



U.S. Highway 75 – Plattsmouth to Bellevue
Sarpy and Cass counties, Nebraska

**Clean Water Act Section 404
Individual Permit Application**

January 2010

NDOR Project No. 75-2 (155)
NDOR Control No. 21849

HDR Project No. 10205

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U.S. HIGHWAY 75 – PLATTSMOUTH TO BELLEVUE CLEAN WATER ACT SECTION 404 INDIVIDUAL PERMIT APPLICATION

Cass and Sarpy Counties, Nebraska

1.0 APPLICANT

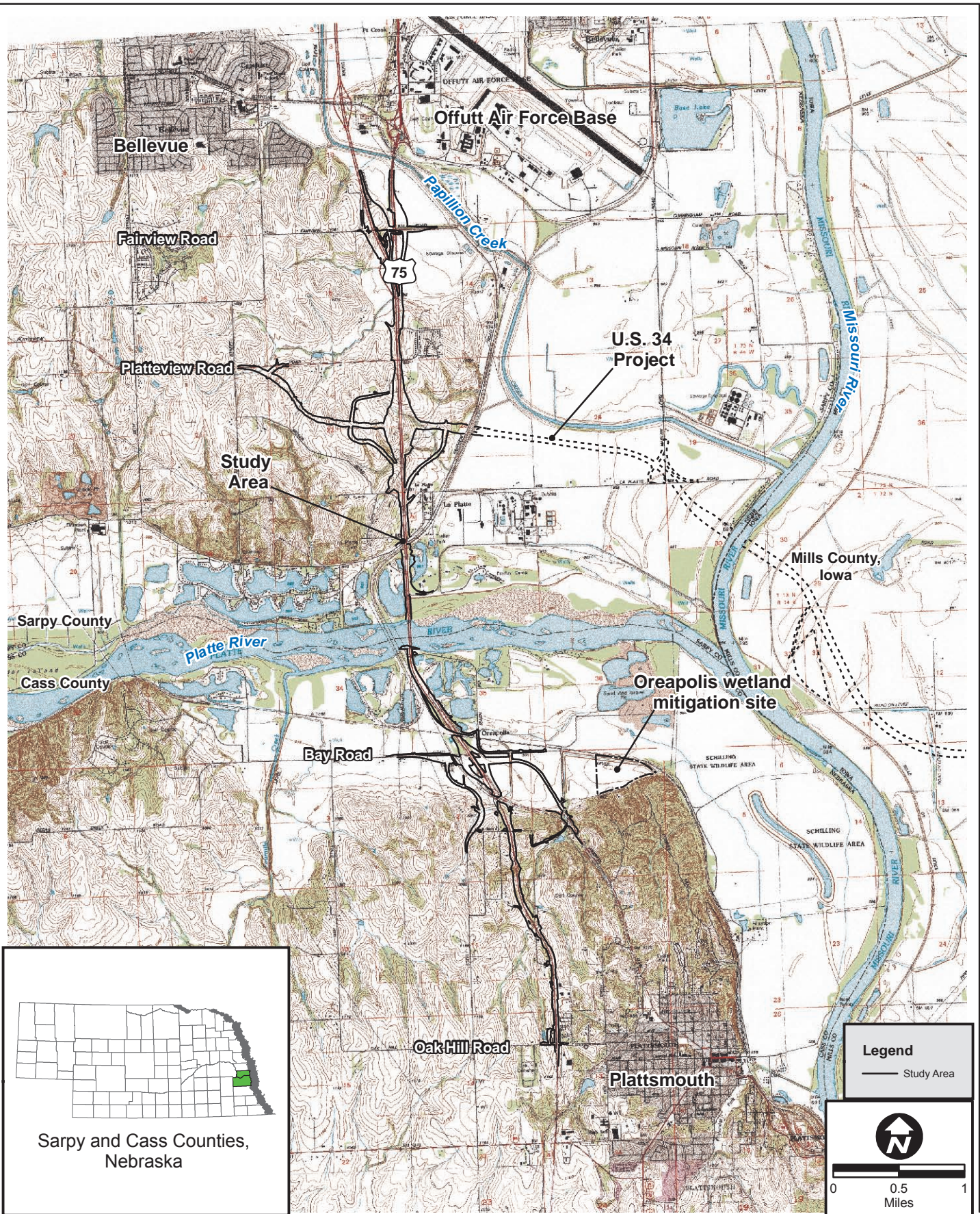
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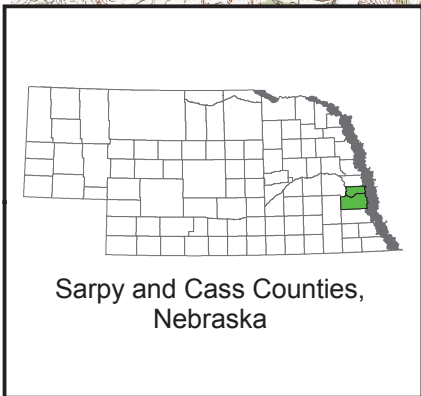
2.0 INTRODUCTION

The Nebraska Department of Roads (NDOR) is finalizing plans to reconstruct 6.8 miles of U.S. Highway 75 (U.S. 75) to a four-lane divided highway from Plattsmouth to Bellevue in Cass and Sarpy counties, Nebraska (Project) (see Figure 1, Project Location Map). The northern terminus of the Project is the Fairview Road interchange near Bellevue. The southern terminus of the Project is 0.2 miles south of Oak Hill Road/Avenue B in Plattsmouth. The Project also includes multiple bridges that would be added or improved (including separate northbound and southbound Platte River bridges) and realignments of county and frontage roads. See Section 6.0, Proposed Project, for a description of all Project-related activities.

The Project area includes linear drainage features and wetland areas. When considering the presence of these resources and the scope of the Project, impacts on waters of the U.S. (including wetlands) are unavoidable.



Source: USGS 7.5 Minute Quadrangle, Plattsmouth Nebraska



Project Location Map

U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
 Pre-Construction Notification

FIGURE

1

3.0 PROJECT BACKGROUND

The following addresses other transportation studies which have been performed or are planned to occur for other projects within relatively close proximity to the Project. Additionally, the comprehensive National Environmental Policy Act (NEPA) analysis performed for the Project is also summarized.

3.1 Associated Transportation Projects

For several years, efforts have been underway to improve the transportation system in the southern Omaha metropolitan area. A number of other transportation studies, outlined below, are related to the Project because of their timing in association with - and proximity to - the Project.

- U.S. Highway 34 (U.S. 34) Roadway and Bridge Improvement Study – The Federal Highway Administration (FHWA) signed the Final Environmental Impact Statement (Final EIS) on May 18, 2007, and the Record of Decision (ROD) on December 14, 2007. A consultative NEPA reevaluation was signed by FHWA on April 24, 2009 to address unforeseen wetland impacts.
- Plattsmouth Bridge Study – FHWA signed the Final EIS on November 8, 2007. The Final EIS was issued to the public on November 30, 2007, and FHWA signed the ROD on January 17, 2008. Bridge rehabilitation and bridge approach reconstruction were completed, and the bridge was reopened to traffic on November 9, 2008.
- South Omaha Veterans Memorial Bridge Study – FHWA signed the Final EIS on October 3, 2005, and the ROD on December 2, 2005. The existing bridge is scheduled to be demolished after construction of the new bridge is completed in 2010.
- Council Bluffs Interstate System Improvements Study (I-29 and I-80) – FHWA signed the Final EIS on July 19, 2005, and the ROD on October 26, 2005. FHWA signed a Tier 2 Environmental Assessment for construction of Segment 1 (which includes a new five-lane bridge over the Missouri River) on October 31, 2006, and a Finding of No Significant Impact on June 14, 2007. Construction of the new bridge is ongoing and is scheduled to be completed by 2010. Reconstruction of the existing I-80 bridge and approach roadways is expected to be completed in 2011.
- Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) 2025 Long Range Transportation Plan

3.2 Project-Specific NEPA Analysis

The Project has undergone a comprehensive NEPA analysis. The proposed improvements for this Project were first described in a Final EIS that was approved on June 6, 1979. In general, the Final EIS evaluated four segments in the U.S. 75 corridor from Nebraska City, Nebraska, to Bellevue, Nebraska, as part of the development of an expressway system:

1. Nebraska City to Murray, Nebraska – four-lane rural expressway on existing alignment
2. Murray to Plattsmouth, Nebraska – four-lane rural expressway on existing alignment

3. Through Plattsmouth – suburban signalized four-lane expressway
4. Plattsmouth to Bellevue – freeway with interchanges at Bay Road and Platteview Road

Since the 1979 Final EIS, traffic volumes have increased, requiring reevaluation of the preferred alternative identified in the 1979 Final EIS. NDOR determined that a supplement to the 1979 Final EIS was needed for the segment between Murray and its terminus at Fairview Road in Bellevue. Therefore, the updated design components for the Murray to Bellevue segments were described in the Final Supplemental EIS. FHWA signed the Final Supplemental EIS on October 26, 2000 (FHWA and NDOR, 2000) and the ROD on May 25, 2001 (FHWA, 2001).

Subsequent to the Final Supplemental EIS, NDOR has performed reevaluations of the Project as design progressed. FHWA recently reviewed the Project and determined that a NEPA reevaluation was required (FHWA, March 16, 2009). The reevaluation is underway and will be based on the change of the impact boundary from the Final Supplemental EIS, compared to the current impact footprint and will consider past reevaluations conducted by NDOR on September 13, 2003 and November 20, 2004. The current NEPA reevaluation is scheduled for completion in January 2010.

4.0 PURPOSE AND NEED

4.1 Purpose of the Project

The primary purpose of the Project is to provide a safe, high-capacity highway facility that is compatible with the surrounding communities. The proposed highway would be a segment of the U.S. 75 expressway from Nebraska City to Omaha. When completed, the improved highway would provide for traffic service to the major growth center of Omaha; serve as a direct connection to the Interstate system in this urban center; provide adequate capacity for good traffic service in areas where congestion now occurs; provide the entire corridor area with a safer means of travel than presently exists; and provide convenient access to and from neighboring communities (FHWA and NDOR, 2000).

4.2 Need for the Project

The Project is needed to address increasing traffic and higher-than-average accident rates. As a part of a 1988 Highway Needs Study prepared for the State legislature, NDOR reviewed socioeconomic data, including population and demographic trends, general economic activity, agricultural production, and employment data for Nebraska. In 1988, the Nebraska legislature approved the development of a 600-mile expressway system that included the segment of U.S. 75 from Plattsmouth to Bellevue. The expressway system will connect urban centers of 15,000 population or greater to the Interstate system, adds routes to handle average daily traffic of 500 or more heavy commercial vehicles, and adds segments for continuity (FHWA and NDOR, 2000).

5.0 ALTERNATIVES

The following alternatives analysis is a summary of the Final Supplemental EIS and ROD. For detailed evaluations of alternatives considered and corresponding potential impacts on human and natural resources, consult the 1979 Final EIS and the 2000 Final Supplemental EIS.

