N. 31892





LEGEND

- LIMITS OF CONSTRUCTION
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PROFESSIONAL CIVIL ENGINEER
TYLER J. SCHMIDT
E-9891
STATE OF NEBRASKA

DATE: 2010
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SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: DRDESIGN148 User: dor13127 Date: 22-JUN-2016 13:35

File: 318920da11.dgn
Scale: 1:200

Biological Assessment PQS Memorandum

DATE	9/25/2015
TO	Carrie Wencel, NEPA Project Manager
Cc	Pat Sward, EPU Project Manager
FROM	Melissa Marinovich, T&E Species Biologist
SUBJECT	Center - Bloomfield; STP-84-5(109); CN 31892 Threatened & Endangered Species Concurrence

The biological assessment final approval on: **9/25/2015**

Threatened and Endangered Species Effect Determination:

☐ The Project(s) will have "No Effect" to all state or federally listed species or their designated critical habitat (Level 1).

☒ A "May Affect, Not Likely to Adversely Affect" determination is made for the following species/critical habitat with the conservation conditions listed below: **Northern Long-Eared Bat, Whooping Crane**.

☐ This BA required FHWA Review and Approval.

FHWA Concurrence Date:

☐ This BA required further consultation with the resource agencies (Level 2).

USFWS Concurrence Date:

NGPC Concurrence Date:

☐ Unique conservation conditions were developed and are included below (Level 3).

☐ A "May Affect, Likely to Adversely Affect" determination is made for the following species/critical habitat with the conservation conditions listed below: (Level 3).

Additional Coordination with Other Tribal or Federal Agencies:

Description of Coordination:

Bald and Golden Eagle Protection Act:

This project was reviewed for potential impacts to bald and golden eagles. NDOR believes the project site does not have appropriate habitat for eagles. Due to the lack of suitable habitat and 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.

Migratory Bird Treaty Act:

NDOR has developed an Avian Protection Plan (APP) to reduce conflicts between construction of NDOR projects and the laws governing migratory birds. This procedure is designed to protect and conserve avian populations and reduce avian conflicts through changes in project scheduling (i.e. tree clearing outside of primary nesting period), increased migratory bird surveys, and changes in project construction timelines. NDOR will utilize its APP to reduce conflicts with migratory birds on this project.

Fish and Wildlife Coordination Act:

A wetland delineation was completed in the field in July 2014. Based on current project design, there will be 0.016 acres of wetland impacts. This project will require a NPDES permit and Nationwide 3, non-notifying, Section 404 permit from the Corps of Engineers.

Conservation Conditions: *Responsible Party for conservation condition shown in parentheses.*

Listed below are the required Conservation Conditions that apply to this project. These measures are not subject to change without the prior written approval of the Federal Highway Administration. **Copy and paste the conditions listed below verbatim in the NEPA document, the Green Sheet, and in the contract documents:**

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)

S-3 **Revegetation**. All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder, and within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed **plants** were identified during survey, any seed mix requirements identified during resource agency consultations shall be used for the project. (NDOR Environmental)

S-4 **Sensitive Areas.** Environmentally Sensitive Areas will be marked on the plans, in the field, or in the contract by NDOR Environmental for avoidance. (NDOR Environmental, District Construction)

S-5 **Species Surveys.** If species surveys are required for this project, results will be sent by NDOR to the USFWS, NGPC, and if applicable COE. FHWA will be copied on submittals. (NDOR Environmental, District Construction)

Northern Long-Eared Bat:

NLEB-1 Tree clearing, bridge deck joint replacements over the bridge deck, and bridge removal activities will be scheduled to occur between October 1st – March 31st to avoid impacts to the northern long-eared bat roosting period. (NDOR Environmental, Construction, Contractor)

OR

NLEB-2 If tree clearing, bridge deck joint replacement over the bridge deck, or removal of bridge structures occurs during the northern long-eared bat roosting period (April 1st – September 30th), NDOR personnel will perform surveys prior to the start of these activities at the following locations: ***S084 01789, >5-ft tall CBC extension locations, any areas of tree clearing*** (*location of suitable habitat*). If the species is absent, work may proceed. If the species is found, NDOR Environmental Section will consult with the USFWS, NGPC, and FHWA prior to the start of construction. (NDOR Environmental, Construction, Contractor)

Whooping Crane:

WC-1 Construction activities will not occur during Whooping Crane migration periods. (Spring migration: March 10 – May 10; and fall migration: September 16 – November 16). (NDOR Environmental, Construction, Contractor)

OR

WC-2 If construction activities occur during Whooping Crane migration periods (Spring migration: March 10 – May 10; and fall migration: September 16 – November 16), NDOR trained personnel, or a qualified biologist, will conduct surveys according to protocol at the following locations: ***Open ponds and wetlands between MM 10.34 and MM 15.00*** (*location of suitable habitat*). **(prior to the start of daily construction activities)**. If species are present the District will notify the Contractor to stop work within 1/2 mile of the whooping crane and follow the protocol to determine when work can resume **(also not initiate work if species is found in the morning survey)**. Options for resuming work may include but are not limited to (NDOR Environmental, Construction, Contractor):

- Construction activities are limited to the hours from 10:00 a.m. to 4:00 p.m. (CST) during the migration period, unless morning survey indicates Whooping Cranes are not present.
- If a whooping crane is observed during the survey within ½ mile of the project, but departs the area (further than ½ mile from the project) then work can resume. Document this departure according to protocol.

AND

WC-3 Herbaceous species used for re-seeding within ¼ mile of the following location: ***Adjacent to open ponds and wetlands between MM 10.34 and MM 15.00*** (location of suitable habitat) will be native grass or forb species. Native shrub or woody species used in restoration should reach no more than 4 feet in height at maturity. (Design, NDOR Environmental).

R-11 For the **whooping crane**, nighttime work with lights from March 10 - May 10 and September 16 - November 16 is not authorized. If nighttime work is required, the Contractor will notify the District and the District will request approval from NDOR Environmental Section at least 10 working days prior to construction so consultation with the USFWS, NGPC, and FHWA can be initiated. Approval from these agencies is required (NDOR Environmental, District Construction, Contractor).

Wencel, Carrie

From: Stupka, Stacy
Sent: Thursday, July 21, 2016 3:57 PM
To: Wencel, Carrie (carrie.wencel@nebraska.gov)
Subject: 31892_STP-84-5(109)_Center - Bloomfield_Section 106 review and temporary occupancy

Carrie,
As we discussed today, the project referenced above was processed as a Tier II project on 03/07/16. I understood that temporary easement would be needed to complete construction activities near three (3) historic properties, KX02-007, KX02-019 and KX-038.

As you determined through careful examination of the final ROW plans, temporary easement is not required at these locations.

The Section 106 project effects recommendation remains no historic properties affected.

Thanks,
Stacy

Stacy Stupka
Section 106 Specialist
o | 402.479.3879 e | stacy.stupka@nebraska.gov

Please note my email address has changed

NDOR PQS Project Review Memo
Section 106 - Tier II Project

Control Number 31892 Project Number STP-84-5(109) Review Date 01/06/16

Project Name Center - Bloomfield Project Location Knox County

Date of Project Description Reviewed 10/19/15 (See attached)

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

THPO/Tribal Consultation? ☐ No ☑ Yes

THPO/Tribes(s): Ponca Tribe of Nebraska

Date Correspondence Sent: 01/29/16

THPO/Tribal response date: no response, 03/07/16

THPO/Tribal comment:

CLG Consultation? ☑ No ☐ Yes

CLG:

Date Correspondence Sent:

CLG response date:

CLG comment:

Other Consulting Parties Identified:

n/a

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. 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 in rural areas includes an area 100 feet beyond existing right-of-way and 25 feet in urban areas to account for any potential visual effects. The detour follows existing public roadways with similar functional classification to the project, with no construction activities required. Given the scale and nature of the detour, effects resulting from increases to traffic levels (including auditory, vibratory, and atmospheric effects) would be minor and temporary, and the potential impact on historic properties, if any, would be negligible. Therefore an assessment of the detour is not required.

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

Summary of Archeological Investigations

An archeological review and evaluation of the entire APE was completed. Archeological pedestrian reconnaissance survey of several areas was completed using 10 meter transects. As a result of this reconnaissance, one archeological site, 25KX93 was identified. Those areas in previously disturbed fill or on topographic settings with no potential to impact intact archeological deposits were not surveyed. 25KX93 is the grave site of a child buried in 1886. The grave site is located alongside the NDOR ROW on private property and is fenced. Grave sites are a property category that are generally not considered eligible for listing in the NRHP; this site does not meet NRHP Criteria Consideration C and is not recommended NRHP eligible. However, this site is protected by the Nebraska Unmarked Human Burial Sites and Skeletal Remains Protection Act (Nebraska Revised Statute 12-1201 thru 12-1212). There are no significant archeological properties in the APE.

Summary of Above Ground Resource Investigations

The project was investigated by Preservation Historian Megan Hilger using the Nebraska State Historic Preservation Office inventory and site files, Nebraska Historic Building Survey Reconnaissance Survey Final Report of Cedar County (1988), the Cedar County Tax Assessor records, historic maps, and other primary and secondary sources. Hilger also performed a vehicular reconnaissance on September 9, 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. The investigation resulted in the identification and National Register evaluation of 27 properties in the APE. Twenty-four are recommended ineligible for the NRHP due to lack of integrity and/or significance. The bridges that may be repaired (S08401627, S08401789, S08402033, and S08402161) are not identified as eligible structures in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. 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. Three properties are recommended eligible for the NRHP but will not be affected by the project.

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:**
	KX02-007 - ca. 1914 Masonic Lodge, Criterion A KX02-019 - ca. 1900 Queen Anne House, Criterion C KX02-038 - ca. 1900 Queen Anne House, Criterion C

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:

Sidewalk reconstruction would be occurring within existing ROW near all three properties listed above. Temporary easement would be required to complete this work. This work is replacement in kind and would not affect these historic properties.

Construction Commitments: ☐ No ☑ Yes

If Yes, detail here:

Sensitive Area:
The north side of N-84 between MM 12.55 and MM 12.61, is a Sensitive Area. No grading or project activities, including but not limited to, work, staging, borrowing, stockpiling, or storing material and/or equipment, would occur beyond the existing ROW.
The Sensitive Area is archeological site 25KX93, the gravesite of a child who died in 1886. The grave is on private property and is enclosed with a wooden fence. This site is protected by the Nebraska Unmarked Human Burial Sites and Skeletal Remains Protection Act (Nebraska Revised Statute 12-1201 thru 12-1212).

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: 2016.03.07 12:01:07 -06'00'

03/07/16

NDOR PQS Review

Date

Project description updates on 10/19/2015 are within the APE considered for this project and would not change the level of effort to identify and evaluate cultural resources. - SSB 11/25/15
The detour route added on 12/02/15 was identified and considered during cultural resource evaluations. - SSB 01/11/16

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA DIVISION

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

January 29, 2016

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

Dear Mr. Wright:

Project STP-84-5(109), CN 31892
Center to Bloomfield North
Cedar County
Cultural Resources Evaluation

Please review this document on historic resources for the subject project as required under Section 106 of the National Historic Preservation Act of 1966 as amended and implementing regulations at 36 CFR Part 800. 36 CFR Part 800.2 (c) (2), specifically addresses consultation between Tribes and federal agencies.

Project Description:
This project would resurface 12.06 miles of N-84 located in Knox County, starting at the junction of N-84 and N-13, at mile marker (MM) 10.34, and extending east to the east corporate limits of Bloomfield, at MM 22.39. 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-84 consists of the following:

- MM 10.34 and MM 10.71: This rural segment consists of two 12-foot wide asphalt lanes and 6-foot wide earth shoulders.
- MM 10.71 and MM 21.33: This rural segment consists of two 12-foot wide asphalt lanes and 5.5-foot wide earth shoulders. An asphalt right-turn lane exists on N-84 for westbound traffic turning north near MM 14.00 and a concrete right-turn lane exists on N-84 for eastbound traffic turning south near MM 18.75.
- MM 21.33 and MM 21.61: This urban segment consists of 42-foot wide back to back asphalt lanes with concrete curb and gutter.
- MM 21.61 and MM 21.79: This urban segment consists of 42-foot wide back to back composite lanes with concrete curb and gutter.
- MM 21.79 and MM 21.94: This urban segment consists of 74-foot wide back to back composite lanes with concrete curb and gutter and angled parking in both directions.
- MM 21.94 and MM 22.14: This urban segment consists of 42-foot wide back to back composite lanes with concrete curb and gutter.
- MM 22.14 and MM 22.23: This urban segment consists of 42-foot wide back to back asphalt lanes with concrete curb and gutter.

- MM 22.23 and MM 22.39: This urban segment consists of a westbound 12-foot wide asphalt lane and has been striped to provide a varying width, 10-foot max, asphalt shoulder, with an additional 8-foot of earth shoulder beyond the asphalt edge. Eastbound the segment consist of a 21-foot wide composite section with curb and gutter.

For the rural portion of the project, MM 10.34 to MM 21.33, the improvements on this project consist of trench widening and performing hydrated lime slurry stabilization of the existing asphalt roadway and resurfacing the roadway with asphalt. The growth from this strategy would be used to widen the roadway two feet left and right, resulting in a 28-foot wide surfaced top. There would be a grade raise at the new edge of pavement. Existing culvert ends with headwalls within the Fixed Obstacle Clear Zone may be extended or replaced with flared end sections as warranted. The bridge deck at MM 17.89 (Structure S084 01789) would be replaced to achieve a 30-foot clear width. Additional work includes, cleaning and painting the bearings, adding approach slabs with grade beams on pile, and the existing guardrail would be removed and rebuilt. The bridge at MM 21.61 (Structure S084 02161) would undergo repairs including, but not limited to, full and partial depth deck repairs, add bridge rail by sidewalk (north side), update bridge rail (south rail), abutment concrete repairs, and resurface. The existing structure would be evaluated for new guardrail.

For the urban portion of the project, MM 21.33 to MM 22.39, the improvements consist of milling and resurfacing the existing roadway with asphalt.

