Project clarifications on 02/03/16 do not affect the definition of the APE or the level of effort - SSB

NDOR PQS Project Review Memo
Section 106 - Tier II Project

Control Number 42566 Project Number STP-14-1(119) Review Date 03/17/16

Project Name Deweese Spur North Project Location Clay County

Date of Project Description Reviewed 02/03/16 (See attached)

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

THPO/Tribal Consultation? ☑ No ☐ Yes

THPO/Tribes(s):

Date Correspondence Sent:

THPO/Tribal response date:

THPO/Tribal comment:

CLG Consultation? ☑ No ☐ Yes

CLG:

Date Correspondence Sent:

CLG response date:

CLG comment:

Other Consulting Parties Identified:

Area of Potential Effects (APE)

The APE for direct construction effects includes an area 50 feet beyond current right-of-way near streams and about 20 feet beyond 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 standing structures and farmsteads includes an area 100 feet beyond existing right-of-way to account for any potential visual effects. Definition of a broader APE for secondary or cumulative impacts is not required in this instance. There are no detours planned for the project.

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

Summary of Archeological Investigations

An archeological evaluation was conducted by Highway Archeologist Karen Steinauer in November of 2015. A review of the Nebraska Cultural Resources Geographic Information System (NCRGIS) archeological resources database indicated that one archeological site, 25CY204, had been recorded within the APE. The review also revealed that some segments of the project had been surveyed in 1988, 1995 and 2008 for unrelated projects. An archeological reconnaissance was completed of the entire project APE. As a result of the reconnaissance, six areas were subjected to an intensive pedestrian survey although no new archeological sites were discovered. The remainder of the APE had been surveyed for the previous unrelated project in 1995 or is in previously disturbed fill or on topographic settings with no potential to impact intact archeological deposits

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, the Clay County Tax Assessor records, historic maps, and other primary and secondary sources. Hilger also performed a review of the APE of all properties identified as meeting the NeSHPO Historic Resources Survey Manual criteria for survey. All properties meeting these criteria were evaluated using images gleaned from Google Earth and from the Clay County Assessor. The investigation resulted in the identification and National Register evaluation of six properties in the APE. These six properties are not recommended eligible for the NRHP due to lack of integrity and/or significance. The bridges that may be repaired and/or replaced (S014 02929, S014 03182) 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.

Archeological Resources	Above Ground Resources
Are NRHP listed or eligible properties present within the APE? ☑ No ☐ Yes	Are NRHP listed or eligible properties present within the APE? ☑ No ☐ Yes
Please list:	Please list:

Is Temporary Easement Required from ANY Historic Property Listed Above? ☐ No ☐ Yes

Is Permanent Easement Required from ANY Historic Property Listed Above? ☐ No ☐ Yes

Is Right of Way Required from ANY Historic Property Listed Above? ☐ No ☐ Yes

If Yes, describe:

Construction Commitments: ☐ No ☐ Yes

If Yes, detail here:

There is a Sensitive Area between N-14 MM 26.69 and MM 26.85 (east side only). No project activities, including grading staging, borrowing, stockpiling, or storing material and/or equipment, would occur behind the current ROW in this area. No new rights-of-way or easement acquisitions, however minimal, will occur between N-14 MM 26.69 – MM 26.85, which would be identified on plans as a sensitive area to be avoided.

Project would result in no historic properties affected: ☐ No ☑ Yes

Tier II Project Evaluation Complete

Stacy Stupka-Burda

Digitally signed by Stacy Stupka-Burda
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Date: 2016.03.17 13:10:52 -05'00'

03/17/16

NDOR PQS Review

Date

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.

Nebraska Department of Roads

Project Description

Project Name: Deweese Spur North
Project No: STP-14-1(119)
Control No: 42566
Date of Last Revision: 02/03/16

Project Description: This project will resurface 10.67 miles of N-14 located in Clay County, starting where the pavement transitions from concrete to asphalt, at mile marker (MM) 26+50, and extending north to MM 37+17, 0.27 miles south of the south corporate limits of Clay Center. Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

A short segment of the roadway where the bridge is being replaced (MM 31+82) will be built to New and Reconstruction minimum design standards. The extent of pavement work ahead or beyond the structure to accommodate the replacement will be determined by Roadway Design.