5.1 No Build Alternative

Under the No Build alternative, U.S. 75 would remain as a two-lane highway south of Webster Boulevard (located northwest of Plattsmouth) and a four-lane highway north of Webster Boulevard to Fairview Road in Bellevue. Only routine safety and maintenance improvements would be made to support continuing operation. This alternative was not given detailed consideration because it did not meet the Project purpose and need, did not improve safety, and did not provide adequate capacity to meet the projected traffic volumes within the area.

5.2 Build Alternatives

The Build Alternatives analyzed in the 2000 Final Supplemental EIS were developed for three sections of the U.S. 75 corridor and were based on the results of a 1995 traffic study.

5.2.1 Section 1 – Chicago Avenue to Webster Boulevard (Plattsmouth)

The Chicago Avenue to Webster Boulevard section contains the southern end of the Project, beginning at Oak Hill Road/Avenue B in Plattsmouth. The Plattsmouth area has developed to the west, and the urban region now surrounds U.S. 75. Since the 1979 Final EIS, several projects have been constructed to add turning lanes and traffic signals at several high-volume intersections adjacent to Plattsmouth. The following alternatives were evaluated for this section:

- Alternative 1 – Construct a four-lane divided highway on alignment to current NDOR expressway standards (that is, a 40-foot-wide depressed median) with traffic signals at major intersections.
- Alternative 2 (preferred alternative) – Construct a four-lane highway on alignment, with a 16-foot-wide raised median and traffic signals at major intersections.
- Alternative 3 – Construct a bypass approximately 1 mile west of the existing U.S. 75, beginning at Chicago Avenue and reconnecting to the existing alignment at Webster Boulevard.
- Alternative 4 – Construct an urban interchange on alignment at the Nebraska Highway 66 (N-66) intersection to serve Plattsmouth to address safety concerns of isolated rural high-speed traffic signals.

Alternative 1 was eliminated because of the safety concerns associated with turning movements across wide medians. Alternative 3 was removed from consideration primarily due to the traffic diversion to a bypass. Alternative 4 was removed from consideration due to the impacts associated with an interchange anywhere along U.S. 75 adjacent to Plattsmouth. Environmental impacts were determined to be similar among all alternatives except for Alternative 3, which would likely have the most human and natural resource impacts due to construction on new

alignment. Therefore, Alternative 2 was identified as the preferred alternative for Chicago Avenue to Webster Boulevard.

Because Plattsmouth is a destination for travelers, plans for a suburban signalized expressway on alignment were developed. It was necessary to develop a system that would balance the expressway system function of U.S. 75 between Nebraska City and Plattsmouth, serve Plattsmouth and surrounding development, and reduce the problems with associated high-speed signalized intersections.

5.2.2 Section 2 – Webster Boulevard to Platte River

The existing Webster Boulevard partial interchange is a high-volume intersection. The high traffic volume in combination with the short distance from the Bay Road/U.S. 75 intersection creates safety concerns. The area north of Plattsmouth has undergone considerable development. Thus, the Webster Boulevard and Bay Road intersection would have much greater turning volumes than anticipated in the 1979 Final EIS. This intersection is also at the base of a substandard vertical curve associated with the BNSF Railway viaduct. The accident record at this intersection has been above average.

For Section 2, NDOR proposed a multi-lane facility with access at interchanges only. U.S. 75 would be designed as a freeway, similar to the Kennedy Freeway (Fairview Road to the I-80/I-480 interchange), and would include an interchange. With the introduction of an interchange in this area, the impact on a trailer court and adjacent residences was of primary concern. The basic alternatives considered (with multiple sub-options within them) were as follows:

- Alternative 1 – End the freeway north of Bay Road, retain the existing at-grade Bay Road/U.S. 75 intersection, and yet retain the Webster Boulevard partial interchange.
- Alternative 2 – Retain the current Webster Boulevard interchange and provide a grade separation (no interchange) at Bay Road. Add a Bay Road connection to Webster Boulevard east of the Webster Boulevard interchange.
- Alternative 3 – Shift the diamond interchange north of the existing at-grade Bay Road/U.S. 75 intersection, placing it north of Bay Road.
- Alternative 4 (preferred alternative) – Shift the diamond interchange south of the existing at-grade Bay Road/U.S. 75 intersection, closer to Webster Boulevard.
- Alternative 5 – Construct any of the diamond interchange options with Bay Road over U.S. 75, or U.S. 75 over Bay Road.
- Alternative 6 – Construct an alternate interchange configuration (that is, loop ramps) to avoid one or more quadrants.

Alternatives 1 and 2 would not adequately address the safety and access needs of the intersection. Alternative 3 and 5 would result in additional impacts on wetlands and open water north of Bay Road. Alternative 6 would require additional frontage roads and ramps, likely with impacts on additional wetland and other waters of the U.S. resources. Based on an evaluation of safety, geometry, access, and other factors, Alternative 4 was identified as the preferred alternative for Webster Boulevard to the Platte River.

As a result of Alternative 4, the weigh station would be removed and relocated to the Weeping Water Creek area in southern Cass County. The at-grade access just south of the Platte River bridges would be closed and access would be provided to the east side of the highway from the interchange. The residence and trailer court would be taken because of physical restraints and difficulty in providing access. The residential area east of U.S. 75 bounded by Bay Road and the Platte River would lose direct access to U.S. 75. Instead, access would be provided from a Beach Road connection to Bay Road. This would result in all vehicles crossing the BNSF rail line at-grade. This crossing would be upgraded to the appropriate level for the traffic and train volume.

5.2.3 Section 3 –Platte River to Fairview Road

The concept for the Platte River to Fairview Road section did not change from that of the 1979 Final EIS, although the Final EIS did not specifically define improvement concepts. The freeway concept (extending the Kennedy Freeway south from Fairview Road to Webster Boulevard) remains the preferred option.

Section 3 –Platte River to Fairview Road contains three public road intersections. Interchange options to replace these accesses were investigated. Traffic demand and interchange spacing with the Kennedy Freeway to the north indicated the need for only one interchange. This conclusion is consistent with the 1979 Final EIS. Given the constraints of the river and development south of Laplatte Road, together with the rolling profile and development at the Platteview Road intersection, the preferred location for the interchange is between Laplatte Road and Platteview Road. Platteview Road would be relocated to the south to meet this interchange. Frontage roads are proposed south of the interchange to meet access needs removed by the freeway. Additionally, a frontage road from the Normandy Hills subdivision is proposed to connect south to the proposed interchange to serve this development.

6.0 PROPOSED PROJECT

The Project would be divided into seven distinct construction packages, described below in the order of letting¹. As indicated in Table 1, Anticipated Construction Schedule, both the Oreapolis Wetland Mitigation Site and the Platteview Road intersection are scheduled for letting in 2010. The remaining five construction packages are not in NDOR's current 5-Year Plan, although all construction packages are at 90 percent design. See Attachment A, Roadway and Bridge Plans, for further detail.

¹ An additional section (Section 6.8) is provided to identify and discuss temporary construction access accommodations,

**Table 1
Anticipated Construction Schedule**

Project	Letting	Construction Complete
Oreapolis Wetland Mitigation Site	2010	2010
Platteview Road intersection	2010	2012
U.S. 34 Missouri River bridge approach ¹	2011	2013
Fairview Road interchange	2012	2014
Platteview Road interchange	2013	2015
U.S. 75 North of Platte River	2014	2016
Bay Road interchange	2015	2017
U.S. 75 South of Platte River	2017	2019

Note:

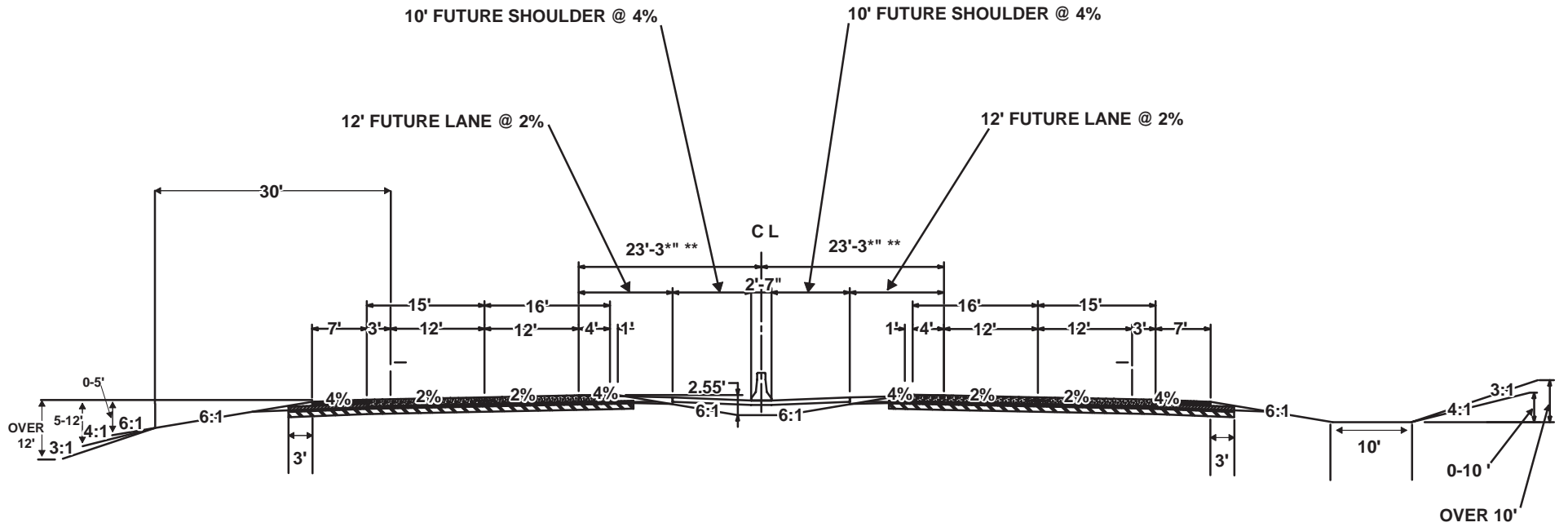
¹ *U.S. 34 Missouri River bridge approach, though not one of the seven construction packages included in the Project, is listed here to indicate when construction is anticipated. The bridge approach is being permitted and constructed with the U.S. 34 Missouri River bridge project in cooperation with Iowa Department of Transportation.*

NDOR has applied for Transportation Investment Generating Economic Recovery (TIGER) grant funding for the Project, in order to expedite construction. Should TIGER grant funding be awarded to the Project, the construction packages listed in Table 1 and Sections 6.1 through 6.7 would be consolidated into two construction packages:

1. Oak Hill Road/Avenue B to the Platte River, including improvements to the Platte River bridges
2. Platte River to Fairview Road

TIGER grant funding would negate the need to construct the (interim) Platteview Road intersection project and would facilitate construction of the remaining six construction packages by the end of 2013.

Figure 2 shows typical cross sections of the roadway segments of the Project. This figure includes the widths of the shoulders, driving lanes, and median.