Scope details include:

- Grading beyond the hinge point would be required for the following work:
  - Guardrail
  - Mailbox turnouts
  - Earth shoulder construction
  - Bridges
  - Turn lanes
  - Shoulder widening and/or surfacing
  - Backslopes for snow drifting control
  - Foreslopes to a 3:1
  - Roadway grading for culvert extensions
  - Correction of superelevation
- Culverts
  - The following work would be required:
    - Culvert ends require extension beyond the fixed obstacle clear zone.
    - Culvert ends require extension to intersect 3:1 foreslopes
    - Existing 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 deck on the bridge (Structure Number S084 01789) would be replaced to provide a 30-foot clear width; approach slabs with grade beams on pile would be added. The existing guardrail would be removed and replaced. Contractor crossing would be included on the project.
- The bridge over the Little Bazile Creek (Structure Number S084 02161) would be repaired including, but not limited to, full and partial depth deck repairs, 3 inch asphalt overlay with membrane, add bridge rail by sidewalk (north side), update bridge rail (south rail), and abutment concrete repairs. If warrants are met, new guardrail would be constructed.
- Concrete pavement repairs would be made prior to resurfacing.
- The existing asphalt would be milled prior to resurfacing.
- Existing surfaced driveways and intersections would be resurfaced.
- Rock or gravel would be placed behind driveways and intersections to match the new asphalt.
- Mailbox turnouts would be constructed
- Surfacing would be placed under the guardrail.
- Beveled edges would be constructed on the outside edge of the pavement.
- The existing earth shoulders would be 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 recycled material.
- Milled rumble stripes would be installed on the pavement edge.
- 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).
- Because the pavement work is considered to result in an alteration of the pavement in crosswalks, the NDOR would eliminate barriers to access by building curb ramps where required.
- 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.
- The majority of this project would be constructed under traffic with lane closures controlled with approved temporary traffic control. The bridge (Structure S084 01789) would not be phased. A detour would be required. The detour route is N-13 to N-59 to N-121.

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 (Resurfacing, Restoration, and Rehabilitation) projects such as

this one 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 in rural areas includes an area 100 feet beyond existing right-of-way and 25 feet in urban areas to account for any potential visual effects. Definition of a broader APE for secondary or cumulative impacts is not required in this instance.

The detour follows existing public roadways with similar functional classification to the project, with no construction activities required. Given the scale and nature of the detour, effects resulting from increases to traffic levels (including auditory, vibratory, and atmospheric effects) would be minor and temporary, and the potential impact on historic properties, if any, would be negligible. Therefore an assessment of the detour is not required.

Archeological Evaluation:
An archeological evaluation was conducted by Highway Archeologist Nolan Johnson and Archeological Technician Nicholas Fogerty in April and July of 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 no archeological sites recorded within the APE. An archeological reconnaissance was completed of the entire project APE. As a result of the reconnaissance 42 locations were selected for intensive pedestrian survey (Enclosure 3). The remainder of the APE is limited to 3R activities in previously disturbed fill or on topographic settings with no potential to impact intact archeological deposits.

One archeological property, 25KX93, was discovered (Enclosure 2 and further described in Enclosure 4). The site is a marked historic grave from the 1880's. This site is not eligible for the National Register of Historic Places (NRHP). Cemeteries are not normally NRHP-eligible unless they meet Criteria Consideration D (National Register Bulletin 41) and 25KX93 does not meet this criterion. It is protected by the Nebraska Unmarked Human Burial Sites and Skeletal Remains Protection Act (Nebraska Revised Statute 12-1201 thru 12-1212). Subsequent to discussions with the NDOR PQS and NDOR Design, the limits of construction have been precisely fixed where 25KX93 is situated. They are defined to be limited to exclude the back slope of the ditch and any new rights-of-way or easement acquisitions, however minimal, on the north side only of N-84 between MM 12.55 and MM 12.61, which would be identified on plans as a sensitive area to be avoided. No grading or project activities, including but not limited to, work, staging, borrowing, stockpiling, or storing material and/or equipment, would occur behind

the limits of construction in this area. This special provision would be reflected as a commitment in the environmental documents prepared pursuant to NEPA. No archeological historic properties would be affected by this project.

Standing Structures:
The project was investigated by Preservation Historian Megan Hilger using the Nebraska State Historic Preservation Office inventory and site files, *Nebraska Historic Building Survey Reconnaissance Survey Final Report of Cedar County* (1988), the Cedar County Tax Assessor records, historic maps, and other primary and secondary sources. Hilger also performed a vehicular reconnaissance on September 9, 2015 of the APE and conducted an inspection of all properties identified as meeting the Nebraska State Historic Preservation Office's (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 National Register evaluation of 27 properties in the APE (Enclosure 5). Twenty-four are recommended ineligible for the NRHP due to lack of integrity and/or significance. KX02-007 (Criteria A), KX02-019 (Criteria C), and KX02-038 (Criteria C) are recommended eligible for the NRHP, but would not be affected by the project (Enclosure 5).

The bridges that may be repaired (S08401627, S08401789, S08402033, and S08402161) 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 would be no affect to structural or architectural historic properties.

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.

There is a Sensitive Area included within the APE of this project. While not considered a historic property, this site is a marked human burial and is protected by the Nebraska Unmarked Human Burial Sites and Skeletal Remains Protection Act (Nebraska Revised Statute 12-1201 thru 12-1212). The area described below would be marked on plans as a Sensitive Area.

> ***Sensitive Area:***
> The north side of N-84 between MM 12.55 and MM 12.61 is a Sensitive Area. No grading or project activities, including but not limited to, work, staging, borrowing, stockpiling, or storing material and/or equipment, would occur beyond the existing ROW.
>
> The Sensitive Area is archeological site 25KX93, the gravesite of a child who died in 1886. The grave is on private property and is enclosed with a wooden fence.

The Federal Highway Administration (FHWA) is providing this documentation for your review and comment and requests that the Ponca Tribe of Nebraska notify FHWA of any comments 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:	Center - Bloomfield	
Project No.:	STP-84-5(109)	
Control No.:	31892	
Initial Draft:	Date: June 25, 2013	Written By: Felsburg Holt & Ullevig - Matt McFadden

Updates/Reviews

Date	Update/Review By *(name)*	Items Updated	Plan Level *(PIH, etc.)*
11/11/13	MAO	Added beveled edge	Prelim
7/31/15	MS	Updated grading and culvert information	PIH
10/19/15	TJS	Include contractor crossing -S084 01789	functional
12/2/15	TJS	Included detour route	FUNCTIONAL

Project Description: This project will resurface 12.06 miles of N-84 located in Knox County, starting at the junction of N-84 and N-13, at mile marker (MM) 10+34, and extending east to the east corporate limits of Bloomfield, at MM 22+39. 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-84 consists of the following:

- MM 10+34 and MM 10+71: This rural segment consists of two 12 foot wide asphalt lanes and 6 foot wide earth shoulders.
- MM 10+71 and MM 21+33: This rural segment consists of two 12 foot wide asphalt lanes and 5.5 foot wide earth shoulders. An asphalt right turn lane exists on N-84 for westbound traffic turning north near MM 14+00 and a concrete right turn lane exists on N-84 for eastbound traffic turning south near MM 18+75.
- MM 21+33 and MM 21+61: This urban segment consists of 42 foot wide back to back asphalt lanes with concrete curb and gutter.
- MM 21+61 and MM 21+79: This urban segment consists of 42 foot wide back to back composite lanes with concrete curb and gutter.
- MM 21+79 and MM 21+94: This urban segment consists of 74 foot wide back to back composite lanes with concrete curb and gutter and angled parking in both directions.
- MM 21+94 and MM 22+14: This urban segment consists of 42 foot wide back to back composite lanes with concrete curb and gutter.
- MM 22+14 and MM 22+23: This urban segment consists of 42 foot wide back to back asphalt lanes with concrete curb and gutter.
- MM 22+23 and MM 22+39: This urban segment consists of a westbound 12 foot wide asphalt lane and has been striped to provide a varying width, 10 foot max, asphalt shoulder, with an additional 8 foot of earth shoulder beyond the asphalt edge. Eastbound the segment consist of a 21 foot wide composite section with curb and gutter.

For the rural portion of the project, MM 10+34 to MM 21+33, the improvements on this project consist of trench widening and performing hydrated lime slurry stabilization of the existing asphalt roadway and resurfacing the roadway with asphalt. The growth from this strategy will be used to widen the roadway two feet left and right, resulting in a 28 foot wide surfaced top. There will be a grade raise at the new edge of pavement. Existing culvert ends with headwalls within the Fixed Obstacle Clear Zone may be extended or replaced with flared end sections as warranted. The bridge deck at MM 17+89 (Structure S084 01789) will be replaced to achieve a 30 foot clear width. Additional work includes, cleaning and painting the bearings, adding approach slabs with grade beams on pile, and the existing guardrail will be removed and rebuilt. The bridge at MM 21+61 (Structure S084 02161) will undergo repairs including, but not limited to, full and partial depth deck repairs, add bridge rail by sidewalk (north side), update bridge rail (south rail), abutment concrete repairs, and resurface. The existing structure will be evaluated for new guardrail.
For the urban portion of the project, MM 21+33 to MM 22+39, the improvements consist of milling and resurfacing the existing roadway with asphalt.

Scope details include:

- Grading beyond the hinge point will be required for the following work:
  - Guardrail
  - Mailbox turnouts
  - Earth shoulder construction
  - Bridges
  - Turn lanes
  - Shoulder widening and/or surfacing
  - Backslopes for snow drifting control
  - Foreslopes to a 3:1
  - Roadway grading for culvert extensions
  - Correction of superelevation
- Culverts
  - The following work will be required:
    - Culvert ends require extension beyond the fixed obstacle clear zone.
    - Culvert ends require extension to intersect 3:1 foreslopes
    - Existing 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 deck on the bridge (Structure Number S084 01789) will be replaced to provide a 30 foot clear width; approach slabs with grade beams on pile will be added. The existing guardrail will be removed and replaced. Contractor crossing will be included on the project.
- The bridge over the Little Bazile Creek (Structure Number S084 02161) will be repaired including, but not limited to, full and partial depth deck repairs, 3 inch asphalt overlay with membrane, add bridge rail by sidewalk (north side), update bridge rail (south rail), and abutment concrete repairs. If warrants are met, new guardrail will be constructed.
- Concrete pavement repairs will be made prior to resurfacing.
- The existing asphalt will be milled prior to resurfacing.
- Existing surfaced driveways and intersections will be resurfaced.
- Rock or gravel will be placed behind driveways and intersections to match the new asphalt.
- Mailbox turnouts will be constructed

- Surfacing will be placed under the guardrail.
- *Beveled edges will be constructed on the outside edge of the pavement.*
- The existing earth shoulders will be 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 recycled material.
- *Milled rumble stripes will be installed on the pavement edge.*
- 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).
- Because the pavement work is considered to result in an alteration of the pavement in crosswalks, the NDOR will eliminate barriers to access by building curb ramps where required.
- 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.
- The majority of this project will be constructed under traffic with lane closures controlled with approved temporary traffic control. The bridge (Structure S084 01789) will not be phased. A detour will be required. The detour route is N-13 to N-59 to N-121.

Nebraska Department of Roads

Planning and Project Development

Hazardous Materials Memorandum

Date: August 23, 2016

To: Carrie Wencel, Highway Environmental/NEPA Specialist, Planning and Project Development

From: Will Packard, Highway Environmental Specialist, Planning and Project Development

Subject: Hazardous Materials Review Memo for the NDOR Project Center to Bloomfield (C.N. 31892).

Overview

A hazardous materials review (HMR) was completed by SRF for the Center to Bloomfield project and approved by NDOR on May 13, 2016. A HMR was required for this project because the scope of work exceeds the project exemptions. The purpose of the HMR is to identify environmental concerns associated with hazardous materials and petroleum products which could potentially be encountered during the construction project. This memo summarizes the conclusions and applicable mitigation measures found in the HMR and assists the Environmental Documents manager in completing the Hazardous Materials section of the CE Determination Form for Federal-Aid Projects. The HMR can be found in the NDOR project file.

The project description updated on June 7, 2016 was used to evaluate the HMR and prepare this PQS memo.

Hazardous Material Site Discussion

The HMR identified several facilities where past petroleum releases have occurred within the hazardous materials study area. The following facilities are former services stations and auto shops in the town of Bloomfield where leaking underground storage tank investigations have taken place. Freeman Oil (112 W Main St.), Kersten Auto (201 W Main St.), Mr. B's Quick Shop (202 E Main St.) and Dave's Standard (113 E Main St.) are adjacent to the proposed project. Based on the minimal scope of work and the location of the spills in relation to project excavations (only ADA in urban portion), Mr. B's Quick shop and Freeman Oil were considered unlikely to impact the project.

Coordination with NDEQ occurred on both the Kersten Auto site and Dave's Standard (record of conversations can be found in the project file and attached to the HMR). The NDEQ project manager for the Kersten Auto Site was contacted to determine the status of monitoring wells on

the project. NDEQ indicated that the monitoring wells were all abandoned. In addition, NDEQ considered it unlikely that soil contamination was present where ADA work was occurring.
The NDEQ project manager of Dave's Standard was contacted to determine if soils contamination was likely to be present where proposed ADA ramps are being constructed and to coordinate on the presence of monitoring wells. NDEQ determined that there are monitoring wells in the ROW and that if replacement was needed that coordination should occur with NDEQ prior to construction. It was also noted that there is potential that minor residual contamination could be present where ADA ramps are being constructed, but at levels that would not warrant a health and safety concern or require materials management. The NDOR design manager was contacted to determine if monitoring wells would be disturbed. It was concluded that all monitoring wells within the construction limits would be adjusted to grade. The contractor commitment related to monitoring wells is found below.

One landfill was located within the hazardous materials search radii. The former Center Landfill is located about 400 feet southwest of the proposed project start at the Highway 84 and Highway 13 junction. The grading in this area is minimal and the deepest excavations occur for the construction of a culvert north of the junction. Based on the minimal scope of work and distance from the landfill, this site is unlikely to impact the project.

No superfund sites were identified within the hazardous materials study area. There is a low potential for contamination to be encountered during construction of the Center to Bloomfield project.

Asbestos and Lead

The scope of bridge work on structures S084 01789 and S084 02161 warranted as asbestos survey. Both bridges tested negative for asbestos. NDOR will submit the National Emission Standards for Hazardous Air Pollutants (NESHAP) notification form to NDEQ. No contractor commitments for asbestos are required.

There are no painted components on the bridge structures; therefore, no lead paint commitments are required. Structure S084 1789 warrants lead plate commitments as outlined below.

Unexpected Waste Commitment

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).