The existing roadway on this segment of N-14 consists of the following:

- MM 26+50 – MM 27+02: The segment consists of two 12 foot wide asphalt lanes and 10 foot wide shoulders, of which 8 feet is paved with asphalt.
- MM 27+02 – MM 27+34: The segment consists of two 12 foot wide asphalt lanes and 14 foot wide shoulders, of which a maximum of 12 feet is paved with asphalt.
- MM 27+34 – MM 30+60: The segment consists of two 12 foot wide asphalt lanes and 10 foot wide shoulders, of which 8 feet is paved with asphalt.
- MM 30+60 – MM 31+82: The segment consists of two 12 foot wide asphalt lanes and 14 foot wide shoulders, of which a maximum of 12 feet is paved with asphalt.
- MM 31+82 – MM 37+17: The segment consists of two 12 foot wide asphalt lanes and 10 foot wide shoulders, of which 8 feet is paved with asphalt.

The improvements on this project consist of milling and resurfacing the roadway and surface shoulders with asphalt. Structure Number S014 02929 will undergo repairs and resurfacing with three inch grade raise. Structure Number S014 03182 will be replaced with a 44 foot clear width by 90 foot bridge with new approaches and access crossing (pipes). The existing guardrail will be removed and replaced at both bridge locations. Surfacing will be placed underneath the guardrail. Existing culverts will be extended or shielded as determined by Roadway Design. The scope of work for the turn lanes at MM 31+40 and MM 31+76 and the existing lighting at MM 31+40 will be determined by Roadway Design.

Scope details include:

- Grading beyond the hinge point will be required for the following work:
  - Culverts
  - Guardrail
  - Bridges
  - Drives and intersections
  - Turn lanes
  - Roadway grading for culvert extensions
  - Removal of old substructure
- A few existing metal culverts will be broken back and rebuilt to existing lengths to removed rusted/corroded segments. Replace flared end sections.
- Guardrail
  - Remove and replace guardrail with grading beyond the hinge point

- The bridge over the Union Pacific Railroad (Structure Number S014 02929) will undergo the following repairs: Partial and full depth deck repairs and resurfacing, modifying abutments for turndowns, adding approaches, moving the expansion joints to grade beam, updating the buttresses, cleaning and painting bearings, repairing abutment concrete, and repairing erosion. The existing guardrail will be removed and replaced. Surfacing will be placed underneath the guardrail. Three inch grade raise.
- The bridge over the Big Sandy Creek (Structure Number S014 03182) will be replaced with a 44 foot clear width by 90 foot bridge with no grade raise. New approaches will be added and access crossing (pipes) will be required. The existing guardrail will be removed and replaced. Surfacing will be placed underneath the guardrail.
- The existing asphalt will be milled prior to resurfacing.
- Asphalt patching operations will be performed 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.
- Surfacing will be placed under the guardrail.
- The existing earth shoulders will be brought up to match the new asphalt.
- Project surveying and staking will be required.
- Areas disturbed during construction will be stabilized utilizing methods of erosion control as shown in the Storm Water Pollution Prevention Plan (SWPPP).
- Rumble strips will be constructed from MM 26+50 to MM 31+82 and replaced from MM 31+82 to MM 37+17 on the resurfaced shoulders.
- Permanent pavement markings will be applied to all new surfacing.
- Existing street lighting will be left in place for work to the existing turn lane at MM 31+40.
- 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 bridge replacement at MM 31+82 will be phased and constructed under traffic with lane closures controlled with approved temporary traffic control. Temporary surfacing for phasing construction may be necessary. Access crossing with pipes will be needed.
- This project will be constructed under traffic with lane closures controlled with approved temporary traffic control.
- Temporary Easement will be needed for Access Crossings.

- The six hundred foot right turn lane at Sandy Creek Public School will be widened from 10' to 12' and a 4' surfaced shoulder will be added.