NOT TO SCALE



Typical Section

U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
 Pre-Construction Notification



FIGURE

2

6.1 Oreapolis Wetland Mitigation Site

The intent of the Oreapolis Wetland Mitigation Site is to offset unavoidable wetland and stream impacts resulting from the U.S. 75 Project as well as the U.S. 34 Missouri River bridge project² (see Attachment D for the Mitigation Site Plan). NDOR intends to submit a Nationwide Permit No. 27 application to the U.S. Army Corps of Engineers (USACE) requesting authorization to construct the wetland mitigation site separate from other Project components (for which authorization is requested via this application).

6.2 Platteview Road Intersection

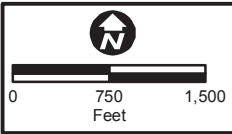
The intent of the Platteview Road intersection project is to tie the new U.S. 34 roadway alignment and Missouri River bridge to U.S. 75 with an at-grade intersection that would be used by traffic until the full grade-separated Platteview Road interchange is constructed (see Section 6.4). In essence, this project has elements of the Platteview Road interchange, with some temporary pavement required to create the interim at-grade intersection (see Figure 3, Platteview Road Intersection).

The proposed 2 miles of U.S. 75 improvements would begin at the north side of the Platte River and terminate at the existing U.S. 75/Grenoble Drive intersection in Sarpy County. Full reconstruction of U.S. 75 would begin approximately 1 mile north of the Platte River and proceed north to the existing U.S. 75/Platteview Road intersection. The remaining areas on U.S. 75 north and south of the full reconstruction would be milled and overlaid as part of the Project. A portion of the proposed relocated Platteview Road (U.S. 34) on the east side of U.S. 75 would be constructed as part of the Project. U.S. 34 would begin at the new bridge crossing (Bridge 10) over the BNSF and Union Pacific Railroad (UPRR) and would proceed west approximately 0.25 mile. U.S. 34 would tie into U.S. 75 with an interim at-grade intersection controlled by a traffic signal. The at-grade intersection would be used until the final Platteview Road/U.S. 75 grade-separated diamond interchange is constructed (planned for 2013 construction letting).

U.S. 75 traffic would be temporarily shifted to the proposed southbound off-ramp and southbound on-ramp during reconstruction of U.S. 75. A portion of the 10th Street connector and Miller Road would be constructed to provide access to the existing signalized Plug Road/U.S. 75 intersection. The remaining portion of the 10th Street connector that would provide future access to relocated Platteview Road and the future northbound on-ramp would be graded to provide additional fill material for the Project. Access to U.S. 75 at existing Platteview Road and Grenoble Drive would be maintained.

² As the Oreapolis Wetland Mitigation Site has been designed to develop mitigation wetland acres far beyond those required of both the U.S. 75 Project and the U.S. 34 Bellevue Bridge Project, it is NDOR's intention to request that the surplus mitigation wetlands be "banked" for compensatory mitigation allocation toward future projects within the site's service area. NDOR intends to coordinate bank establishment with the USACE and other Interagency Review Team (IRT) members following completion of NDOR's pending Statewide Mitigation Banking Instrument.

The Platteview Road intersection must be let and construction must start in 2010 so that the excess cut material can be used to construct the U.S. 34 Missouri River bridge approach in a subsequent phase. However, as stated above in Section 6.0, if the Project receives TIGER grant funding, the (interim) Platteview Road Intersection project would not be needed and the (ultimate) Platteview Road Interchange project would be constructed.



Legend	
	Platteview Road Intersection
	U.S. 34 Project

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Platteview Road Intersection

U.S. 75 – Plattsmouth to Bellevue
Sarpy and Cass Counties, Nebraska
Pre-Construction Notification

Aerial Imagery: 2007 MAPA



FIGURE

3

6.3 Fairview Road Interchange

The intent of the Fairview Road interchange project is to provide a safer interchange that would carry future traffic volumes efficiently and safely. The improvements would begin approximately 0.75 mile south of the existing Fairview Road intersection with U.S. 75 and proceed north for approximately 1.25 miles on U.S. 75 (see Figure 4, Fairview Road Interchange). The improvements would include the following:

- A new diamond interchange would be constructed, with ramps providing access in all directions of travel.
- The existing southbound off-ramp would be used in place.
- A new southbound on-ramp would be constructed and would replace the existing flyover.
- New northbound on- and off-ramps would be constructed.
- Fairview Road would be reconstructed approximately 3,000 feet (ft) east of the interchange.
- Fort Crook Road would be shifted to the east to separate it from the ramp terminals and would tie into its existing location south of the Papillion Creek bridge.
- A new frontage road would provide access along the east side of U.S. 75 to Grenoble Drive.
- Temporary roads would be constructed to maintain traffic during construction.

NDOR has designed a channel meander to offset the impacts of required culvert conveyance. See Section 10.3 for the wetland impact avoidance and minimization incorporated into the design of this interchange.

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Fairview Road Interchange

U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
 Pre-Construction Notification

Aerial Imagery: 2007 MAPA

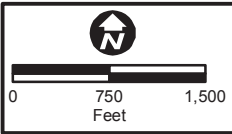
FIGURE 4

6.4 Platteview Road Interchange

The intent of the Platteview Road interchange project is to replace the at-grade Platteview Road/U.S. 75 intersection with a safer diamond-type interchange. The project would begin approximately 1.25 miles west of the existing intersection and would proceed east for approximately 2 miles, ending just east of the railroad tracks (Bridge 10) (see Figure 5, Platteview Road Interchange). The improvements include the following:

- A new diamond interchange would be constructed, with ramps providing access in all directions of travel.
- Existing U.S. 75 intersections at Allied Road and 10th Street would be removed.
- Allied Road would be constructed along the east side of U.S. 75 and would tie in at Platteview Road.
- 10th Street would be extended to the north and would tie in at Platteview Road.
- One railroad bridge would be constructed for Platteview Road.
- One railroad bridge would be constructed for Allied Road.
- Temporary roads would be constructed to maintain traffic during construction.

NDOR has designed extensive open-channel construction to offset the impacts of required culvert conveyance. See Section 10.2 for the wetland impact avoidance and minimization incorporated into the design of the Platteview Road Interchange.



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Platteview Road Interchange

U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
 Pre-Construction Notification

Aerial Imagery: 2007 MAPA



FIGURE 5

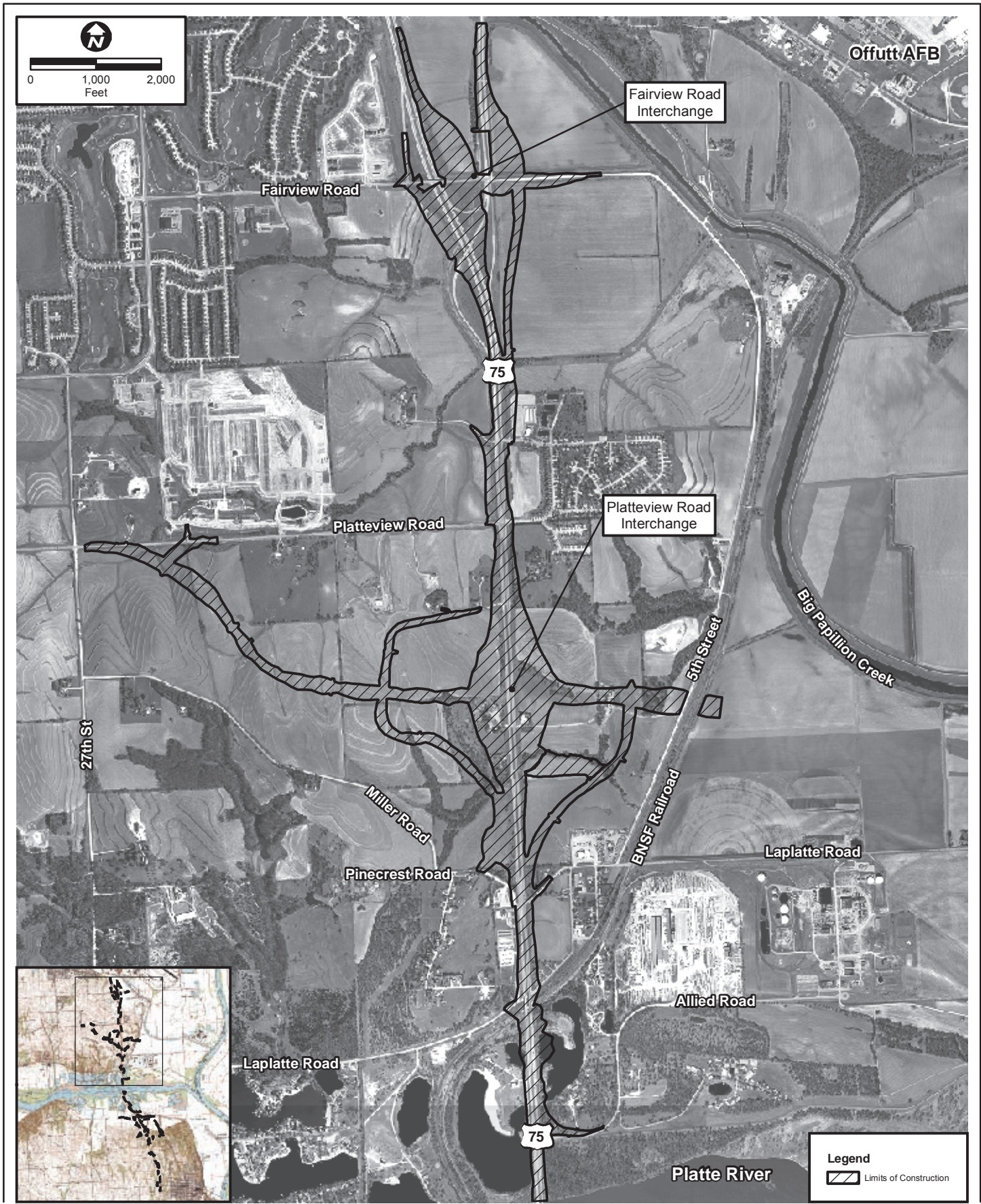
6.5 U.S. 75 North of Platte River

The intent of the U.S. 75 North of the Platte River project is to reconstruct U.S. 75 to freeway and expressway design standards, extending the Kennedy Freeway south to Bay Road. The project would extend from the south end of the Platteview Road intersection to approximately 0.25 mile north of the existing Platteview Road (see Figure 6, U.S. 75 North of Platte River). In addition, improvements to the existing Platte River bridges would be implemented. The improvements include the following:

- The alignment of U.S. 75 would be reconstructed, widened, and improved.
- The northbound Platte River Bridge would be widened³ (see Attachment A for Bridge Plans). Additionally, approximately 10,000 cubic yards of material would be excavated from an approximate 800 foot long area centered on the southern bridge abutment and adjacent to the Platte River's south bank (see Figure 9, Sheet 5 of 11). This activity is proposed to offset Project impacts to floodplain capacity and facilitate a no-rise situation within the Platte River.
- The southbound Platte River Bridge would be overlaid.
- The northbound lane of U.S. 75 would be extended to just south of the Platte River.
- The Platteview Road bridge over U.S. 75 would be constructed.