Lead Plate Commitment

The bridge structure S084 01789 will have the deck replaced. There is potential to encounter lead bearing plates and/or shims. The Contractor shall recycle any lead bearing plates and/or lead shims at a legitimate recycling facility as found in paragraph 3 (environmental requirements) in Section 203.01 of the Standard Specification for Highway Construction and in accordance with Title 128, Nebraska Hazardous Waste Regulations. The Contractors implementation plan efforts shall be documented in ECOD. (Contractor)

Monitoring Well Commitment

There are several monitoring wells located between stations 608+00 and 610+60 between Broadway and Clark Street in Bloomfield, NE. Some wells may be located within the NDOR right-of-way. The monitoring wells will be adjusted to grade where applicable. Construction activities near the wells shall be performed with care to avoid damaging any wells. In the event that a monitoring well manhole is damaged, the contractor shall notify the Engineer immediately. NDOR will coordinate with the Nebraska Department of Environmental Quality (NDEQ) as directed by the Engineer. The contractor shall replace any damaged manholes at the Engineer's direction. If the well casing or seal was damaged, NDOR would contact the NDEQ to discuss further necessary actions. The Contractor shall comply with NDEQ direction concerning repair and/or replacement of damaged monitoring wells. Repair and/or replacement of damaged wells may require assistance by a certified Water Well Monitoring Supervisor and/or a licensed well driller. All work to repair and/or replace the damaged wells shall be the contractor's responsibility. (NDOR District, Contractor)

Sincerely,

Will Packard

Name

8/23/16

Date

Will Packard, Highway Environmental Specialist
Planning and Project Development
NDOR

Probable Class of NEPA Action Form

**Attach the DR 530 for an LPA project, DR-73 for a State project, and an aerial location map of the project which includes project start and end points.*

Date this DR-53 was Completed:	Control Number: *(NDOR Completes)*	Project No.: *(NDOR Completes)*
9/26/14	31892	STP-84-5(109)

Project Name: Center-Bloomfield

☐ LPA Project ☒ State Project

Local Public Agency or NDOR District and County Project Located In: NDOR District 3, Knox County, Nebraska

Answer the following questions: (*See Instructions*)	**Yes**	**No**
1. Would the project construct a new roadway on a new location?	☐	☒
a. If yes, would the new roadway have 4 or more lanes?	☐	☐
2. Would the project create a new access controlled freeway facility?	☐	☒
3. Would the project include a new interchange?	☐	☒
4. Is it likely the project would disturb any ground outside the existing paved roadway surface?	☒	☐
5. Is it likely the project would add capacity *(adding thru lanes to a road, fly-by lane, passing lane, auxiliary or turn lane that is > or = 1 mile in length)* to an existing roadway?	☐	☒
6. Is it likely the project would close a road, bridge, or access for more than 3 consecutive days?	☒	☐
7. Is it likely the project would disturb natural ground *(soil)* below or beyond existing fill material?	☒	☐
8. Is it likely the project would require the acquisition of right-of-way *(ROW)*, including permanent easements and/or temporary construction easements?	☒	☐
a. If yes, is it likely more than 1.5 acres per linear mile of ROW or easements would be needed?	☐	☒
b. If yes, is it likely farmland would be purchased?	☐	☒
c. Is it likely the project would require homes, businesses, or farms to be relocated?	☐	☒
9. Is it likely the project would change access control rights to an existing roadway?	☐	☒
10. Is there known public opposition or controversy related to this project or is it anticipated?	☐	☒
11. Is additional outreach proposed beyond the program hearing/meeting?	☒	☐
12. Are there any Section 4(f) properties *(including: publicly owned parkland, trail, wildlife refuge, or known historic properties)* present along or within 0.25 mile of the project?	☒	☐
a. If yes, is it likely the project would impact a Section 4(f) property?	☐	☒
13. Based on past experiences or to your knowledge, is the project adjacent to structures that are 50 years old or older, or are there any known historic structures in the project area?	☐	☒
14. Would the project affect an eligible historic bridge?	☐	☒
15. Based on past experiences or to the best of your knowledge, are there any State or Federally listed Threatened or Endangered Species or critical habitat within the project area?	☐	☒
16. Are any of the following water bodies located within the project limits? ☒ Creek or Stream Channel ☐ Lake ☐ River ☐ Drainage Ditch ☐ N/A		
a. If any water bodies are in the project limits, then how often is water present in them? ☒ Always present ☒ Sometimes present ☐ Rarely present ☐ N/A		
b. Is it likely the project would impact any of the following? *(Check all that apply)* ☒ Creek or Stream Channel ☐ Lake ☐ River ☐ Drainage Ditch ☐ N/A		

17. To your knowledge, do any of the following exist within or adjacent to the project limits? *(Check all that apply)*
    - ☒ Above or below ground storage tanks
    - ☒ Past chemical spills or releases
    - ☐ Operational and/or closed dump or landfill
    - ☒ Industrial or commercial areas
    - ☐ None known

18. Do any of the following statements describe areas within the project limits? *(Check all that apply)*
    - ☒ There is standing water in the project area.
    - ☐ There area areas that hold water longer after it rains and/or do not drain well.
    - ☒ There are areas that appear to be soggy or swampy.
    - ☒ There are known wetlands in the project area.
    - ☐ Wetland plants are located in the project area *(e.g., cattails, reed-canary grass)*

    a. If any boxes were checked in 18 above, is it likely any of those areas would be impacted by project construction? ☒ Yes ☐ No

19. I have attached an aerial location map to this form which shows the project location and contains enough detail for someone from the public to find the project site. ☒ Yes

Please add any additional comments to support the information in this form. *(*Include any public involvement that has occurred.)*

Document Preparer's Signature:

I certify the information in this form accurately reflects what I know about this project at this time.

Carmen Pellish		9/26/2014
(Print Name)	*(Signature)*	*(Date)*

NDOR-NEPA Specialist

(Organization and Title)

402-479-4413	carmen.pellish@gmail.com
(Phone – include Area Code)	*(Email)*

The following is for NDOR Use Only

Environmental Justice/Title VI/LEP

Civil Rights Staff completes the following:

Does the study area contain high concentrations of low-income or minority populations when compared to the area surrounding the study area and/or the city/county as a whole? ☒ Yes ☐ No

Does 5% or greater, or 1,000 persons or greater, or the affected population primarily speak a language other than English and also speak English "less than very well"? ☐ Yes ☒ No

If yes to any of the questions above, please describe what kind of analysis is recommended for the project based on the project scope and project description. ☐ Yes ☐ No

Chris Hassler (Print Name) — Hwy Civil Rights Specialist (Signature and Title) — 10/7/2014 (Date)

Civil Rights Staff Comments: *(Early Guidance for the Project Proponent)*

Low income pop. on detour route. Memo needed.

Noise and Air Study

Noise & Air Section completes the following:

Is a noise analysis warranted* *(Type I Project)*? ☐ Yes ☒ No

Is an air analysis warranted? ☐ Yes ☒ No

MSAT Analysis Level (Check one) ☒ 1 ☐ 2 ☐ 3

If yes, please identify the type(s) of analysis required.

* Note to Project Sponsor: If the vertical or horizontal alignment is changed, or if the design capacity is modified after DR-53 approval, reconsult with the Noise and Air staff.

Will Packard (Print Name) — Env. Specialist (Signature and Title) — 10/8/14 (Date)

Noise and Air Staff Comments: *(Early Guidance for the Project Proponent)*

Public Involvement

Public Involvement Coordinator completes the following:

Based on the NDOR PIP, the DR-53 Guidelines, or characteristics of the project scope, location or community, is additional outreach required beyond the project's program meeting or what is proposed? ☒ Yes ☐ No

If yes, what type of additional public involvement is recommended:

- ☒ Public Involvement Campaigns *(i.e., targeted mailings, new release, etc.)*
- ☐ Public Meeting
- ☐ Other

Sarah Kugler (Print Name) — Public Involvement Coordinator (Signature and Title) — 10/10/14 (Date)

Public Involvement Coordinator Comments: *(Early Guidance for the Project Proponent)*

Probable Class of NEPA Action

NDOR Environmental Section completes the following:

NDOR has reviewed this form and recommends the following Probable Class of NEPA Action for this project:

- [x] Programmatic Categorical Exclusion or Categorical Exclusion
- [ ] Environmental Assessment
- [ ] Environmental Impact Statement

Tom Plattner	Tom Plattner	10-10-2014
(Print Name)	*(Signature and Title)*	*(Date)*

NDOR Comments: *(Early Guidance for the Project Proponent)*

FHWA Concurrence on NDOR's Recommended Probable Class of NEPA Action for this project:

(Print Name)	Digitally signed by MELISSA G MAIEFSKI DN: c=US, o=U.S. Government, ou=DOT FHWALincolnNE, ou=FHWA FHWALincolnNE, cn=MELISSA G MAIEFSKI Date: 2014.10.16 09:11:05 -05'00' *(Signature and Title)*	*(Date)*

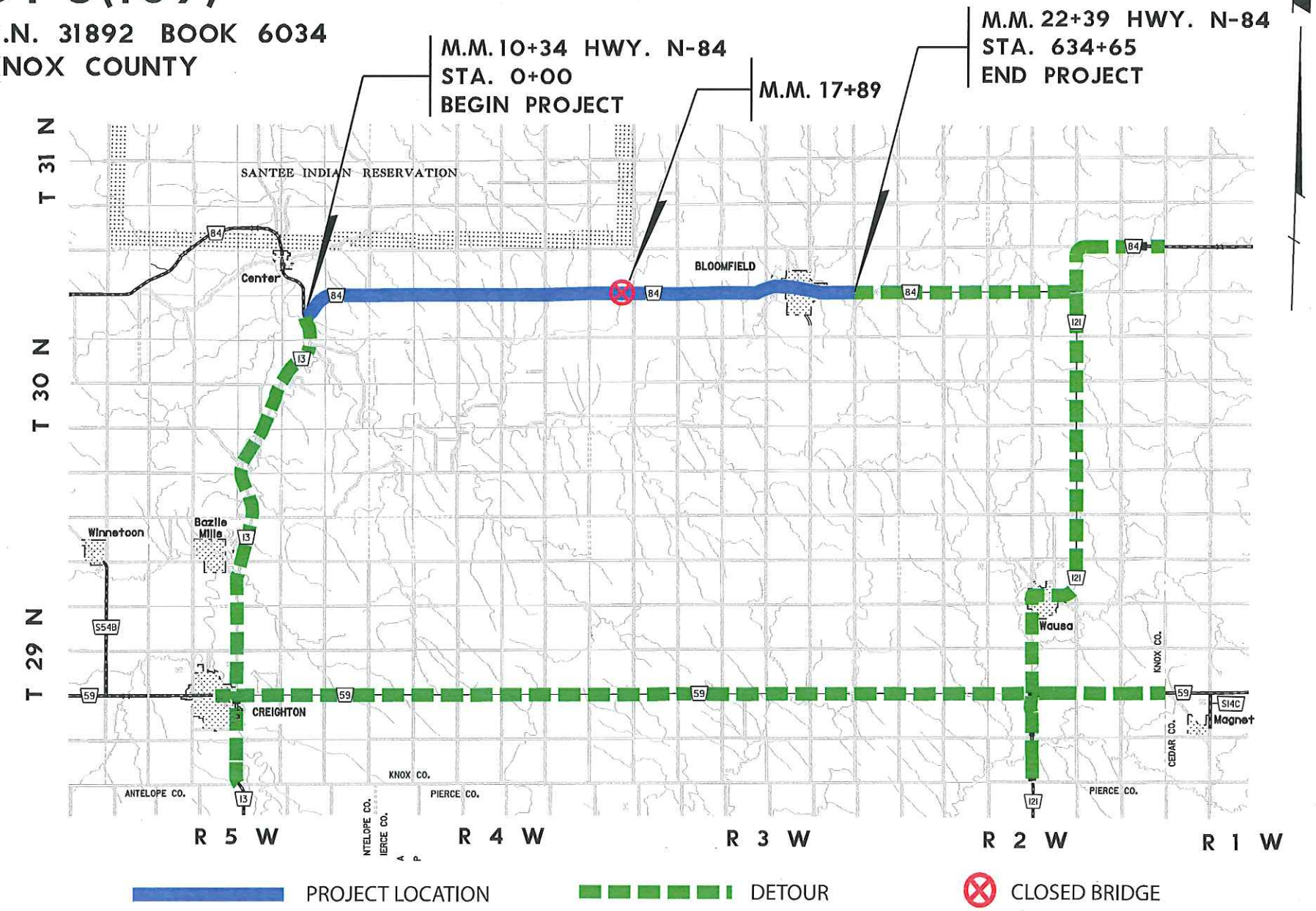
FHWA concurrence is based on the information known at the time of coordination. This is the probable class of NEPA action and is subject to change as the proposed project progresses and more information is learned about the project, surrounding area, and impacted resources.