³ At the time of document production, it had yet to be determined whether a concrete or steel girder design would be used on the northbound Platte River bridge. As such, plan and profile drawings for both bridge designs are provided in Attachment A.

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U.S. 75 North of Platte River

U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
 Pre-Construction Notification

Aerial Imagery: 2007 MAPA

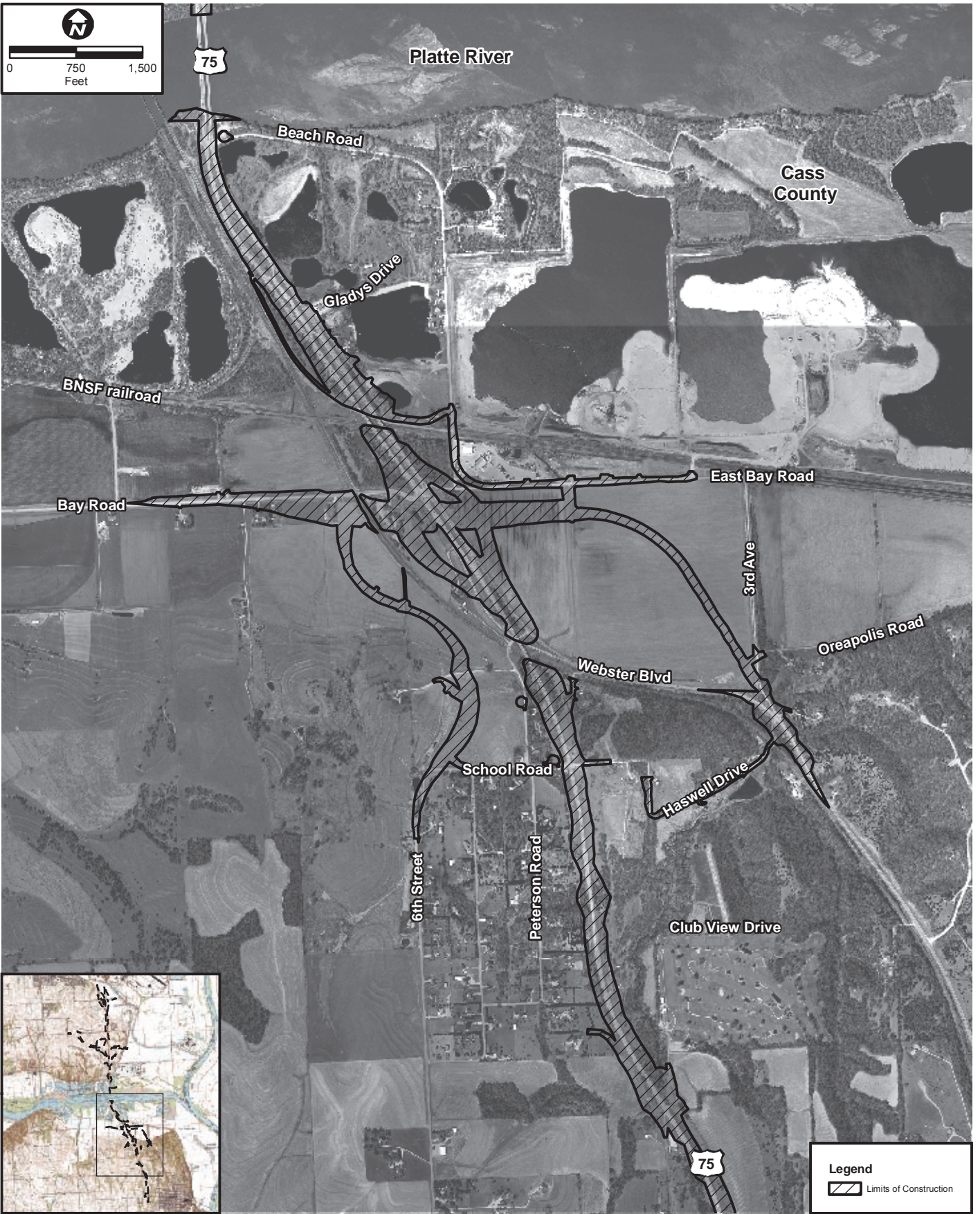
FIGURE 6

6.6 Bay Road Interchange

The intent of the Bay Road interchange project is to reconstruct the existing at-grade intersection with U.S. 75 to a safer diamond-type interchange and to remove the at-grade railroad crossings. The project would begin approximately 0.5 mile west of the existing Bay Road/U.S. 75 intersection and proceed southeast for approximately 1.5 miles. The easterly terminus would be at existing Webster Boulevard (see Figure 7, Bay Road Interchange). The improvements include the following:

- A new diamond interchange would be constructed, with ramps providing access in all directions of travel.
- The existing at-grade railroad crossing west of U.S. 75 would be removed.
- A new U.S. 75 bridge over the UPRR tracks would be constructed.
- A new connector road would be provided from 6th Street to Bay Road.
- The at-grade UPRR railroad crossings west of U.S. 75 and Susie Drive would be removed.
- Improvements would be made to Susie Drive, Haswell Drive, and Oreapolis Road.
- East Bay Road and Gladys Drive would be reconstructed, and the existing at-grade BNSF railroad crossings would be used in place.
- Temporary roads would be constructed to maintain traffic during construction.

NDOR has designed extensive open-channel construction to offset the impacts of required culvert conveyance. See Sections 10.2, Webster Boulevard/Haswell Drive, and 10.1, 6th Street connector, for information on the wetland impact avoidance and minimization incorporated into the design of this interchange and its realigned roadways.



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Bay Road Interchange

U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
 Pre-Construction Notification

Aerial Imagery: 2007 MAPA



Legend
 Limits of Construction

FIGURE

7

6.7 U.S. 75 South of Platte River

The intent of the U.S. 75 South of Platte River project is to reconstruct U.S. 75 to freeway and expressway design standards, extending the Kennedy Freeway south to Bay Road. The project would begin approximately 0.25 mile south of the Oak Hill Road/Avenue B intersection with U.S. 75 and proceed north to just south of the Platte River (see Figure 8, U.S. 75 South of Platte River).

6.8 Temporary Construction Access

The Project may require temporary construction accommodations below the ordinary high water mark of the Platte River. Specifically, the Project may involve the construction of temporary work bridges (2), and associated access roads, to facilitate northbound Platte River bridge construction⁴. Additionally, temporary coffer dams would be required at northbound bridge pier locations to facilitate pier widening⁵.

The temporary work bridges would be independently constructed east of the existing, northbound Platte River bridge. The 550-foot long bridges (approximate) would each facilitate construction access to one half of the bridge construction, as each bridge would span approximately one half of the Platte River channel, and because only one bridge would be in place at any given time. Additionally, the bridges would be 32-feet wide, and the low steel of the bridges would be constructed at an elevation sufficient to convey expected normal and high flows of the Platte River⁶.

⁴ Although ultimate construction access means and methods would be determined by the selected contractor and may occur from the existing structure, NDOR is requesting that the use of temporary bridges is authorized as a potential alternative for the contractor.

⁵ Depending on which bridge structure is selected, concrete or steel, either eight (8) or seven (7) cofferdams would be required respectively and would directly correspond with the number of piers in the Platte River (see Attachment A for Platte River Bridge Plans).

⁶ The actual elevation of the temporary bridges would be determined by the selected contractor.

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U.S. 75 South of Platte River

U.S. 75 – Plattsmouth to Bellevue
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 Pre-Construction Notification

Aerial Imagery: 2007 MAPA

FIGURE 8

7.0 EXISTING AQUATIC RESOURCES

The following summarizes the methodologies followed to delineate potentially affected aquatic resources and summarizes the delineation findings.

7.1 Wetland Identification Methodology

Subsequent to issuance of the signed ROD, HDR Engineering, Inc. (HDR) performed wetland delineations on October 19 – 24, 2005; June 30, 2009 and October 30, 2009. For wetland delineation purposes, HDR investigated the Project's engineered limits of construction or the existing right-of-way (whichever had a larger boundary) plus an additional 300 ft at stream crossings. All wetland delineation methods were performed in accordance with the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory, 1987). See Attachment B, Wetland Delineation Report and Report Addendum, for details related to the methodology.

7.2 Wetland Delineation Findings

Detailed wetland delineation findings, including wetland location figures and routine wetland determination data forms are included in Attachment B. A summary of wetland delineation findings follows:

- The delineation identified lacustrine fringe, palustrine emergent, palustrine scrub-shrub, and palustrine forested wetlands.
- The delineation identified riverine floodplain (rapid permeability and minimal out-of-bank flooding) and riverine channel wetlands (Nebraska Wetland Subclass).
- Six non-wetland linear waterways and four non-wetland deep water habitats (sand pits) were also identified in the wetland delineation study area.

8.0 AVOIDANCE AND MINIMIZATION OF IMPACTS

Following the detailed alternatives analysis performed during the NEPA process, and noted in Sections 5.1 and 5.2, NDOR investigated the feasibility of total avoidance and/or further impact minimization along the selected build alternative. Specifically, detailed avoidance and minimization analysis was performed for four interchange locations along the project, and detailed in the subsections to follow. Impact avoidance discussion is provided, along with impact minimization, where applicable. Site-specific mitigation measures for unavoidable impacts at these interchange locations are discussed in Section 10.

8.1 6th Street Connector

A detailed memorandum addresses avoidance, minimization, and mitigation at the 6th Street connector associated with the improvements at the Bay Road interchange (HDR, June 2009a) (see Attachment C). Total avoidance of impacts on a palustrine emergent, temporarily flooded wetland is not possible due to the need for a controlled access to U.S. 75 while maintaining access for residents who currently have access to U.S. 75 at the School Road/U.S. 75 intersection that is scheduled to be terminated (see Figure 9, Sheet 2).

As total avoidance was not feasible, NDOR developed two alternatives to minimize impacts to palustrine emergent wetlands (Wetland IDs 6 and 8) for the 6th Street connector associated with the Bay Road interchange (HDR, June 2009a). The following summarizes the differences between Alternatives 1 and 2 (details provided in Attachment C):

Alternative 1

- 4,300 ft of new roadway
- A new 7 ft x 6 ft x 98 ft box culvert under the 6th Street connector/School Road intersection

Alternative 2

- 4,500 ft of new roadway
- Shift of alignment to the east to avoid wetland impacts
- A new 7 ft x 6 ft x 162 ft box culvert south of the 6th Street connector intersection with a private driveway

Table 2
6th Street Connector Alternatives

Feature	Alternative 1	Alternative 2
Culverts (ft)	98	162
PEM wetland impacts (ac)	1.12	0.71
New right-of-way needed (ac)	39.74	40.48
Cost (2008 dollars)	\$1,100,000	\$1,650,000

Alternative 2 is the preferred alternative. NDOR used Alternative 2 to determine the waters of the U.S. impacts listed in Tables 3 and 4 (see Sections 9.1 and 9.2).

8.2 Webster Boulevard/Haswell Drive

A detailed memorandum addresses avoidance, minimization, and mitigation at Webster Boulevard and Haswell Drive associated with the improvements at the Bay Road interchange (HDR, June 2009d) (see Attachment C). Total avoidance of impacts on an unnamed tributary of the Missouri River is not possible due to the need for a grade-separated interchange as well as the need for increased conveyance capacity to adequately convey 100-year flows (see Figure 9, Sheet 3).

8.3 Platteview Road Interchange

A detailed memorandum addresses avoidance, minimization, and mitigation at the Platteview Road interchange (HDR, June 2009c) (see Attachment C). Total avoidance of impacts on an unnamed tributary of Papillion Creek is not possible due to right-of-way constraints between Laplatte Road and the existing Platteview Road, interchange spacing requirements, and constraints in conjunction with the Platte River (see Figure 9, Sheets 7 and 8).

8.4 Fairview Road Interchange

A detailed memorandum addresses avoidance, minimization, and mitigation at the Fairview Road interchange (HDR, June 2009b) (see Attachment C). Total avoidance of impacts on an unnamed tributary of Papillion Creek is not possible due to the need to convey the channel in drainage structures beneath the U.S. 75 on- and off-ramps (see Figure 9, Sheets 10 and 11).

8.5 Best Management Practices

NDOR understands that erosion control and the maintenance of wetland hydrology during construction are important in maintaining the integrity of wetlands. In areas where fill material would be placed within the vicinity of waters of the U.S., including wetlands, proper upslope control measures, including use of silt fence and vegetative cover, would be taken to minimize the extent of fill impact and to prevent additional erosion. Heavy equipment would remain outside wetlands whenever feasible to minimize soil compaction and damage. A pollution prevention plan would be prepared, and adhered to, in compliance with National Pollutant Discharge Elimination System regulations.

9.0 IMPACTS ON AQUATIC RESOURCES

The following addresses the anticipated permanent impacts on wetlands and other waters of the U.S. as well as temporary impacts resulting from construction access accommodations.

9.1 Permanent Impacts on Wetlands

The Project would result in unavoidable, permanent impacts on 7.06 wetland acres (ac). The following lists the anticipated wetland impacts by Cowardin Wetland Classification:

- 5.15 ac of palustrine emergent, temporarily flooded wetlands (PEMA)
- 0.54 ac of palustrine emergent, seasonally flooded wetlands (PEMC)
- 1.36 ac of palustrine forested, temporarily flooded wetlands (PFOA)
- 0.01 ac of palustrine scrub-shrub, temporarily flooded wetlands (PSSA)

Table 3 quantifies the anticipated permanent impact on each wetland identified in the Project area. Figure 9, Sheets 1 through 11, display the locations of the wetland impacts; the sheets are arranged from Plattsmouth to Bellevue, as shown in the sheet index.

**Table 3
Permanent Wetland Impacts**

Wetland ID	County	Cowardin Wetland Type¹	Nebraska Wetland Subclass²	Total Area (ac)	Impact Area (ac)
Isolated Wetland					
10	Cass	PEMA	--	0.08	0.03
Total Isolated				0.08	0.03
Roadside Ditch Wetlands					
41	Cass	PEMA	--	0.08	0.08
69	Sarpy	PEMA	--	0.10	0.10
75	Sarpy	PEMA	--	0.04	0.04
78	Sarpy	PEMA	--	0.02	0.00
88	Sarpy	PEMA	--	0.07	0.02
89	Sarpy	PEMA	--	0.49	0.39
Total Roadside Ditch				0.80	0.63
Section 404 Potentially Jurisdictional Wetlands					
6	Cass	PEMA	Riverine Floodplain	0.93	0.63
8	Cass	PEMA	Riverine Floodplain	0.19	0.00
14	Cass	PEMA	Riverine Channel	0.05	0.05
18	Cass	PEMA	Riverine Floodplain	0.08	0.08
21	Cass	PEMA	Riverine Floodplain	0.46	0.17
22	Cass	PEMA	Riverine Floodplain	0.14	0.14
24	Cass	PEMA	Riverine Floodplain	0.38	0.38
26	Cass	PEMA	Riverine Floodplain	1.49	0.37
28	Cass	PEMA	Riverine Floodplain	0.99	0.18
32	Cass	PEMA	Riverine Floodplain	0.81	0.12
35	Cass	PEMA	Riverine Floodplain	0.02	0.02
43	Cass	PEMA	Riverine Floodplain	0.10	0.10
45	Cass	PEMA	Riverine Floodplain	0.11	0.10
46	Cass	PEMA	Riverine Floodplain	0.06	0.06
47	Cass	PEMA	Riverine Floodplain	0.42	0.42
51	Sarpy	PEMA	Riverine Floodplain	0.15	0.15
52	Sarpy	PEMA	Riverine Floodplain	0.09	0.09
53	Sarpy	PEMA	Riverine Floodplain	0.11	0.11
54	Sarpy	PEMA	Riverine Floodplain	0.17	0.17
65	Sarpy	PEMA	Riverine Channel	0.10	0.10
73 ⁴	Cass	PEMA	Riverine Channel	0.09	0.08
79	Sarpy	PEMA	Riverine Channel	0.19	0.17
81	Sarpy	PEMA	Riverine Channel	0.07	0.07
83	Sarpy	PEMA	Riverine Channel	0.10	0.10
85	Sarpy	PEMA	Riverine Channel	0.51	0.51
87	Sarpy	PEMA	Riverine Floodplain	0.22	0.12

Wetland ID	County	Cowardin Wetland Type ¹	Nebraska Wetland Subclass ²	Total Area (ac)	Impact Area (ac)
Subtotal PEMA				8.03	4.49
4	Cass	PEMC	Riverine Channel	0.06	0.06
31A ³	Cass	PEMC	Lacustrine Fringe	0.21	0.17
49	Cass	PEMC	Riverine Channel	0.17	0.08
57	Sarpy	PEMC	Lacustrine Fringe	0.56	0.00
58A ³	Sarpy	PEMC	Lacustrine Fringe	0.56	0.23
59	Sarpy	PEMC	Lacustrine Fringe	0.04	0.00
Subtotal PEMC				1.60	0.54
34	Cass	PFOA	Riverine Floodplain	0.16	0.16
42	Cass	PFOA	Riverine Floodplain	0.27	0.27
61	Sarpy	PFOA	Riverine Floodplain	0.70	0.70
72	Sarpy	PFOA	Riverine Channel	0.23	0.23
Subtotal PFOA				1.36	1.36
39	Cass	PSSA	Riverine Floodplain	0.01	0.01
Subtotal PSSA				0.01	0.01
Total Section 404 Potentially Jurisdictional				11.00	6.40
Overall Total				11.88	7.06

Note:

- ¹ PEMA = palustrine emergent, temporarily flooded; PEMC = palustrine emergent, seasonally flooded; PFOA = palustrine forested, temporarily flooded; PSSA = palustrine scrub-shrub, temporarily flooded
- ² Isolated wetlands and roadside ditch wetlands do not have Nebraska Wetland Subclass designations.
- ³ Wetland IDs 31A and 58A are fringes of deep water habitats (sand pits) designated by IDs 31B and 58B.
- ⁴ Wetland ID 73 was originally identified as Water of the U.S. (WUS) ID 5. This determination was changed per USACE instruction during a pre-application meeting (February 24, 2009).

9.2 Permanent Impacts on Other Aquatic Resources

Table 4 quantifies the anticipated impact on non-wetland, aquatic resources identified in the Project area. Figure 9, Sheets 1 through 11, display the locations of the impacts on these resources.

**Table 4
Impacts on Other Aquatic Resources**

ID	Description¹	County	Impact²
Plot 31B	Abandoned sand/gravel pit (LUBH)	Cass	0.34 ac
Plot 58B		Sarpy	1.93 ac
Plot 74		Sarpy	0.21 ac
Plot 91		Cass	0.01 ac
Total			2.49 ac
WUS 4	Unnamed tributary of the Missouri River	Cass	477 lf
WUS 7&8		Cass	885 lf ³
WUS 10	Unnamed tributary of the Platte River	Cass	424 lf
WUS 12	Unnamed tributary of Papillion Creek	Sarpy	815 lf
WUS 13			198 lf
WUS 15			425 lf ³
WUS 16		Sarpy	205 lf
WUS 18		Sarpy	2,250 lf ³
Total			5,679 lf

Notes:

¹ LUBH = lacustrine unconsolidated bottom permanently flooded (Cowardin Classification)

² lf = linear feet; ac = acre.

³ Length of stream impact is not representative of actual open channel loss. On-site stream mitigation measures have been implemented at these impact locations and are detailed in Section 10.0.

The excavation and rip rap placement associated with the floodplain mitigation activities along the south bank of the Platte River would occur above the ordinary high water mark of the Platte River (and specifically above the surface water elevation of the modeled 10 year discharge); therefore, the portion of these activities that occur outside of delineated wetlands would not result in impacts to jurisdictional aquatic resources (see Section 6.5 and Figure 9, Sheet 5 of 11)⁷.

In addition to the non-wetland, permanent impacts listed above, temporary impacts to the Platte River would result from construction access means and methods. These temporary impacts are detailed in Section 9.3.

⁷ Impacts to wetlands, resulting from floodplain mitigation activities, are included in Table 3, Plot ID 49.