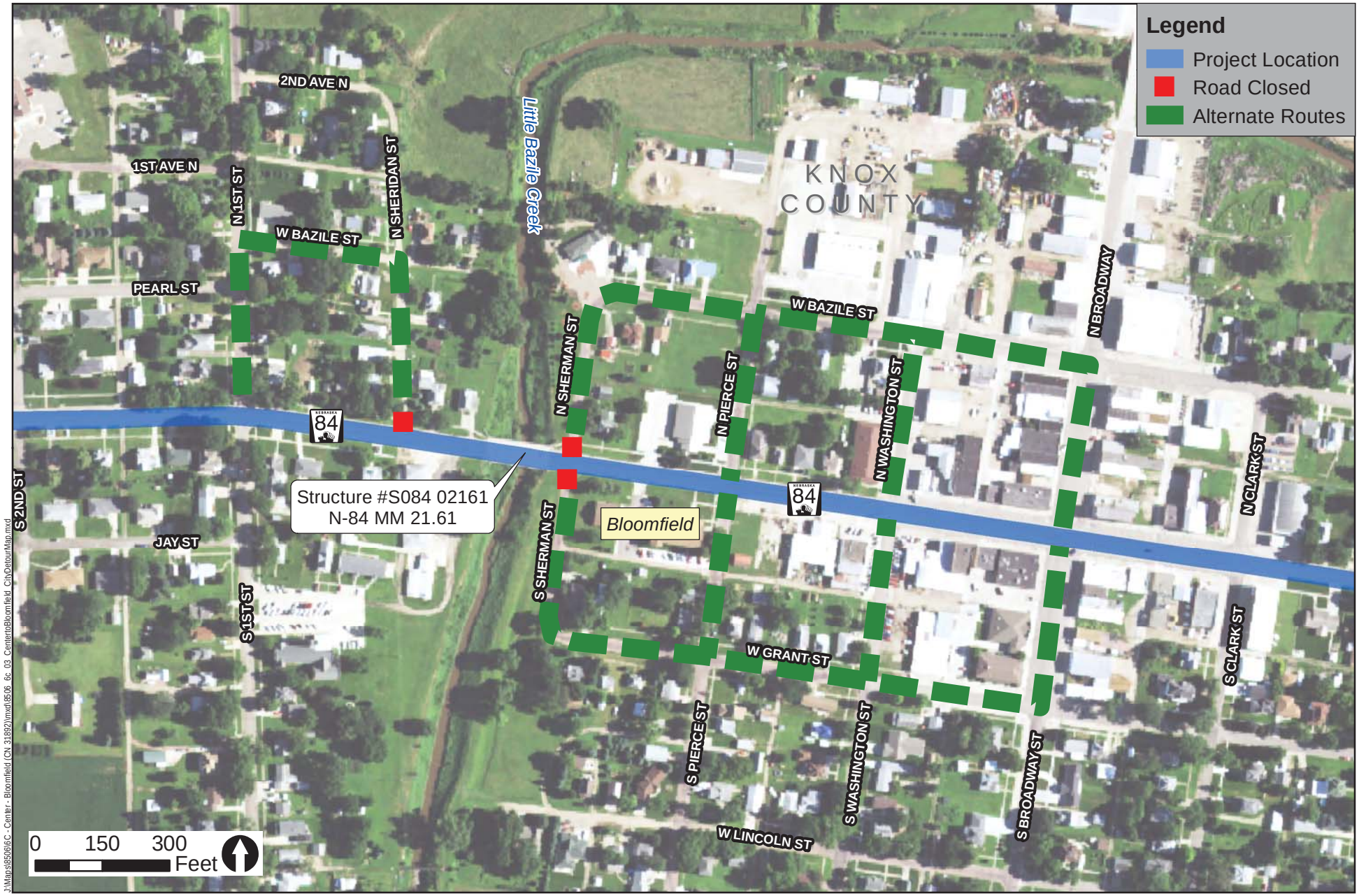
FHWA Comments: *(Early Guidance for the Project Proponent)*

Judging by the aerials, part of the town is bisected by the channel and the bridge being worked on appears to be the only connectivity point between the two sections of town. If a detour is needed for the bridge, please plan for a public meeting during NEPA (or call to discuss methods to minimize the duration and length of the detour and what the outreach method is to ensure adequate feedback from the affected public and entities).

CENTER - BLOOMFIELD
84-5(109)

C.N. 31892 BOOK 6034
KNOX COUNTY





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Alternate Access Routes

Center - Bloomfield (CN 31892 / STP-84-5(109))

Nebraska Department of Roads

To: Carrie Wencel, Highway Environmental Biologist/NEPA Specialist, NDOR
From: Chris Hassler, Highway Civil Rights Coordinator, NDOR
Date: 14 July 2016
RE: Civil Rights Analysis, CN 31892, STP-84-5(109), Center to Bloomfield

Civil Rights Analysis for CN 31892, STP-84-5(109), Center to Bloomfield

Environmental Justice Regulatory Background and Methodology:

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was signed on February 11, 1994, and requires that, to the extent practicable and permitted by law, low-income or minority populations may not receive disproportionately high and adverse human health or environmental effects as a result of a proposed project. Federal agencies must take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of low-income and minority populations. Also, representatives of any low-income or minority populations in the community that may be affected by a project must be given the opportunity to be included in the impact assessment and public involvement process.

On June 14, 2012, FHWA issued Order 6640.23A, *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which established policies and procedures for the FHWA and state transportation agencies to use in complying with Executive Order 12898. The Order provided definitions for multiple terms and concepts applicable to this analysis.

> *Adverse Effects* are defined as "the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities."
>
> A *Disproportionately High and Adverse Effect to Low-Income and Minority Populations* is defined as an adverse effect that:
>
> 1. is predominately borne by a minority population and/or a low-income population; OR
>
> 2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

Minority is defined as a person who is:

1. Black: a person having origins in any of the black racial groups of Africa;

2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;

3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;

4. American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; OR

5. Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

A *Low-Income* person is defined as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. (*Note – The U.S. Department of Health and Human Services does not publish tabulations of the number of people below the DHHS poverty guidelines, which are a simplified version of the federal poverty thresholds. The federal poverty thresholds are used for calculating all official poverty population statistics, and are updated annually by the Census Bureau. The best approximation for the number of people below the DHHS poverty guidelines in a particular area is the number of persons below the Census Bureau poverty thresholds in that area.)*

A *Minority Population* is defined as any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

A *Low-Income* population is defined as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

In a December 16, 2011, memorandum titled *Guidance on Environmental Justice and NEPA*, the FHWA laid out a basic methodology for performing Environmental Justice analysis. NDOR has adopted, and FHWA has approved, an Environmental Justice methodology which follows the basic framework of the 2011 memorandum, but expands upon a few vague or undefined concepts. NDOR Environmental Justice methodology is as follows:

1. Using localized census tract data and other relevant information sources, data is gathered and readily identifiable groups or clusters of minority or low-income persons in the EJ study area are listed. Small clusters or dispersed populations are not overlooked. Study area data is also compared with the data of larger, identifiable areas (census tracts, cities, counties,

NDOR districts, etc.) to determine the proportion of minority and low-income persons present in the study area.

2. Minority and low-income populations are identified where:

   (a) A readily identifiable group or cluster of minority or low-income persons is located in the EJ study area (for example, a low-income housing complex, or a workplace of mostly minority persons); OR

   (b) The minority or low-income population of the study area exceeds 50 percent; OR

   (c) The minority or low-income population percentage of the affected area is *meaningfully greater* than the minority population percentage in the general population or other appropriate unit of geographic analysis. The *meaningfully greater* standard is fact-dependent and requires professional judgment, but in most cases *meaningfully greater* is about 6%-8% or above.

3. If minority and/or low-income populations are not present in the EJ study area, the analysis is concluded.

4. If minority and/or low-income populations are present in the EJ study area, potential disproportionately high and adverse effects of the proposed project are examined. If none are identified, the analysis is concluded.

5. If minority and/or low-income populations are present in the EJ study area, and potential disproportionately high and adverse effects of the proposed project have been identified, proposed mitigation will be considered. Commonly, the application of effective mitigation techniques can reduce or eliminate adverse effects that might otherwise fall disproportionately upon minority and low-income populations.

6. Finally, the analysis concludes with a determination that the proposed project either will or will not result in disproportionately high and adverse effects to minority and low-income populations. State transportation agencies lack the regulatory authority to make a final determination in cases where potential disproportionately high and adverse effects to minority and/or low-income populations exist. In the event that potential disproportionately high and adverse effects to minority and low-income populations are anticipated, even when mitigation is expected to reduce or eliminate the effects, the analysis and determination must be forwarded to the FHWA for comment, revision, and approval.

Project Location and Description

This project and its detour route are located in multiple census tracts in Knox County. The project travels through the City of Bloomfield. This project will resurface 12.06 miles of N-84 located in Knox County, starting at the junction of N-84 and N-13 and extending east to the east corporate limits of

Bloomfield. This project will also involve bridge repairs, including full and partial depth deck repairs, adding and updating bridge rails, abutment concrete repairs, and resurfacing. There will be a detour for this project. The detour travels along N-13, N-59, and N-21. The detour route travels adjacent to the City of Creighton and the Villages of Bazile Mills and Wausa.

Examination of Study Area Population: Census Data and Other Observations

The Environmental Justice data for this project and its detour route is as follows:

Area	Minority Population*	Hispanic Population	Population Below the Poverty Level**
Tract 9762 Block Group 2	4%	1%	11.4%
Tract 9763 Block Group 1	2.8%	1.8%	8.8%
Tract 9763, Block Group 2	5.2%	1.9%	21.6%
Tract 9764 Block Group 1	2.7%	1%	6.9%
Village of Bazile Mills	10.3%	0%	8%
City of Bloomfield	5.4%	2%	22.8%
City of Creighton	3.7%	1%	13.5%
Village of Wausa	3.9%	2.5%	19.4%
Knox County	11.6%	1.8%	13.8%

*Data on minority and Hispanic persons collected from 2010 Decennial US Census, Summary File 1, Table P5.
**Data on low-income persons collected from American Community Survey 2010-2014 5-Year Estimates, Tables S1701 and B17021.

The Limited English Proficiency data for this project and its detour route is as follows:

Area	% of Population that Speaks ONLY English*	Languages Other Than English Spoken by 5% or Greater of the Total Population**	Population of Area Age 5 or Greater
Tract 9762 Block Group 2	98%	None	1,573
Tract 9763 Block Group 1	99.6%	None	1,352
Tract 9763, Block Group 2	97.9%	None	950
Tract 9764 Block Group 1	97.9%	None	1,682
Village of Bazile Mills	100%	None	21
City of Bloomfield	98.7%	None	899
City of Creighton	97.5%	None	1,054
Village of Wausa	99.1%	None	641

*All data from American Community Survey 2010-2014 5-Year Estimates, Tables B16001 and B16004.
** These figures reflect the population of an area that speaks a language other than English, and also speaks English "Less than Very Well."

In general, the areas in which this project and its detour route are located have lower or consistent populations of minority, Hispanic, and low-income persons when compared to the county. However, the City of Bloomfield and the Village of Wausa contain low-income populations that are about 9% greater and 6% greater, respectively, than the low-income figure for Knox County. The City of Bloomfield and the Village of Wausa therefore do contain meaningfully greater populations of low-income persons when compared with Knox County. (Note – The data for Census Tract 9763 Block Group 2 also indicates the presence of a low-income population that is meaningfully greater than the corresponding figure for Knox County. However, of the estimated 1,098 residents of Tract 9763 Block Group 2, 1,028 or 93.6% reside within the City of Bloomfield. Therefore, only the City of Bloomfield will be considered in this analysis.)

No businesses, residences, or organizations likely to be predominately used by minority or low-income populations were identified in the vicinity of the project or along the detour route.

The areas in which this project and its detour route are 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.

Adverse Effects to Minority and/or Low-Income Populations

The following project information is relevant:

There will be a detour for this project.

The Village of Wausa is located along the marked detour route, but is not expected to see a significant increase in congestion due to detoured traffic. Local residents of the project area are likely to use alternate routes or county roads, rather than traverse the full length of the detour route. Wausa residents are located far enough away from the project area, and close enough to other routes, that it is unlikely that they would be directly affected by having to detour around construction.

The City of Bloomfield is located on the project site, and would be directly affected by the detour route. However, the multitude of county roads and other routes surrounding the project area makes it unlikely that local residents, including the low-income population, would travel the full length of the detour route during the closure. The residents of Bloomfield would not have to use a detour route in order to access any locations or services within the City of Bloomfield. For these reasons, the City of Bloomfield and the low-income population therein are not anticipated to incur any increased congestion or increased commute times of more than a few minutes as a result of this detour route.

There is minimal anticipated right-of-way acquisition for this project for the bridge repair and other culvert work. The identified low-income populations will not be affected.

Access to adjacent properties will be maintained.

There will be no isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community.

There will be no restrictions of access to essential services.

There will be no relocations or building removal.

Based on these project considerations, there are no anticipated adverse effects to the low-income populations in the City of Bloomfield and the Village of Wausa.

Conclusions

Low-income populations were identified in the City of Bloomfield and the Village of Wausa. However, there will be no disproportionately high and adverse human health or environmental effects visited upon minority and low-income populations, as defined in FHWA Order 6640.23A, for the reasons cited in the previous section of this document.

No LEP outreach is required for this project because, 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.

To: NDOR Environmental
From: Sarah Kugler, Public Involvement Manager, NDOR
Date: 21 July 2016
RE: Public Involvement Summary Report, STP-84-5(109), Center – Bloomfield, C.N. 31892

Public Involvement Summary Report for Targeted Mailer: STP-84-5(109), Center – Bloomfield, C.N. 31892

Based on an analysis of the project scope and a civil rights analysis, a targeted mailer in the form of a project information packet, legal notice, website, and a 30-day comment period were used as outreach tools for public involvement on this project. The project information packet involved mailing a project information sheet and prepaid postage comment sheet to a distribution list of 234 citizens and businesses adjacent to N-84 from MM 10.34 to MM 22.39. A total of 48 public and private agencies with potential interest in the project were also included in the distribution list. A legal notice was placed in *Bloomfield Monitor* and *Verdigre Eagle*, Nebraska Press Association recognized newspapers, on March 3, 2016 and March 17, 2016. Project information was placed on the NDOR website.

NDOR Public Involvement received 31 comments during the specified comment period (March 3, 2016 – April 4, 2016), outlined below.

COMMENT	RESPONSE
Public agency has no conflicts.	Appreciates input.
Property owner adjacent to project voices support for project.	Appreciates input.
Property owner adjacent to project hopes not much land is taken from landowners. Voices support for project.	Appreciates input. Project would require acquisition of relatively little land. Small parcels would be required to construct curb ramps within Bloomfield. Would be some parcels required for grading and culvert extensions within the rural section of project. Total right-of-way required for project is currently estimated to be less than an acre spread among several parcels. NDOR Right-of-Way Division would be in contact if property is affected.
Public agency voices support for project.	Appreciates input.
Public agency voices support for project. Requests consideration of the extension of Highway 84 going West as you leave Center and travel to Verdigre where it connects to Highway 14, which is in dire need of repairs. Is very similar to the conditions traveling to Bloomfield.	Appreciates input. Section of roadway referenced is currently planned for construction in 2018.
Property owner adjacent to project voices support for project.	Appreciates input.
Business owner adjacent to project voices	Appreciates input. Project is preservation project

support for project. Would like to see finishing of curb in front of business to culvert under or entrance off of Highway 84.	with primary purpose of improving condition of existing roadway. Extending the curb would not be included with the construction of project. Existing curb that is deteriorated would be repaired. NDOR would make a final determination of the extent of these repairs close to bid time.
Property owner adjacent to project requests pavement work and bridge work on Highway 84 in Bloomfield and West. Believes it's beyond patching. Road in Bloomfield near curbs is really bad.	Appreciates input. Work should improve condition of roadway adjacent to the curbs referenced.
Business owner adjacent to project voices support for project. Bridge over Little Bazile Creek is of major concern because drainage to the storm sewer is in bad shape and the grate is about to fall in. Hopes that the approach at the entrance of the business can be widened and leveled. People have hard time getting in and out because it is narrow and rough making cars and big trucks bottom out. Business is willing to do help remedy the problem.	Appreciates input. Project is preservation project with primary purpose being to improve the condition of the existing roadway. Such improvements not included with the project unless profile is changed or design element requires the replacement/repair of the drive to make the design work. No such changes with this project. Driveways are responsibility of property owner. To have a portion of your driveway replaced, work directly with contractor doing the roadway work at the time of construction. Would pay the contractor directly. Would work with personnel working at the jobsite to make arrangements. Provided contact.
Property owner adjacent to project voices support for project.	Appreciates input.
Property owners adjacent to project own organic grazing ground. Please contact for negotiations.	Appreciates input. Passed information to Right-of-Way department. Would be notified if right-of-way was needed from property.
Property owners adjacent to project voice support for project.	Appreciates input.
Property owner adjacent to project voices support for project.	Appreciates input.
Property owner adjacent to project voices support for project. Would like project to extend six miles further, as road is heavily traveled and rough.	Appreciates input. Referenced section of roadway currently planned for construction in 2022.
Property owner adjacent to project voices support for project.	Appreciates input.
Property owner adjacent to project voices support for project.	Appreciates input.
Property owner adjacent to project voices support for project.	Appreciates input.