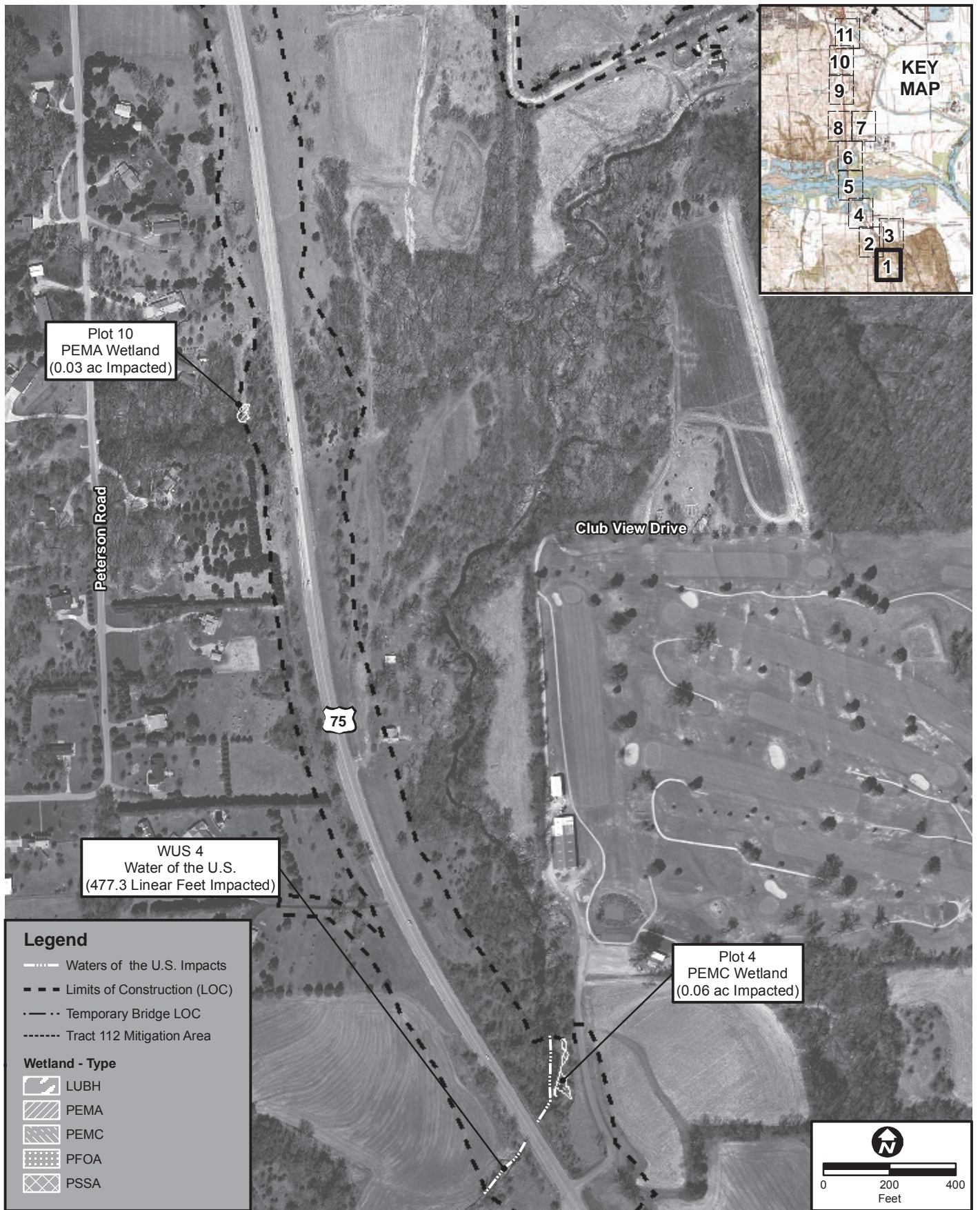
9.3 Temporary Construction Impacts

As noted in Section 6.8, the Project may require the use of temporary bridges (2) and coffer dams⁸ to facilitate northbound Platte River bridge construction. Construction and removal of these structures would result in unavoidable, temporary impacts to the aquatic ecosystem of the Platte River. With this in mind, and with regard to the temporary structures, the following avoidance and minimization measures would be implemented:

- Temporary structures would be in place the minimum time necessary to facilitate construction access.
- The construction and removal of temporary structures would occur outside of applicable threatened and endangered species construction activity timing restrictions, as determined by the appropriate resource agency(s).
- At no time would temporary structures impede more than half of the Platte River channel, so as not to impede recreational river use.
- The low steel of the temporary bridges would be constructed at an elevation sufficient to convey expected normal and high flows of the Platte River.

In addition to the above-noted temporary impacts, associated with temporary structure construction, minimal temporary impacts to wetlands may also occur as a result of grading activities associated with temporary bridge access road construction. Specifically, 0.08 acre of temporary impact may be incurred to wetland Plot ID 49 (see Figure 9, Sheet 5 of 10), depending on ultimate access road location. The pre-construction grade of any wetland area temporarily impacted in this manner would be restored upon Project completion and an appropriate wetland seed mix would be applied to promote the development of a desirable hydrophytic plant community.

⁸ Depending on which bridge structure is selected, concrete or steel, either eight (8) or seven (7) cofferdams would be required respectively and would directly correspond with the number of piers in the Platte River (see Attachment A for Platte River Bridge Plans).



Wetlands and Waters of the U.S. Impacts

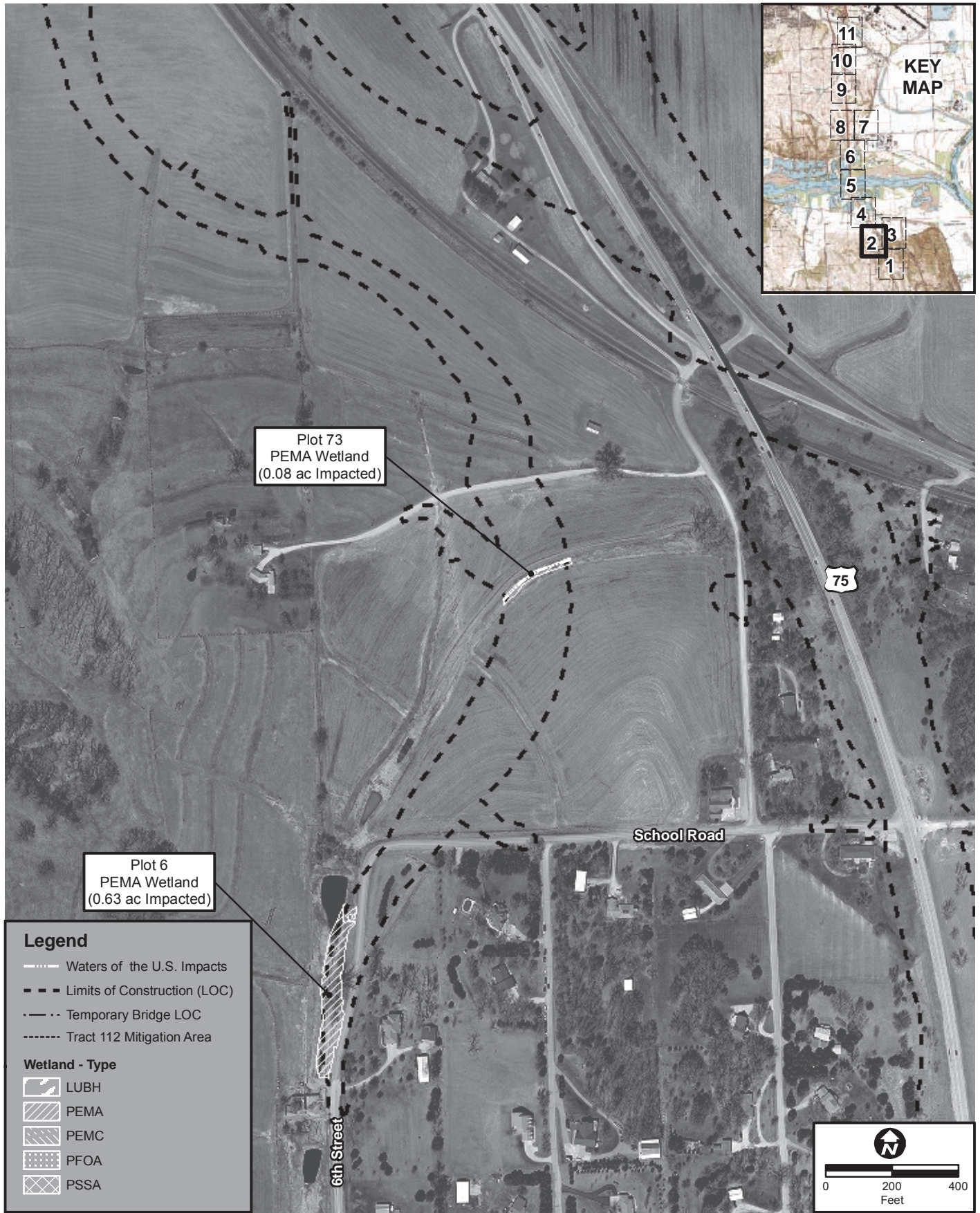
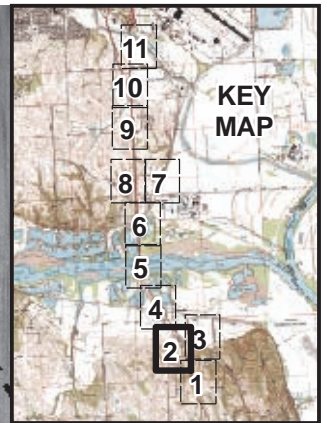
U.S. 75 – Plattsmouth to Bellevue
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FIGURE 9

Sheet 1 of 11



Plot 73
PEMA Wetland
(0.08 ac Impacted)

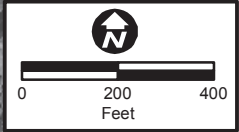
Plot 6
PEMA Wetland
(0.63 ac Impacted)

Legend

- Waters of the U.S. Impacts
- Limits of Construction (LOC)
- Temporary Bridge LOC
- Tract 112 Mitigation Area

Wetland - Type

- LUBH
- PEMA
- PEMC
- PFOA
- PSSA



Wetlands and Waters of the U.S. Impacts

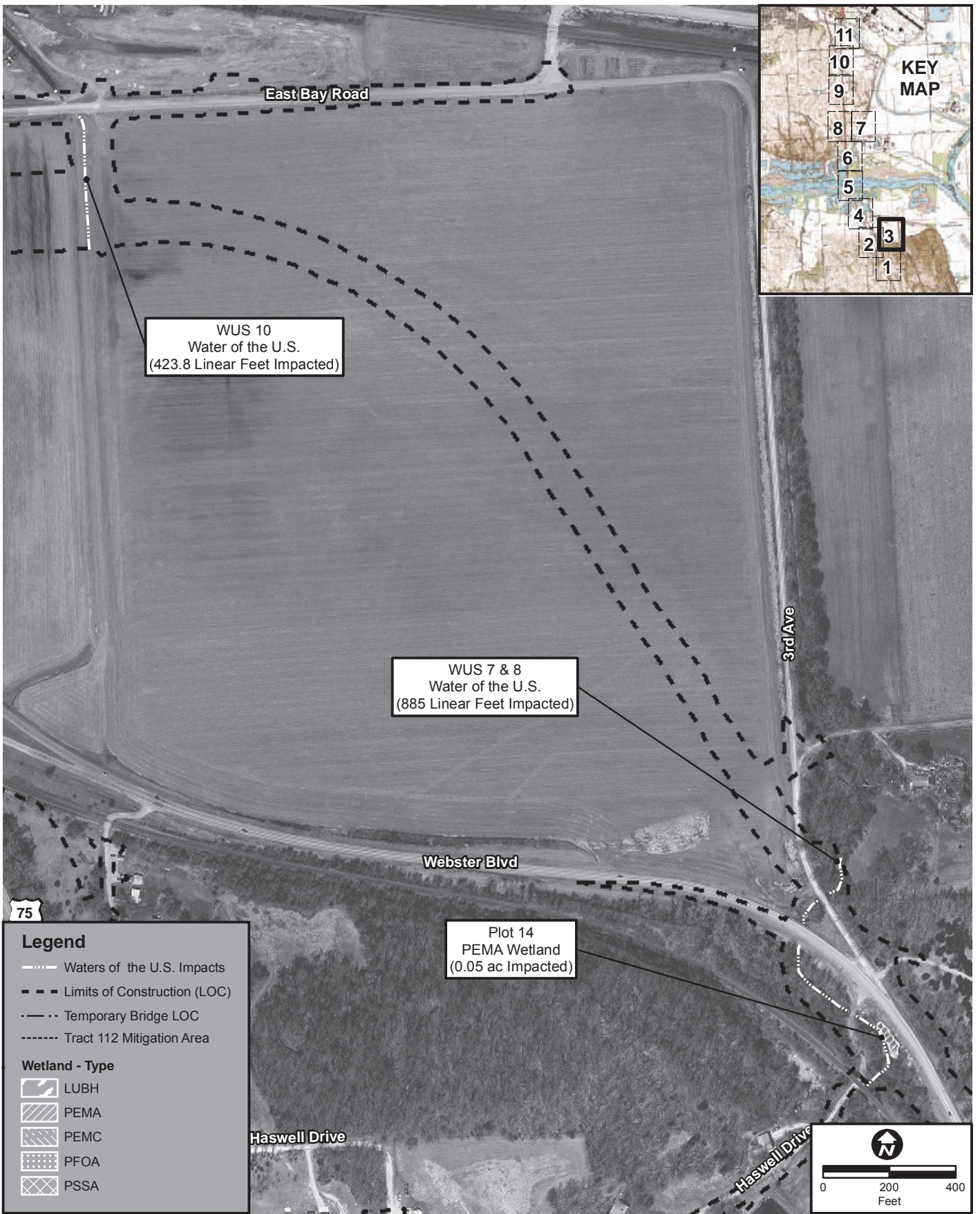
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Pre-Construction Notification

Aerial Imagery: 2007 MAPA

FIGURE 9

Sheet 2 of 11

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Wetlands and Waters of the U.S. Impacts

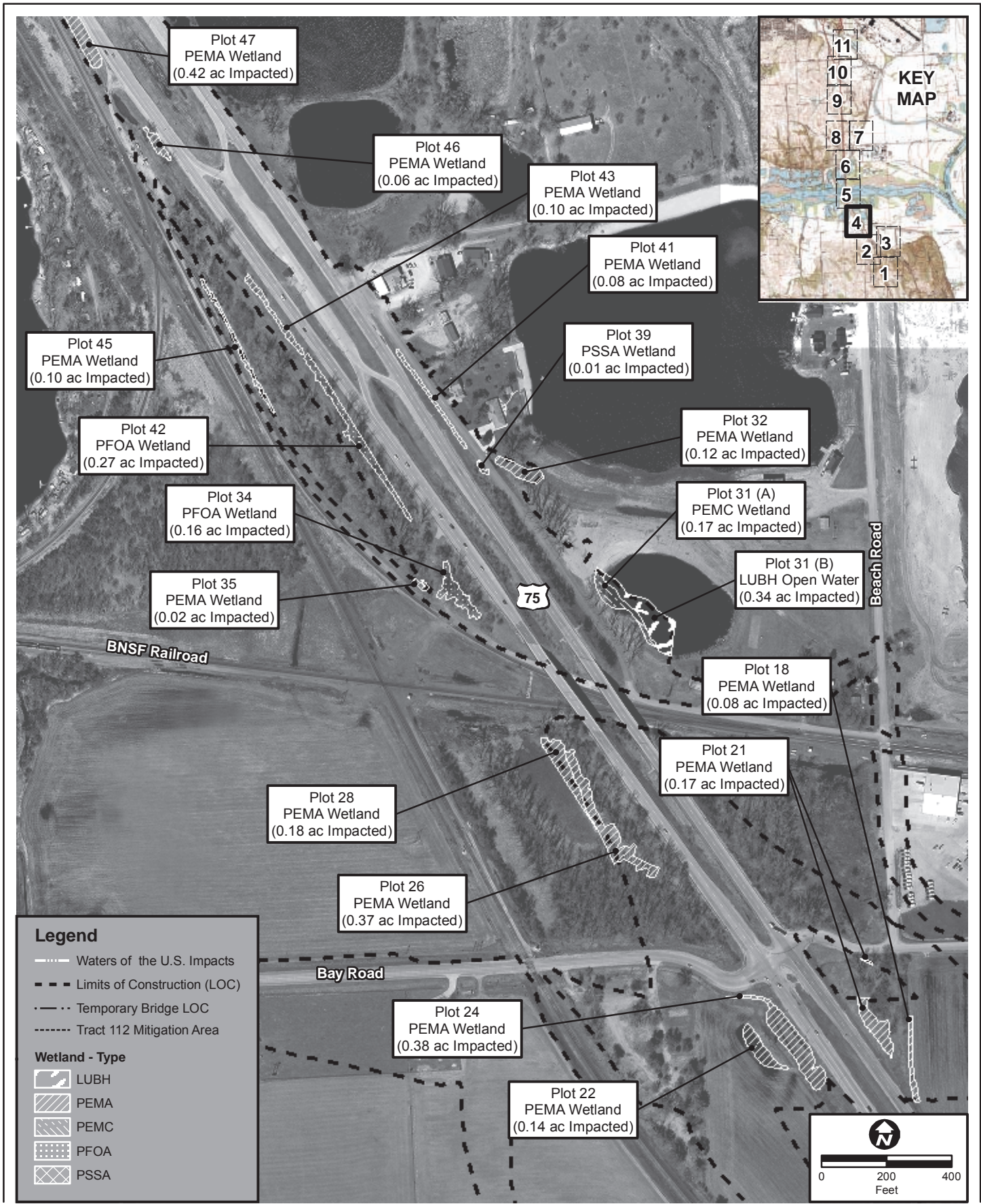
U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
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Aerial Imagery: 2007 MAPA

FIGURE 9

Sheet 3 of 11

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Wetlands and Waters of the U.S. Impacts

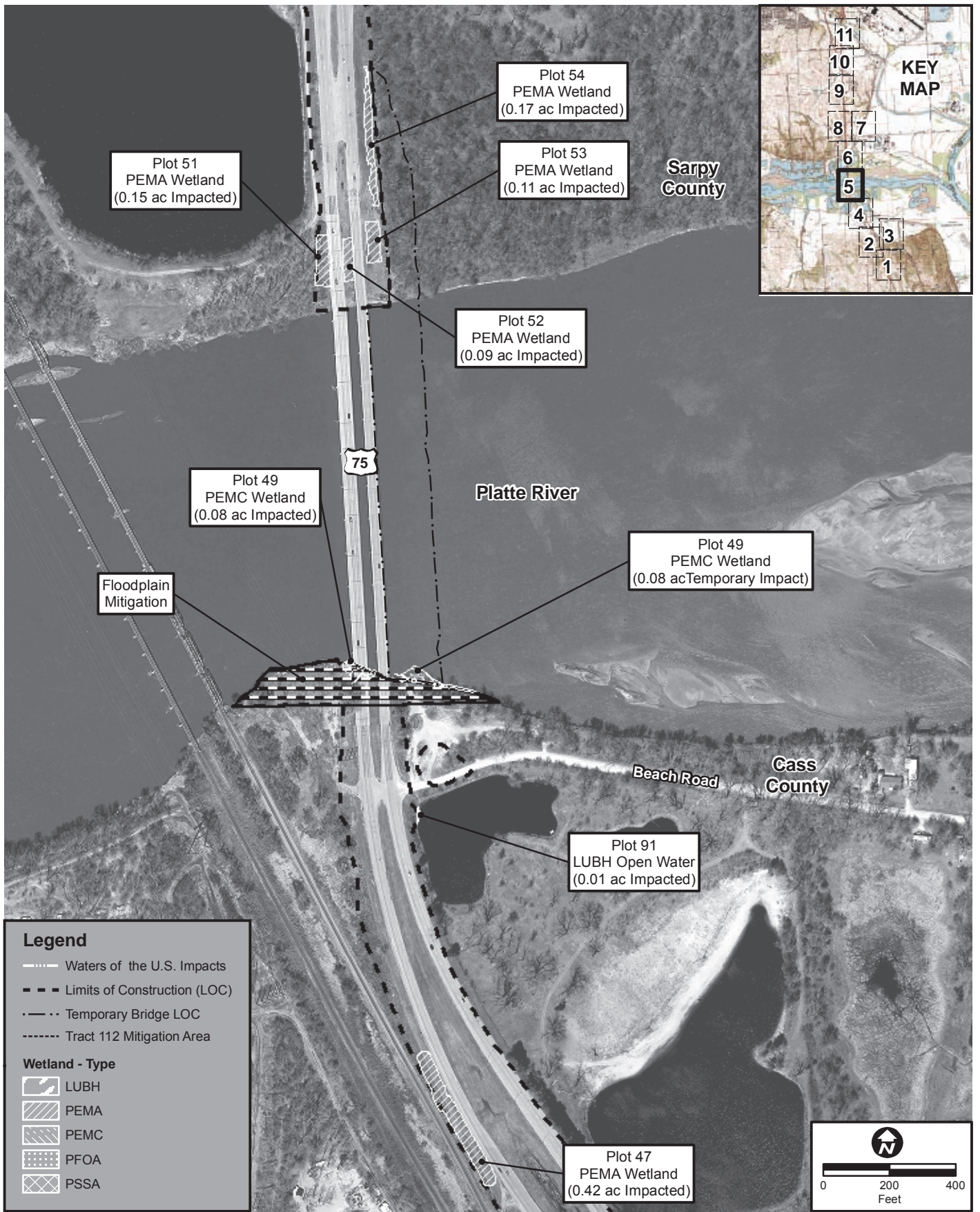
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FIGURE 9

Sheet 4 of 11

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Wetlands and Waters of the U.S. Impacts

U.S. 75 – Plattsmouth to Bellevue
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Aerial Imagery: 2007 MAPA