Business owner adjacent to project would like assistance re-doing entry to business. Cars bottom out. Willing to help with some expenses. Heavy trucks and semis stay at business. Storm drain doesn't handle large amounts of water. Willing to meet to discuss.	Appreciates input. Project is preservation project with primary purpose being to improve the condition of the existing roadway. Referenced improvements would not be included with the project unless profile is changed or design element requires replacement/repair of drive to make design work. No such changes with this project. Driveways are responsibility of property owner. Work directly with contractor doing roadway work to replace portion of driveway. Would pay contractor. Would work with personnel working at the jobsite to make these arrangements. Provided contact. Preservation projects typically don't include improvements to storm drainage system, unless there is a record of frequent overtopping of the roadway. No storm drainage improvements are currently planned with this project. If existing system is clogged, that could contribute to the perceived problem. City is responsible for maintenance of storm sewer system.
Property owner adjacent to project voices support for project.	Appreciates input.
Property owner adjacent to project concerned closure of N-84 would turn Bloomfield into ghost town. Bloomfield has stores west of town including Dollar store, Green line repair shop, plumbing, and cattle fielding things. Road could have been kept up all along. Concerned the town doesn't mean much to the big cities.	Appreciates input. Bridge cannot be reconstructed ½ at a time. N-84 would be closed at the immediate bridge site to facilitate its replacement. Provided detour route. N-84 would open after construction. Enclosed detour map.
Property owners adjacent to project voice support for project. Would like project to be continued on east to Highway 121.	Appreciates input. Referenced section of roadway currently planned for construction in 2022.
Property owner adjacent to project voices support for project. Would like berm on mile east of Broomfield to be oiled or paved. Driven on often and does not allow dirt to remain against present oil surface.	Appreciates input. Referenced shoulder condition not part of project. Under maintenance office's jurisdiction. Forwarded concerns.
Property owner adjacent to project voices support for project.	Appreciates input.
Property owner adjacent to project voices support for project.	Appreciates input.
Property owner adjacent to project states 13-84 intersection needs to be bigger as trucks routinely destroy stop sign while turning usually when hauling wind power units. Trucks also go in the	Appreciates input. Project design includes larger turning radii and tapers to better accommodate truck traffic. Additional guardrail would not be constructed

ditch a lot and tear up the side of the road bed. Property owner adjacent to project states N-84 needs more guardrails and needs deer crossing warning near 13-84 junction. Access driveways should be wider.	with project. Foreslopes would be flattened as required to meet current NDOR design standards. Project's key purpose is to preserve the highway pavement. Drive entrances would typically not be altered. Sign requests go to Traffic Engineering Division. Forwarded concerns. Changes in signing would be done separate from project.
Property owner adjacent to project voices support for project.	Appreciates input.
Rural carrier states gravel roads north and south of the project are not very good. Inquires on whether there would be a detour/passable roads from 535 to Bloomfield. Also inquires whether or not there would be a shoo-fly at the bridge site that would be fixed. Fair takes place in August each year. Inquires on which side of project construction would begin as to not interfere with fair traffic. Voices support for project.	Appreciates input. No plan to build shoo-fly for the construction of this bridge. N- 84 would be closed at immediate bridge site. Provided detour route. Aware of fair. Special Provisions would be provided in bid documents requiring the contractor to keep unobstructed access to the fairgrounds during duration of fair. Enclosed detour map.
Property owner adjacent to project compliments last year's work on N-13. Voices support for proposed project. Widening would help with fall harvest traffic. Sees local need regarding a stretch of roadway through Verdigre.	Appreciates input. Section of roadways referenced not in jurisdiction.
Property owner adjacent to project is frequent traveler and voices support for project. Currently rain water pools in tire tracks causing hazardous driving.	Appreciates input.
Local official inquired on construction timeframe in respect to fair.	Appreciates input. Aware of fair. Special Provisions would be provided in bid documents requiring contractor to maintain unobstructed access to fairgrounds during the duration of fair.

Based on an update to the project scope, NDOR coordinated with residents directly affected by the proposed bridge work and closure of the Sheridan Street and Sherman Street. Coordination is outlined below.

COMMENT	RESPONSE
Meeting log with agency personnel: Per discussion with local officials, City will talk with 2 businesses about use of their driveways vs having parking in front of the business. City has requested eliminating one of the handicap stalls. City okay with traffic control at bridge location.	
Meeting log with agency personnel: Landowner near bridge work will make it work.	
Meeting log with agency personnel:	

Landowner near bridge work has no comments.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Property near street closure is vacant.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Agency personnel informed daughter of landowner near street closure on proposed project and street closure. Told daughter to relay information to landowner and to contact with any further concerns. No concerns were received.
Meeting log with agency personnel: Property near street closure is vacant.
Meeting log with agency personnel: Landowner near bridge believes it's fine and that closing the street is a good thing.
Meeting log with agency personnel: Agency personnel spoke with landowner near street closure about project, bridge work, and street closure. Landowner asked when, and agency personnel responded next spring. No concerns.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Agency personnel spoke with landowner near street closure about project. Landowner had no concerns, just that it is about time to get things done.
Meeting log with agency personnel: Agency personnel could not reach landowner near street closure so spoke with daughter from Center, Nebraska. Requested daughter to relay street closure to landowner and to contact agency with any concerns. Daughter had no concerns.
Meeting log with agency personnel: Agency personnel spoke with landowner near street closure about project. Had no concerns and is moving out soon.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Agency personnel spoke with landowner near street closure about project. Landowner had no concerns, just happy bridge and roadway is being fixed.

Meeting log with agency personnel: Landowner adjacent to bridge work has no comments.
Meeting log with agency personnel: Property near street closure is vacant.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Agency personnel made multiple efforts to get ahold of landowner near street closure, but could not do so.
Meeting log with agency personnel: Landowner near bridge work has no comments.
Meeting log with agency personnel: Landowner near bridge work has no comments.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 2, 2016

DUANE J & SUZANNE P ACHENBACH
512 W MAIN ST
BLOOMFIELD NE 68718-4039

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Please find enclosed information concerning the proposed transportation improvement project on Nebraska Highway 84. The Nebraska Department of Roads (NDOR) is currently seeking public input on the proposed project. Please refer to the accompanying project information sheet and location map for details.

A comment sheet with pre-paid postage is also enclosed. The comment period will run through April 4, 2016. Additional information regarding the project may be found on the NDOR website at www.roads.nebraska.gov/projects/future-projects/ by clicking on the "Center – Bloomfield" link, or by contacting the NDOR District 3 office at (402) 370-3470.

NDOR understands that roadway construction may cause temporary inconvenience and hardships, but we are dedicated to improving Nebraska's highway system. With your help, we can achieve this goal.

Sincerely,

Sarah R. Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Enclosure

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PROJECT INFORMATION SHEET
As of March 2016

STP-84-5(109); C.N. 31892
Center - Bloomfield

LOCATION: The proposed project would resurface approximately 12.06 miles of Nebraska Highway 84 (N-84) located in Knox County. The project would start at the junction of N-84 with Nebraska Highway 13 (N-13) at mile marker (MM) 10.34, and would extend east to the east corporate limits of Bloomfield, at MM 22.39. Construction could begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate the transitioning of pavement.

PURPOSE AND NEED: The purpose of the proposed project is to preserve the N-84 transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for the project is based on the condition of the existing pavement and bridge structures. The need for curb ramps is to eliminate barriers to access within the corporate limits of Bloomfield due to an alteration of the pavement in crosswalks. The need for culvert work is to address obstacles within the fixed obstacle clear zone.

SCOPE OF WORK: Proposed improvements on the urban portion of the project would include milling and resurfacing the existing roadway with asphalt, and curb ramp construction. Improvements on the rural portion of the project would include trench widening and performing hydrated lime slurry stabilization of the existing asphalt roadway and resurfacing the roadway with asphalt. The roadway would be widened two feet left and right, and there would be a grade raise at the new edge of pavement. Existing culvert ends may be extended or replaced with flared end sections as warranted. The bridge deck at MM 17.89 (Structure S084 01789) would be replaced. Additional work would include cleaning and painting the bearings, adding approach slabs with grade beams on pile, filling and cutting back slopes, and removing and replacing the existing guardrail. The bridge at MM 21.61 over Little Bazile Creek would undergo repairs.

TRAFFIC VOLUMES:

N-84	**MM 10.34 – MM 20.99**		**MM 20.99 – MM 22.39**	
Year	2017	2027	2017	2027
Vehicles Per Day (ADT)	**870**	**870**	**2370**	**2370**
% Heavy Trucks	**12%**	**12%**	**6%**	**6%**

CONSTRUCTION SCHEDULE: Construction is tentatively scheduled to begin spring of 2017 with completion by the fall of 2017.

ACCOMMODATION OF TRAFFIC: A portion of the proposed project would be constructed under traffic with lane closures controlled with approved temporary traffic control; however, the project would require detouring N-84 traffic due to the proposed bridge work. A designated detour would be provided, utilizing N-13, Nebraska Highway 59, and Nebraska Highway 121.

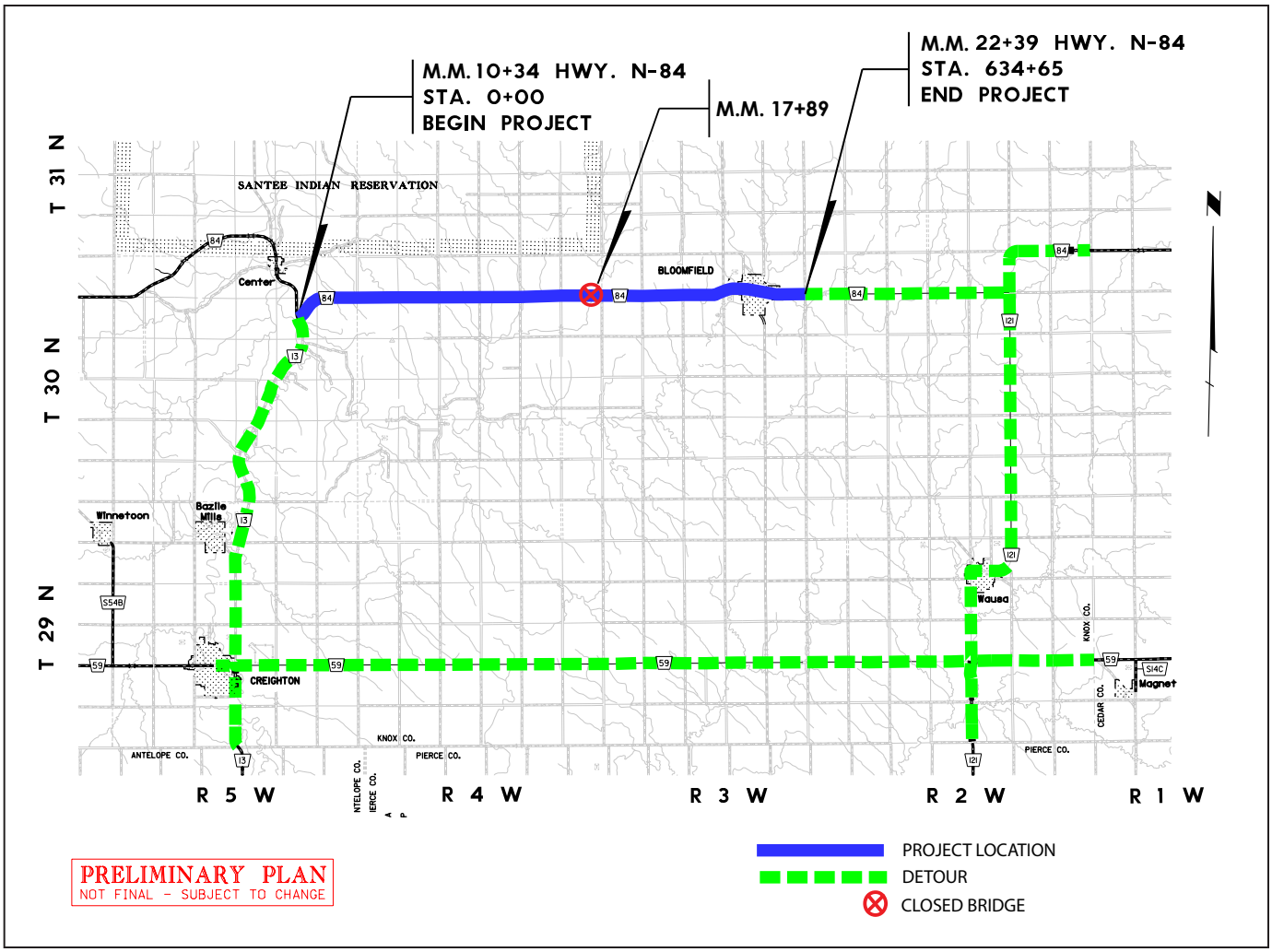
RIGHT-OF-WAY: The proposed project would require the acquisition of additional property rights for construction throughout the project area, including new right-of-way and temporary easements. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS: Impacts to wetlands are anticipated.

ESTIMATED COST: The estimated cost of the project is approximately $7.5 million and would derive from state and federal funding sources.

Center - Bloomfield

STP-84-5(109); C.N. 31892



U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

Send comments to:	*For more Information:*
NDOR Public Involvement	**NDOR District 3 Engineer**
Sarah Kugler	**Kevin Domogalla**
P.O. Box 94759; 1500 Hwy. 2	408 N. 13th Street
Lincoln, NE 68509-4759	Norfolk, NE 68701-3714
402-479-4871	**402-370-3470**
sarah.kugler@nebraska.gov	*kevin.domogalla@nebraska.gov*

www.roads.nebraska.gov

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PUBLIC COMMENT SHEET

NDOR District 3 Public Involvement

STP-84-5(109) Center – Bloomfield; C.N. 31892

Please submit your written comments by April 4, 2016.

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

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ATTN: **Public Involvement**
NEBRASKA DEPT OF ROADS
PO BOX 94759
LINCOLN NE 68509-9983

(Fold here)

(Tape closed - Do not staple)

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PUBLIC COMMENT SHEET

NDOR District 3 Public Involvement

STP-84-5(109) Center – Bloomfield; C.N. 31892

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Nebraska Department of Roads
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Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
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(402) 479-3989 Fax

Reviewed No Conflicts - Rec'd 3/4/2016

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Dave J. Young
Address: P.O. BOX 499
City, State, Zip: Columbus, NE 68602-0499
Phone: (402) 563-5893
Email: djyoung@nppd.com

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Lincoln, NE 68509-9983

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(402) 479-3989 Fax

Get it done!

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Mike and Debbie Huffman
Address: 419 S Clark, PO Box 225
City, State, Zip: Bloomfield, NE 68718
Phone: 402-373-2410
Email:

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I hope you don't take too much land from landowners for this project. Some of the land has been families probably longer than the road.

We need updates. I can find other roads to accomodate my needs.

Thank you for asking.

K M Eisenhauer
(Jimmy M Eisenhauer)

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Karen M Eisenhauer
Address: 202 S Cherry St
City, State, Zip: Bloomfield NE 68718-5116
Phone: 402-853-1110
Email: jReisn@yahoo.com

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This section of road is much needed for repair and will be a major improvement

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Konnie Thiele Bloomfield Comm. Schools
Address: 311 E Benton
City, State, Zip: Bloomfield NE 68718
Phone: 402-373-4800
Email:

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Certainly the highway is in need of repairs. It would be wonderful to see the roadwork done in 2017. It is a well traveled road and is an integral part of Knox County's travels.

Please also consider the extension of Highway 84 going West as you leave Center and travel to Verdigre where it connects to Highway 14. This portion is in dire need of repairs also. It now needs an update and is very similar to the conditions traveling to Bloomfield.

Thank you – I enjoy this opportunity to speak for the people whom travel to and from Center each and every day.

Monica J. McManigal

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Monica McManigal — Monica J. McManigal
Address: P.O. Box 87 — Knox County Assessor
City, State, Zip: Center, NE 68724
Phone: 402-288-5601
Email:

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If it needs to be done do it

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Arlene M. Farley
Address: 700 S. Sherman St.
City, State, Zip: Wausa, NE. 68786
Phone: 605-464-7132
Email:

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(402) 479-3989 Fax

Sarah Kugler

I am the store manager for Grossenburg Imp. on West edge of Bloomfield. Looking forward to new resurfacing and widening of Highway 84 in the proposed area.

One thing I would like to see is the finishing of the curb in front of the store to culvert under or entrance off of Highway 84.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: William D. Cook
Address: 712 West Main Street
City, State, Zip: Bloomfield, Nebraska 68718
Phone: 402-373-4449
Email: billcook@Grossenburg.com

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Please do pavement work
and bridge work on Highway 84
in Bloomfield and West.

It needs it. I believe its
beyond patching.

Road in Bloomfield near curbs
is really bad.

THANKS.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: TOM MASTALIR
Address: Box 34, 201 N. 1ST ST.
City, State, Zip: Bloomfield, NE. 68718-0034
Phone: 402-373-2586
Email: NONE

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To who it concerns:
Very glad that this road will be resurfaced as it is in very poor condition. The bridge over the Little Bazile Creek is of major concern to me because the drainage to the storm sewer is in bad shape and the grate is about to fall in. I am one of the partners that own the Spring motel and hope that the approach at the entrance of the motel can be widened and leveled. People have an extremely hard time getting in and out because it is narrow and very rough making cars and big trucks bottom out when they leave. We are willing to do what we can to help remedy that problem on our part.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Scott Ober
Address: 504 S Broadway Street
City, State, Zip: Bloomfield NE 68718
Phone: (402) - 841 - 1701
Email: scottober con @ gp com-net

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(402) 479-3989 Fax

In the words of Larry the Cable Guy...
Git r Done!!!

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Wallace Holz
Address: 109 N Sheridan
City, State, Zip: Bloomfield NE 68718
Phone: 402-841-3311
Email: holz3732@gpcom.net

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U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 3 Public Involvement

STP-84-5(109) Center – Bloomfield; C.N. 31892

Please submit your written comments by April 4, 2016.

RECEIVED
MAR 11 2016
COMMUNICATION DIVISION

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

Jane & Dave Davidson own 630 ac. along Hwy 84 ~~east~~ West of Bloomfield Ne. Which is certified Organic thru. The Lewis & Lincoln Ne. It is grazing land thru the long Stem Pen. region of eastern Nebraska Please contact Dave or Jane for registrations for Organic grazing ground. Thanks Dave Davidson

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: David T. Davidson
Address: 88184 Hwy 84
City, State, Zip: Center, Ne 68724
Phone: 402-288-4433
Email: davidsonranchne@gpcom.net

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(402) 479-3989 Fax

The projett stated here is one that needs to be done. It will improve the roads a great deal in this area. We are in complete agreemet with going ahead and doing this projects work.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Marvin & Wanda Johnson
Address: 529 Circle Dr.
City, State, Zip: Bloomfield NE 68718
Phone: 402-373-4681
Email:

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(402) 479-3989 Fax

Thank You for taking an interest in north East Nebraska. I travel the state and county roads every day with my service Vans. The fitting and screws fall apart just by running over the roads. I know we have the least amount of Tax payers per cap. or a low amount of people but have a high number of roads to take care of. Please spend wisely and fair.

Thank You
Richard Kuchar

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: RICHARD KUCHAR
Address: 313 E MAIN
City, State, Zip: BLFD NE
Phone: 402-373 2894
Email:

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(402) 479-3989 Fax

THE ROAD REALLY NEEDS RE-DOING - ONLY WISH IT COULD EXTEND EAST 6 MILES MORE ON 84 - THIS IS REALLY HEAVILY TRAVELED AND NOW IS VERY ROUGH.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: RON H. BENCK
Address: 120 SO. CHERRY ST.
City, State, Zip: BLOOMFIELD, NEB. 68718
Phone: 402-373-4325
Email: NONE

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This is a welcome improvement to Highway 84 west of Bloomfield. The road that was put in during the 60's has deteriorated a lot with the addition of Michael Foods Chicken farm and the additional truck traffic there and from farms bringing crops to town.
Glad to see deck repair on the bridge over Little Bazile Creek as it is in pretty bad shape. Defoning will be well worth it to have an improved & wider highway

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Mary Sullivan
Address: PO Box 367
City, State, Zip: Bloomfield NE 68718-0367
Phone: 402-373-2332
Email: bmonitor@yahoo.com

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(402) 479-3989 Fax

Good to have the road through Bloomfield & to HWY. 13 will get all resurfaced. Is in bad need of repair.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Norman Mackeprang
Address: P.O. Box 186
City, State, Zip: Bloomfield Ne. 68718
Phone: 402-373-4775
Email:

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(402) 479-3989 Fax

I feel this is a very good project. Hwy 84 is very much used. We have the Chicken Farm 2 miles west of Blfd. Also all the trafic from ~~not~~ North & east of Wausa & east of Blfd, north of Crofton up to Lindy all use the Hwy to get to Center Courthouse. Also all the corn or feed & ~~eg~~ Eggs us the road to get the ~~to~~ product in and out of the Chicken Farm. Also all of the waste uses the road. It is very much used as I am only 1/4 mile south and am retired & can see all of the trafic using the road, this is not counting all of the other trafic that uses the road.

Thank you for letting us let you know of our ideas
(Mark E Fehringer

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: MARK E. FEHRINGER
Address: 88081 543 AVE
City, State, Zip: BLOOMFIELD NE 68718
Phone: 402-373-4667
Email:

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(402) 479-3989 Fax

I have a couple of suggestions. first, the entry into Spring Motel does cause a ~~[illegible]~~ problem as have cars-etc bottom out. We are willing to help with some expense of the entry into our business. As we do have heavy trucks & Semis stay with us. Also the storm drain doesnt seem to handle a large amount of water. If you would like to meet with us regarding the entry just let us know. Thank you

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Christy Wagner / Springs Motel
Address: 407 W Main PO Box 545
City, State, Zip: Bloomfield NE 68718
Phone: (402) 373-2441
Email: springsmotel@gpcom.net

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(402) 479-4871 Office
(402) 479-3989 Fax

The road project should not cause any problems for me.

Sincerely Gene

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Gene Jessen
Address: 704 W Main St.
City, State, Zip: Bloomfield, Ne. 68718
Phone: 402-373-4403
Email:

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(402) 479-4871 Office
(402) 479-3989 Fax

We are getting to be a Ghost town and if you close 84 It will be one as we do have stores west of town Dollar store Green line repair shop, plumbing, also Balbaums + Cattle feeding. things could have been kept up all along. But the little places don't mean much to the big City

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Lila Tangeman
Address: 506 W 2nd ave
City, State, Zip: Bloomfield Ne 68718
Phone: 402-373-4352
Email:

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(402) 479-4871 Office
(402) 479-3989 Fax

This project needs to be done – should be continued on east to 121. Go for it.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Harlan + Norma Koertje
Address: 54511 Hwy 84
City, State, Zip: Bloomfield, NE 68718
Phone: 402 373 4702
Email:

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(402) 479-4871 Office
(402) 479-3989 Fax

I WOULD URGE YOU TO PAVE OR OIL THE BERM ON THE MILE EAST OF BLOOMFIELD IT SEEMS TO BE DRIVEN ON OFTEN AND DOES NOT ALLOW DIRT TO REMAIN AGAINST THE PRESENT OIL SURFACE.

DO APPRECIATE THE IMPROVEMENT.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: DONALD C WILLATS
Address: 464 E BENTON ST
City, State, Zip: BLOOMFIELD NE 68718-3129
Phone: 402 360 3753
Email: cgrec@gpcom.net

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Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

Sarah:

Thanks for providing the opportunity to share input/responses. Roads, bridges, highways + Interstate are certainly in need of repair throughout the state including Northeast Nebraska. So, it is awesome to see that work will be done on Highway 84 west of Bloomfield as well as within the city limits.

I wish you the best - it must almost be overwhelming - as you and your staff proceed to improve the infrastructure in this GREAT STATE of NEBRASKA.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Richard Kaiser
Address: 103 East Elm Street P.O. Box 502
City, State, Zip: Bloomfield, NE 68718
Phone: 402-373-2563
Email: (my wife) imusgo@gpcom.net

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(402) 479-4871 Office
(402) 479-3989 Fax

Thank you!! This road is heavily traveled and in need of repair and maintenance. Someone had told me there were no projected road projects in Knox County in the One and Six-Year Road Projects. I am happy they were wrong. Thanks

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Kevin Mackeprang
Address: PO Box 346
City, State, Zip: Bloomfield NE 68718
Phone: 402 373 2721
Email: Kevinmack@gpcom.net

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13-84 intersection needs to be much bigger as trucks routinely destroy the stop sign while turning (usually when hauling wind power units. They also go in the ditch a lot and tear up the side of the road bed.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name:
Address:
City, State, Zip:
Phone: 402-288-4299
Email: doerrangusranch@hotmail.com

Max Doerr
53244 Highway 84
Center, NE 68724-8004

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(402) 479-4871 Office
(402) 479-3989 Fax

Highway 84 desperately needs more guardrails.
Also needs deer crossing warnings near 13-84 junction.
Access driveways should be wider.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name:
Address:
City, State, Zip:

Max Doerr
53244 Highway 84
Center, NE 68724-8004

Phone: 402-288-4299
Email: doerrangusranch@hotmail.com

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(402) 479-4871 Office
(402) 479-3989 Fax

I think it about time highway 84 to be redone . I hope this project gets started on time if not earlier . Keep up the good work.

Sincerely,

Bill Smith

Bill Smith

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Bill Smith
Address: P.O. Box 97
City, State, Zip: Bloomfield, NE 68718
Phone: 402-520-1479
Email: bfs200@live.com

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I AM THE RURAL CARRIER FOR ROUTE 2 OUT OF BLOOMFIELD AND USE HWY 84 EVERY WEEK. I GO WEST TO ZEIGLER 535 ~~AVE~~ 535 AVE AND AS FAR EAST AS 548 AVE SWINE 84 54835. THE GRAVEL ROADS NORTH AND SOUTH OF THE PROJECT ARE NOT VERY GOOD. MY QUESTION IS - IS THERE GOING TO BE A DETOUR (PASSABLE ROADS) FROM 535 TO BLOOMFIELD. ALSO WILL THERE BE A SHOO-FLY AT THE BRIDGE SITE THAT WILL BE FIXED?

ALSO THE KNOX COUNTY FAIR IS IN AUGUST EACH YEAR. ARE YOU GOING TO START ON THE EAST END OF THE PROJECT SO THAT IT WILL NOT CAUSE TRAFFIC PROBELMS FOR THE FAIR TRAFFIC IN 2017

I AM IN AGREEMENT THAT HWY 84 NEEDS THE WORK DONE ON IT.

THANK YOU

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: DANIEL N. HOPPE RURAL CARRIER #2
Address: 527 CIRCLE DRIVE
City, State, Zip: BLOOMFIELD, NE 68718
Phone: 402 373-4866 HOME CEL 402 640 3820
Email: grandpadan@gpcom.net

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(402) 479-3989 Fax

Sarah -

Last years work on 13 looks great. Proposed 84 looks fine - widening will help w/ fall harvest traffic. I do see a desperate need locally. The 1 mile section of road that starts @ grocery store in Verdigre extending 1 mile west is in and has been in terrible shape. I don't know if this is a village issue or NDOR issue, but that mile needs help. When I pull my cattle chute over that section, I typically drive 15 MPH, grit my teeth going through the potholes, and pray for all the truck drivers & young drivers of that community.

Paul Oltjenbruns DVM

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Paul Oltjenbruns
Address: 54377 885 Rd
City, State, Zip: BLOOMFIELD NE 68718
Phone: 402 373-4300 (Business)
Email: drpaul@gpcom.net

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(402) 479-3989 Fax

I travel this portion of Highway 84 from Bloomfield to Center every weekday (I work at the Knox County Courthouse in Center) and I was very pleased to see that the Nebraska Dept. of Roads is planning a project to resurface it.

One of the biggest concerns I face on this stretch of Highway is when it rains hard and the water pools in the tire tracks, which causes hazardous driving because your vehicle gets pulled with the pooling water.

I realize that there will most certainly be inconveniences & hardships involved during the resurfacing project, but it will be worth it in the end in order to have a better & safer highway to travel on.

Thank you for your proposed attention to this portion of Highway 84.

Sincerely
Rhonda K. Surface

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Rhonda K. Surface
Address: 306 E. Park St.
City, State, Zip: Bloomfield, NE 68718
Phone: (402) 373-4281
Email: surfam@gpcom.net

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District 3 Public Involvement

STP-84-5(109) Centr – Bloomfield; C.N. 31892

Please submit your written comments by April 4, 2016.

RECEIVED
APR 5 2016
COMMUNICATION DIVISION

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

I am manager of the Knox County Fair that is located on the East end of Bloomfield. We were wondering the time frame for construction on that part of the project as the fair takes place the second weekend in August.

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: Jerry Nipp
Address: 208 W Lincoln
City, State, Zip: Bloomfield, Ne 68718
Phone: 402-373-4655
Email: jnipp@gpcom.com

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., *Director*
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

May 9, 2016

Nebraska Public Power District
Attn: Dave J. Young
PO Box 499
Columbus NE 68602-0499

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Young:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

May 9, 2016

Mike and Debbie Huffman
419 S Clark
PO Box 255
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. and Ms. Huffman:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Karen M. Eisenhauer
202 S Cherry St
Bloomfield, NE 68718-3116

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Ms. Eisenhauer:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the Center – Bloomfield project. You expressed concern about the amount of land that might be taken to construct this project. For the most part, the project would require acquisition of relatively little land. Some small parcels would be required to construct curb ramps within the City of Bloomfield, and there would be some parcels required for grading and culvert extensions within the rural section of the project. The total right-of-way required for the project is currently estimated to be well less than an acre spread among several parcels.

If your property is affected, the NDOR Right-of-Way Division would be in contact with you to explain the effect on your particular property and to negotiate the cost of the acquisition.

Thank you for your participation.

Sincerely,

John B Thomas

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
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May 9, 2016

Bloomfield Comm. Schools
Attn: Konnie Thiele
311 E Benton
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Ms. Thiele:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Knox County Assessor
Attn: Monica McManigal
P.O. Box 87
Center, NE 68724

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Ms. McManigal:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. You expressed interest in the improvement of the section of Nebraska Highway 84 between Center and Verdigre. This section of roadway is currently scheduled to be improved under project CN 31923, Center to Verdigre. The project is currently planned for construction in 2018. Please be aware that schedules can change.

Thank you for your participation.

Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
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May 9, 2016

Arlene M. Farley
700 S Sherman St
Wausa NE 688788

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Ms. Farley:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

William D. Cook
712 West Main Street
Bloomfield, NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Cook:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the Center – Bloomfield project. You expressed a desire to see the curb extended further to the west with this project. Because this is a preservation project with the primary purpose of improving the condition of the existing roadway, additional improvements such as extending the curb would not be included with the construction of this project.

Existing curb that is deteriorated would be repaired. Because the condition of the curbs can change over time, NDOR would not make a final determination of the extent of these repairs until close to bid time.

Thank you for your participation.

Sincerely,

John B Thomas

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., *Director*
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May 9, 2016

Tom Mastalir
PO Box 34
Bloomfield, NE 68718-0034

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Mastalir:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. We appreciate that you are in support of the project. The work should significantly improve the condition of the roadway adjacent to the curbs that you referenced in your response.

Thank you for your participation.

Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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May 9, 2016

Scott Ober
504 S Broadway Street
Bloomfield, NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Ober:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Regarding your concern of the condition of the driveway to the motel, because this is a preservation project with the primary purpose being to improve the condition of the existing roadway, additional improvements such as this are not included with the project unless the profile is changed or some other design element requires the replacement/repair of the drive to make the design work. There are no such changes with this project.

Driveways are the responsibility of the property owner. If you would like to have a portion of your driveway replaced, this can often be done by working directly with the contractor doing the roadway work at the time of construction. You would pay the contractor directly for this work. You would work with our District Engineer or District personnel working at the jobsite to make these arrangements.

If you have any questions regarding this process, please contact the District 3 Office at (402) 370-3470. Mr. Kevin Domogalla is the District 3 Engineer.

Thank you for your participation.

Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Cc: Kevin Domogalla, PE, District 3 Engineer

Pete Ricketts
Governor

STATE OF NEBRASKA
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May 9, 2016

Wallace Holz
109 N Sherrlan
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Holz:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

David T. Davidson
88186 Hwy 84
Center, NE 68724

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Davidson:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. I have passed on the information you provided regarding the grazing land to our Right-of-Way department. If right-of-way is needed from the referenced property, the contacts you gave us would be contacted by our Right-of-Way department.

Thank you for your participation.

Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Cc: Jim Hertzel, NDOR Right-of-Way Division

Pete Ricketts
Governor

STATE OF NEBRASKA
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May 9, 2016

Marvin & Wanda Johnson
529 Circle Dr
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. and Ms. Johnson:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Richard Kuchar
313 E Main
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Kuchar:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Don H. Benck
120 So. Cherry St.
Bloomfield, NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Benck:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. You expressed interest in the improvement of the section of Nebraska Highway 84, six miles easterly from the proposed project. This section of roadway is currently scheduled to be improved under project CN 31832 Bloomfield to US 81. The project is currently planned for construction in 2022. Please be aware that schedules can change.

Thank you for your participation.

Sincerely,

John B Thomas

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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Kyle Schneweis, P.E., Director
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May 9, 2016

Mary Skrivan
PO Box 367
Bloomfield NE 68718-0367

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Ms. Skrivan:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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Kyle Schneweis, P.E., *Director*
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

May 9, 2016

Norman Mackeprang
PO Box 186
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Mackenprang

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Mark E. Fehringer
88081 543 Ave
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Fehringer:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Springs Motel
Attn: Christy Wagner
PO Box 545
Bloomfield, NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Ms. Wagner:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the Center – Bloomfield project. Regarding your concern of the condition of the driveway to the motel, because this is a preservation project with the primary purpose being to improve the condition of the existing roadway, additional improvements such as this are not included with the project unless the profile is changed or some other design element requires the replacement/repair of the drive to make the design work. There are no such changes with this project.

Driveways are the responsibility of the property owner. If you would like to have a portion of your driveway replaced, this can often be done by working directly with the contractor doing the roadway work at the time of construction. You would pay the contractor directly for this work. You would work with our District Engineer or District personnel working at the jobsite to make these arrangements.

If you have any questions regarding this process, please contact the District 3 Office at (402) 370-3470. Mr. Kevin Domogalla is the District 3 Engineer.

You also mentioned a concern about the storm sewer system. These type of preservation projects typically do not include improvements to the storm drainage system, unless there is a record of frequent overtopping of the roadway. No storm drainage improvements are currently planned with this project. If the existing system is clogged, that could contribute to the perceived problem. The City is responsible for maintenance of the storm sewer system.

Thank you for your participation.

Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Cc: Kevin Domogalla, PE, District 3 Engineer

Pete Ricketts
Governor

STATE OF NEBRASKA
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May 9, 2016

Gene Jesson
708 W Main St
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Gene:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Lila Tangeman
56 W 2nd Ave
Bloomfield, NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Ms. Tangeman:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the Center – Bloomfield project. You expressed concern about the Nebraska Highway 84 road closure. Unfortunately the bridge located between 539 Avenue and 540 Avenue cannot be reconstructed ½ at a time. Nebraska Highway 84 (N-84) would be closed at the immediate bridge site to facilitate its replacement. NDOR is required to provide a detour along paved routes, typically on the State Highway System. The signed detour would comprise of routes Nebraska Highway 13, Nebraska Highway 121, and Nebraska Highway 59, as depicted on the attached detour map. As with any project, local drivers are free to find their own detour route that fits their needs. Please note that N-84 would open back up following the construction of the new bridge.

Thank you for your participation.

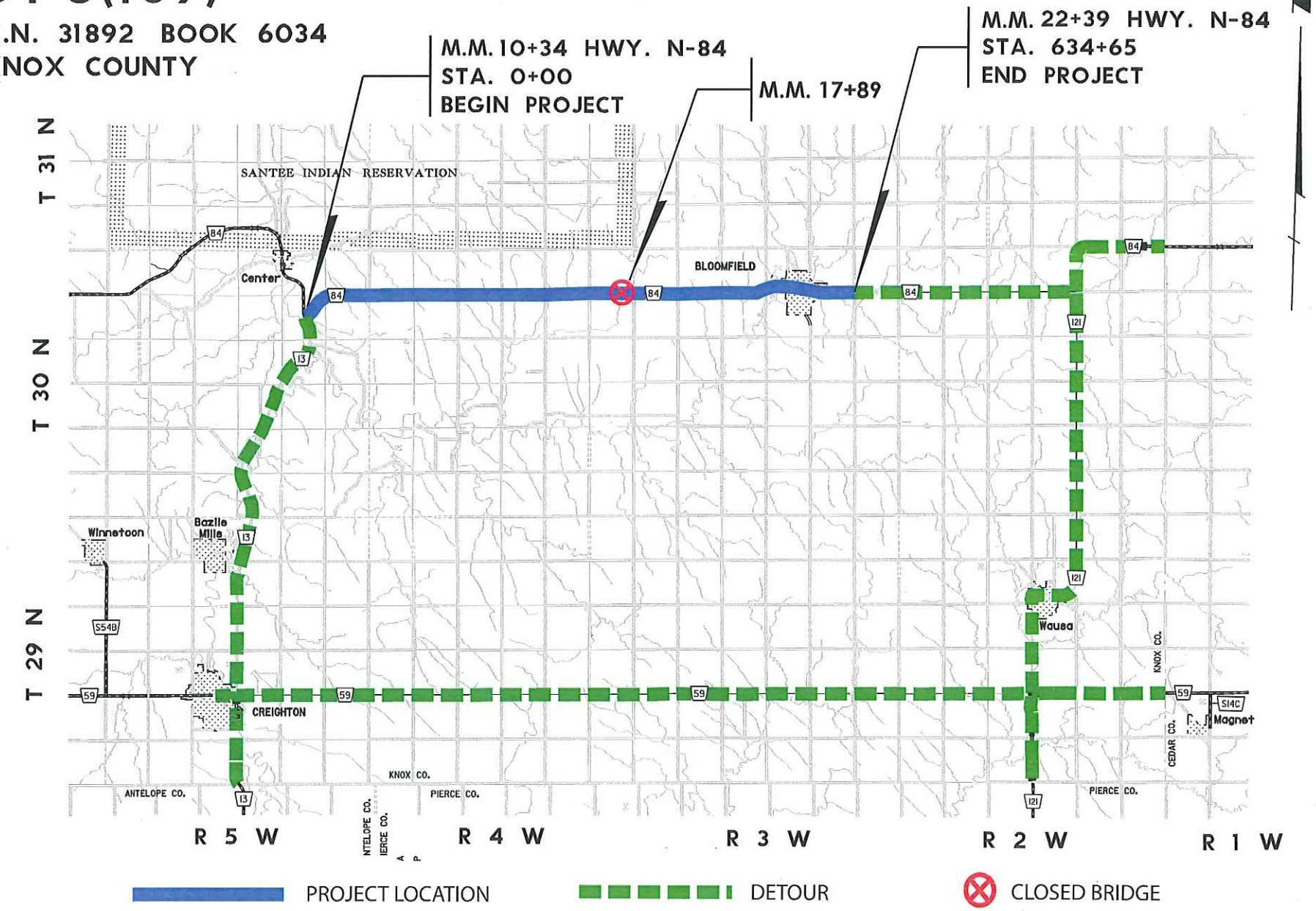
Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Enclosure

CENTER - BLOOMFIELD
84-5(109)

C.N. 31892 BOOK 6034
KNOX COUNTY



Pete Ricketts
Governor

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May 9, 2016

Harlan & Norma Koertje
54511 Hwy 84
Bloomfield, NE 68748

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. & Ms. Koertje:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. You expressed interest in the improvement of the section of Nebraska Highway 84 easterly from Bloomfield. This section of roadway is currently scheduled to be improved under project CN 31832, Bloomfield – US 81. The project is currently planned for construction in 2022. Please be aware that schedules can change.

Thank you for your participation.

Sincerely,

John B Thomas

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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May 9, 2016

Donald G. Willats
464 E Benton St
Bloomfield, NE 68718-3129

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Willats:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the Center – Bloomfield project. Regarding your concern on the shoulder condition of the mile of road east of Bloomfield, this portion of roadway is not part of our present project. By copy of this letter, I have forwarded your concern to Mr. Kevin Domogalla, the District 3 Engineer for NDOR. Maintenance items such as this fall under the District's jurisdiction.

Thank you for your participation.

Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Cc: Kevin Domogalla, PE, District 3 Engineer

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., *Director*
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
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May 9, 2016

Richard Kaiser
PO Box 502
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Kaiser:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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May 9, 2016

Kevin Mackeprang
PO Box 346
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Mackeprang:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Max Doerr
53244 Hwy 84
Center, NE 68724-8004

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Doerr:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the Center – Bloomfield project. You expressed interest in several aspects of the project, each of which is addressed below.

The project design includes larger turning radii and tapers along Nebraska Highway 13 (N-13) to better accommodate truck traffic. Additional guardrail would not be constructed with the project; however, foreslopes would be flattened as required to meet current NDOR design standards. This overlay project's key purpose is to preserve the highway pavement; therefore, drive entrances would typically not be altered.

Finally, you expressed a perceived need for a deer crossing warning near the Nebraska Highway 84/N-13 intersection. All sign requests go to our Traffic Engineering Division. I have forwarded your concerns to their office. They will determine if any additional signage is warranted based on their policies. Any changes to signs in the area would be done separately from the project.

Thank you for your participation.

Sincerely,

John B Thomas

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., *Director*
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

May 9, 2016

Bill Smith
PO Box 97
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Smith:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
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May 9, 2016

Daniel N. Hoppe
527 Circle Drive
Bloomfield, NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Hoppe:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the Center – Bloomfield project. You had some questions regarding the bridge work on the bridge between 539 Avenue and 540 Avenue. NDOR does not currently plan to build a shoo-fly for the construction of this bridge. Nebraska Highway 84 would be closed at the immediate bridge site. NDOR is required to provide a detour along paved routes, typically on the State Highway System. The signed detour would comprise of routes Nebraska Highway 13, Nebraska Highway 121, and Nebraska Highway 59, as depicted on the attached detour map. As with any project, local drivers are free to find their own detour route that fits their needs.

We are aware of the Knox County Fair that is held in August. Special Provisions would be provided in the bid documents requiring the contractor to keep unobstructed access to the fairgrounds during the duration of the fair.

Thank you for your participation.

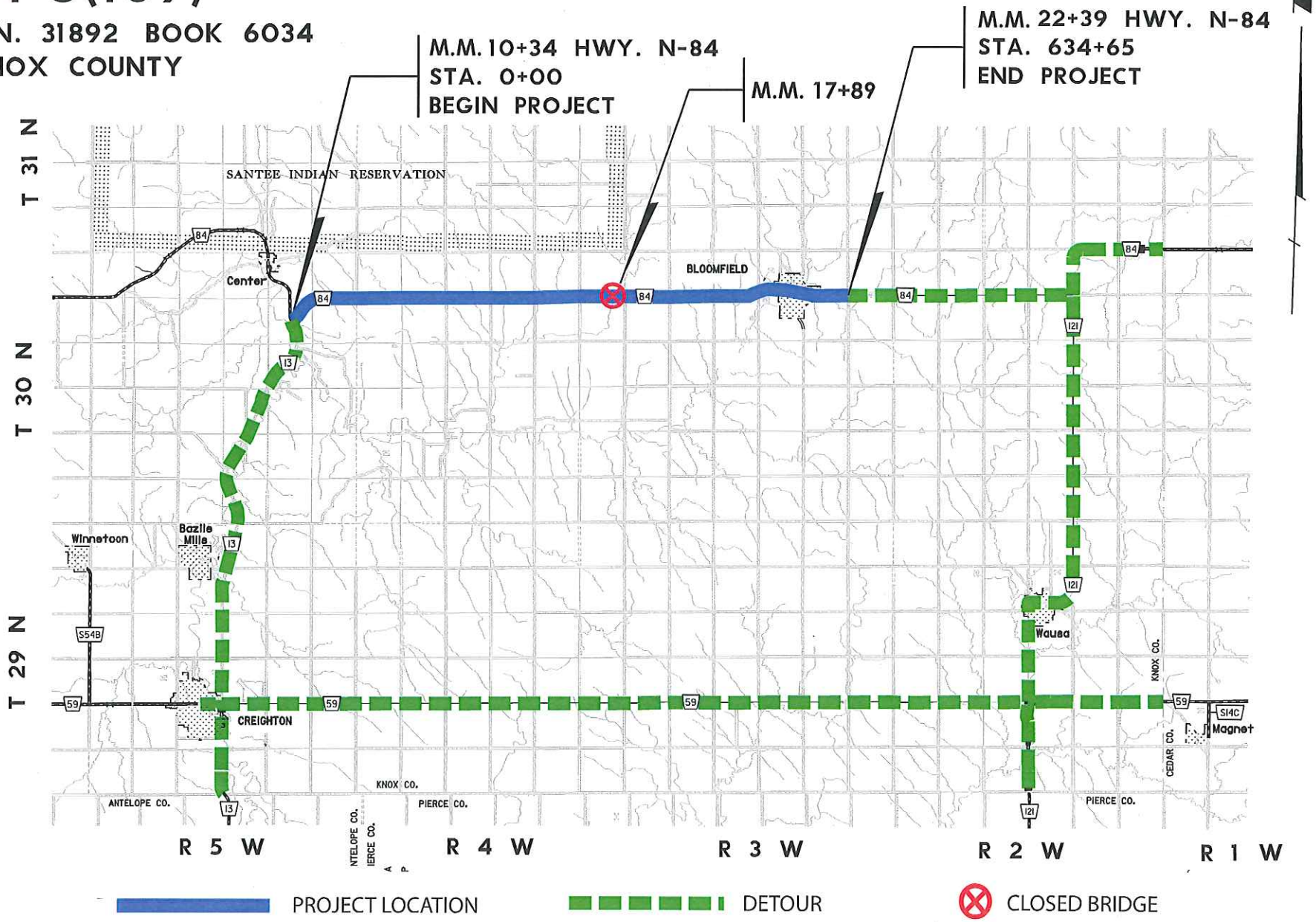
Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Enclosure

CENTER - BLOOMFIELD
84-5(109)

C.N. 31892 BOOK 6034
KNOX COUNTY



Pete Ricketts
Governor

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May 9, 2016

Paul Oltjenbruns
54377 885 Rd
Bloomfield, NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Oltjenbruns:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the Center – Bloomfield project. You expressed concern about the section of roadway in Verdigre and westerly. NDOR jurisdiction of this roadway ends at the bridge into town on the east side, so the segment of roadway referenced in your comment is not under NDOR jurisdiction.

Thank you for your participation.

Sincerely,

John B Thomas

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

Pete Ricketts
Governor

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May 9, 2016

Rhonda K. Surface
306 E Park St
Bloomfield NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Ms. Surface:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
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Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

May 9, 2016

Jerry Nipp
208 West Lincoln
Bloomfield, NE 68718

Re: Project No. STP-84-5(109)
Also Known As: Center – Bloomfield
Control No. 31892

Dear Mr. Nipp:

The Nebraska Department of Roads appreciates your input in regard to the Center – Bloomfield project. We are aware of the Knox County Fair that is held in August. While we do not yet know specifics of the construction schedule, please be aware that Special Provisions would be provided in the bid documents requiring the contractor to maintain unobstructed access to the fairgrounds during the duration of the fair.

Thank you for your participation.

Sincerely,

John B Thomas, PE
Assistant Roadway Design Engineer
(402) 479-4719
john.thomas@nebraska.gov

NDOR
Nebraska
Department of Roads

Memorandum

DATE	July 14, 2016
TO	Grace Erickson
FROM	Kevin G.; Domogalla
THRU	
SUBJECT	Center - Bloomfield

RECEIVED
JUL 18 2016
COMMUNICATION DIVISION

Enclosed, please find the personal contact reports made for those affected directly by the proposed closure of the streets in conjunction with the bridge repair.

CN 31892 Bridge Work @ S084 01261

Residents that have already been in contact with:

Name	Address
Ben Lauck	John Deere
Betty Ketelsen	304 W. Bazile Street
Pat Liska	307 W. Bazile Street
Jennifer Oban	308 W. Bazile Street
Bill Smith	309 W. Bazile Street
Loren Miller	312 W. Bazile Street
Ivan Jindra	408 W. Bazile Street
Kurtis Doering	410 W. Bazile Street
Pat O'Neil	502 W. Bazile Street
Albert Castillo	504 W. Bazile Street
Beth Opkis	506 W. Bazile Street
Nolan Poppe	Corner of Sherman/W.Brazile Street
Brenda Doering	108 S. Sherman Street
Robert Tinkey	402 W. Main Street
Judy Sazama	404 W. Main Street
Christy Wagner	407 W. Main Street (motel)
Gerald Fink	502 W. Main Street
Stella Branstiter	105 N. Sheridan Street
Bev & Bill Blatchford	107 N. Sheridan Street
Wally Holz	109 N. Sheridan Street
Deana Vought	310 W. Grant Street
Peggy Coke	311 W. Grant Street
Carrie Kraft	505 W. 2nd Avenue
Lila Tangeman	506 W. 2nd Avenue

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matthew Samuelson

Subject: Parking Stalls / Bridge traffic control

Landowner's Present: Phil Schroeder (mayor), Colette Panning (city admin), Brad Eckmann (city council)

Property Address:

Conversation:

- City will talk with 2 business's about use of their driveways vs having parking in front of the business.
- City has requested eliminating one of the handicapped stalls
- City OK with traffic control @ bridge location.

5084 02161

Signature: Matthew Samuelson Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matthew Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Ben Lauck

Property Address: John Deere

Conversation:

Will make it work

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matthew Sowards

Subject: Bridge Work 5084 02161

Landowner's Present: Robert Tinkey

Property Address: 402 Main St

Conversation:

no comments

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Sasaki

Subject: Bridge Work 5084 02161

Landowner's Present: Judy Sazama

Property Address: 404 W. Main

Conversation:

no comment

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Christy Wagner (co-owner of motel)

Property Address: 407 W. Main

Conversation:

no comments

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Gerald Fink

Property Address: 502 W. Main

Conversation:

no comment.

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matthew Sorensen

Subject: Bride Work 5084 02161

Landowner's Present: Carrie ~~[illegible]~~ Kraft

Property Address: 505 W 2nd Ave

Conversation:

no comment

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Lila Tangeman

Property Address: 506 W 2nd Ave

Conversation:

no comments.

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Stella Brastiller

Property Address: 105 Sherrida St

Conversation:

no comment

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-12-16 Created By: Keith Koertge

Subject: closure of sherman & sheridan Streets

Landowner's Present: No Residence here

Property Address: 106 North sheridan street

Conversation:

Nobody lives here anymore - vacant

Signature: Keith Koertge Date: 7-12-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Bev + Bill Blatchford

Property Address: 107 Sheridan St.

Conversation:

no comments.

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Walley Holz

Property Address: 109 N Sherman

Conversation:

no comment.

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-13-16 Created By: Keith Koertje

Subject: Closure of sherman & sheridan streets

Landowner's Present: Brenda Doering - Yes

Property Address: 108 S. Sherman Street

Conversation:

9:35 AM - Talked to daughter that stays with her and told her what we plan on doing on Hyw #84 through Bloomfield and closure of sherman street by her house. Told her to let her mother Know about this and if she has any concerns to call me. At this time Know concerns.

Signature: Keith Koertje Date: 7-13-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-12-16 Created By: Keith Koertge

Subject: closure sherman & sheridan streets

Landowner's Present: No Residence here

Property Address: 307 W. Grant Street

Conversation:

Nobody lives here anymore - vacant

Signature: Keith Koertge Date: 7-12-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matthew Samuelson

Subject: bridge work 5084 02161

Landowner's Present: Celum Shreger & Diane Grey (owners), Deana Vought (talked to:)

Property Address: 310 Grant St.

Conversation:

is fine. closing street is a good thing.

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-13-16 Created By: Keith Koertje

Subject: closure of sherman & sheridan streets

Landowner's Present: Peggy coke - Yes

Property Address: 311 W. Grant street

Conversation:

10:48 AM - Talked to her about the Road construction work on Hwy #84 through Bloomfield next year and the Bridge work with the closure of sherman street. Asked me when - told her next spring sometime. Had know concerns - Thanked me for letting her know. No concerns.

Signature: Keith Koertje Date: 7-13-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuels

Subject: Bridge work 5084 02161

Landowner's Present: Nolan Poppe

Property Address: brown house @ corner of Sherman/W. Brazile St

Conversation:

no comments

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-12-16 Created By: Keith Koertge

Subject: closure of sherman & sheridan street

Landowner's Present: Betty Ketelsen - Yes

Property Address: 304 W. Brazile Street

Conversation:

10:00 AM - Talked to her about Project coming-up. Had No concerns - Just that it is about time to get things done.

Signature: Keith A. Koertge - HPM Date: 7-12-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-13-16 Created By: Keith Koertge

Subject: closure sherman & sheridan street

Landowner's Present: Pat Liska - NO

Property Address: 307 W. Brazile street

Conversation:

11:15 AM - Tryed to reach two or three times but never could so talked to her daughter that works at courthouse in center, Nebraska. Explained why I was here and asked her to share or tell her mother about up coming Project on Hwy #84 through Bloomfield and Bridge work with having sherman street closed for a time. Had No concerns - told her to tell her mother if had concerns, please get in touch with me.

Signature: Keith Koertge Date: 7-13-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-12-16 Created By: Keith A. Koertje

Subject: closure of sherman & sheridan streets

Landowner's Present: Jennifer oban - Yes

Property Address: 308 W. Brazile Street

Conversation:

6:30 PM - Talked to her about Project coming-up. Had No concerns - said she is moving out of Residence here soon so won't be around when Project starts.

Signature: Keith A. Koertje Date: 7-12-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matthew Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Bill Smith

Property Address: 309 W. Brazile

Conversation:

no comments

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-12-16 Created By: Keith A. Koertge

Subject: closure sherman & sheridan street

Landowner's Present: Loven Miller - Yes

Property Address: 312 W. Bazile Street

Conversation:

1:45 PM - Talked to Loven about Project coming up. He had No concerns - Just happy we are finally fixing the Bridge and Roadway through Bloomfield.

Signature: Keith A. Koertge - HPM Date: 7-12-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Ivan & Jindra

Property Address: 408 Bazile St

Conversation:

no comment.

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-12-16 Created By: Keith Koertge

Subject: closure of sherman & sheridan streets

Landowner's Present: NO Residence here

Property Address: 409 W. Brazile street

Conversation:

Nobody lives here anymore - vacant

Signature: Keith Koertge Date: 7-12-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Kurtis Doering

Property Address: 410 Basile St

Conversation:

no comment.

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 7-13-16 Created By: Keith Koertge

Subject: closure of sherman & sheridan street

Landowner's Present: Albert castillo - NO

Property Address: 504 W. Brazile street

Conversation:

8:10 PM - Tried to reach him two or three times before. went back in evening seen his vehicle was at residence so though he was home. Couldn't get him to come to the door so left. Had NO contact with him. If I see him at later date, I will talk to him then about the closure of sheridan street.

Signature: Keith Koertge Date: 7-13-16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Samuelson

Subject: Bridge Work 5084 02161

Landowner's Present: Pat O'neil

Property Address: 502 W. Bazile

Conversation:

no comment.

Signature: [signature] Date: 6/30/16

NDOR Call Report

Project Name: *Center-Bloomfield* **Project #:** *STP-84-5 (109)* **Control #:** *31892*

Call Date: 6/30/16 Created By: Matt Sack

Subject: Bridge Work 5084 02161

Landowner's Present: Beth Opkis

Property Address: 506 W Bazile

Conversation:

no comment.

Signature: [signature] Date: 6/30/16