DATE

FIGURE 9

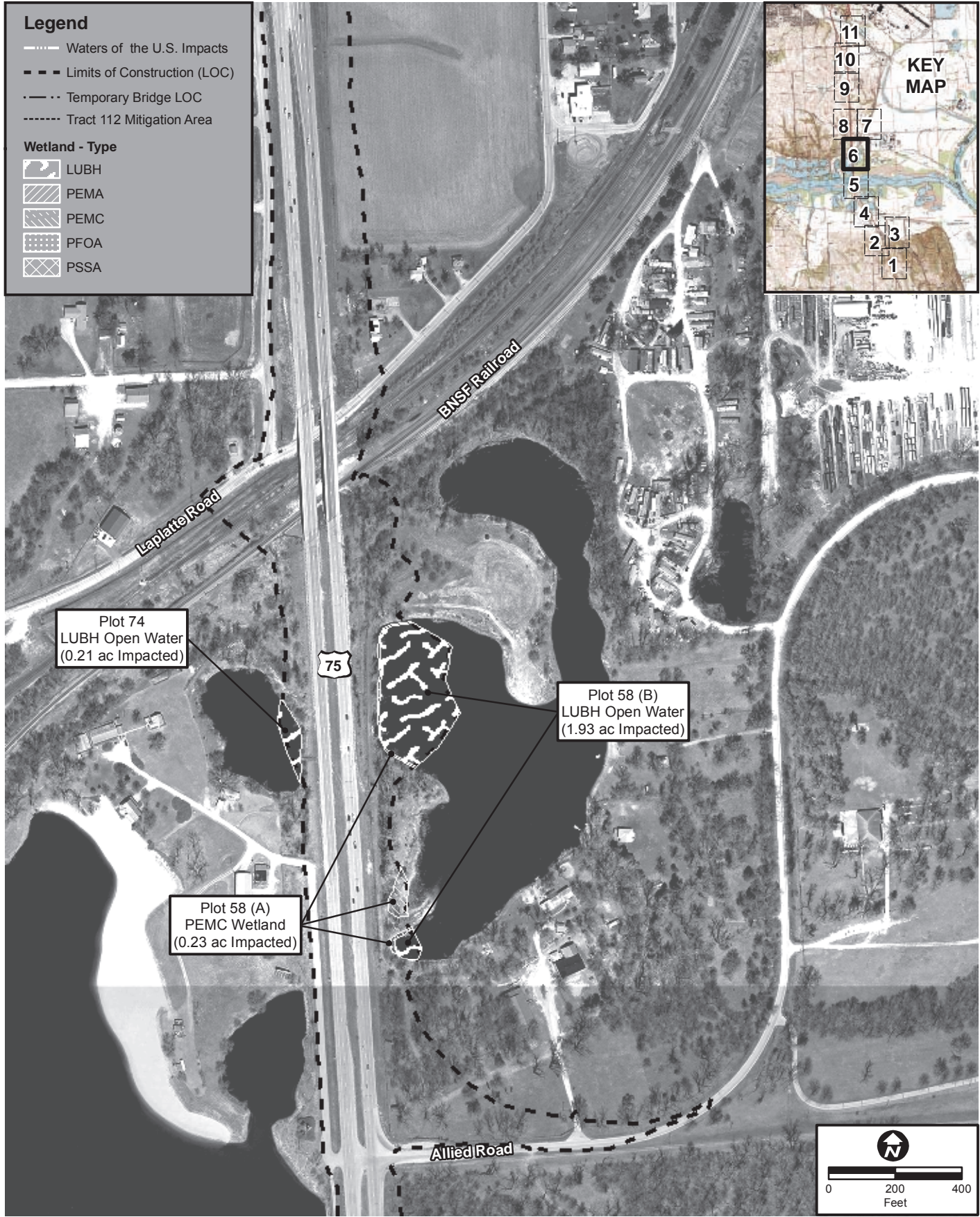
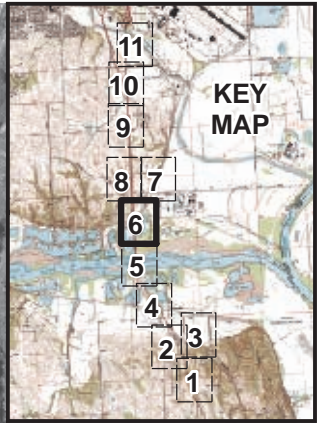
Sheet 5 of 11

Legend

- Waters of the U.S. Impacts
- - - Limits of Construction (LOC)
- · - · Temporary Bridge LOC
- · - · Tract 112 Mitigation Area

Wetland - Type

- LUBH
- PEMA
- PEMC
- PFOA
- PSSA



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Wetlands and Waters of the U.S. Impacts

U.S. 75 – Plattsmouth to Bellevue
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Pre-Construction Notification

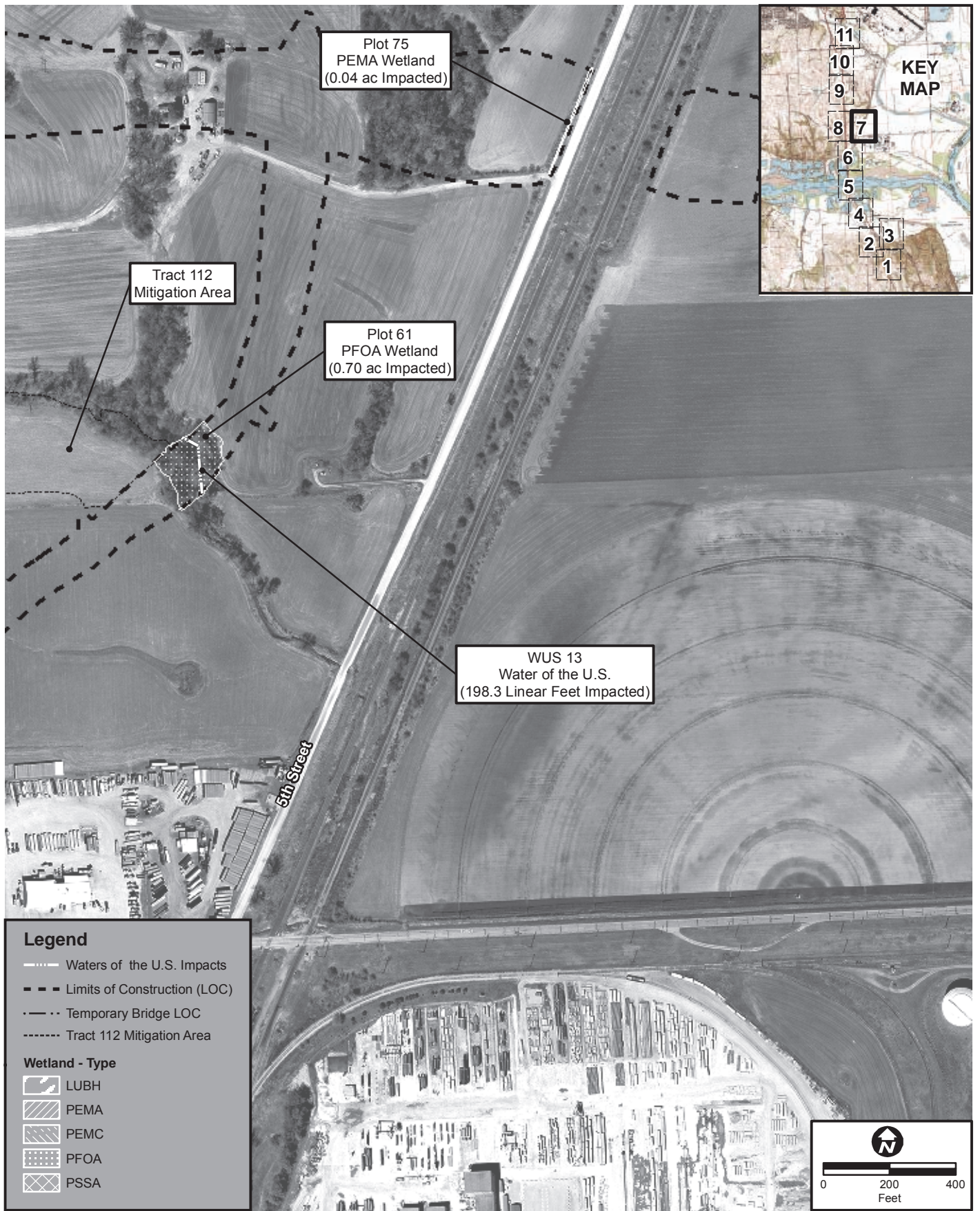
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FIGURE 9

Sheet 6 of 11

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Wetlands and Waters of the U.S. Impacts

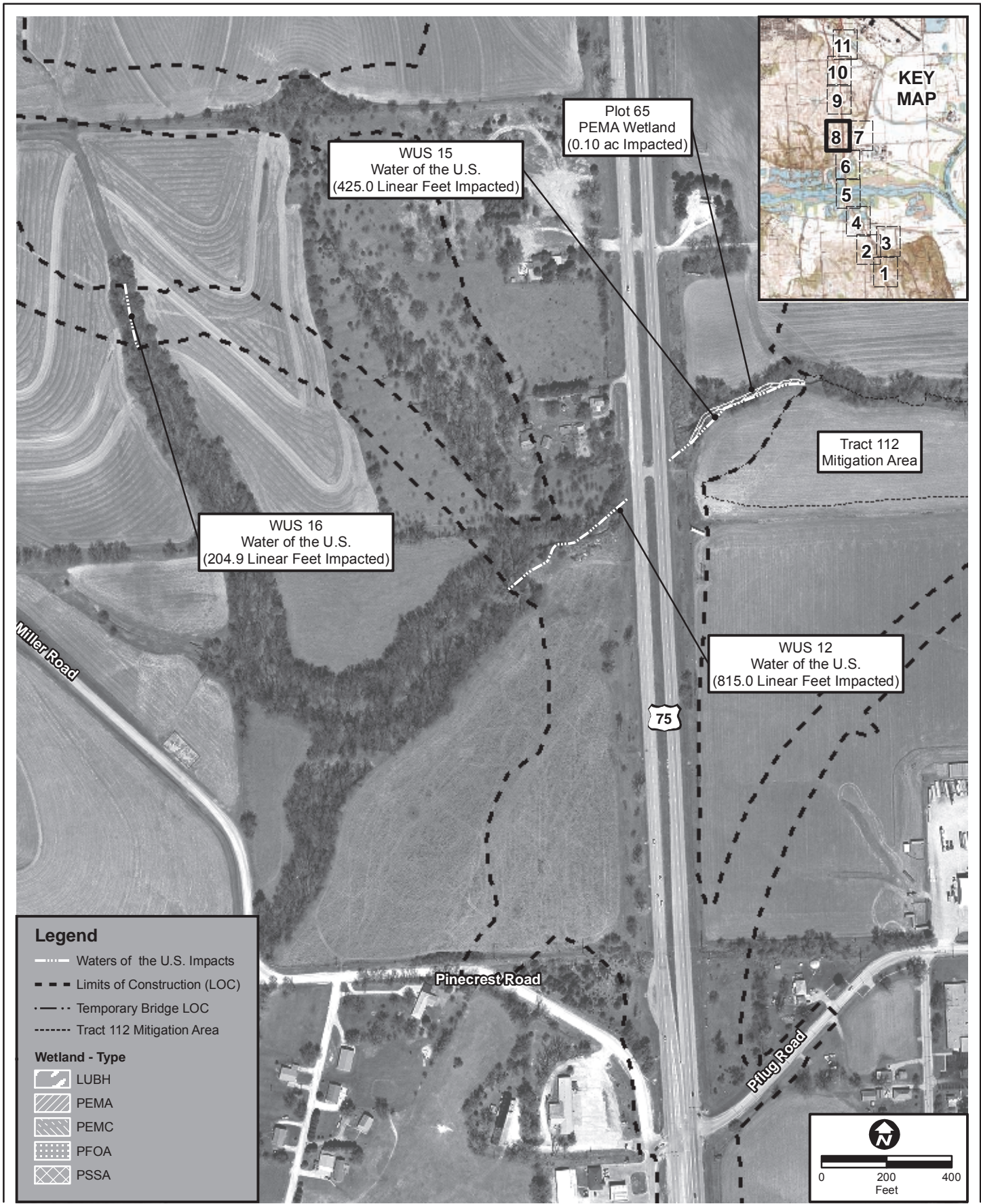
U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
 Pre-Construction Notification

Aerial Imagery: 2007 MAPA

FIGURE 9

Sheet 7 of 11

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Wetlands and Waters of the U.S. Impacts

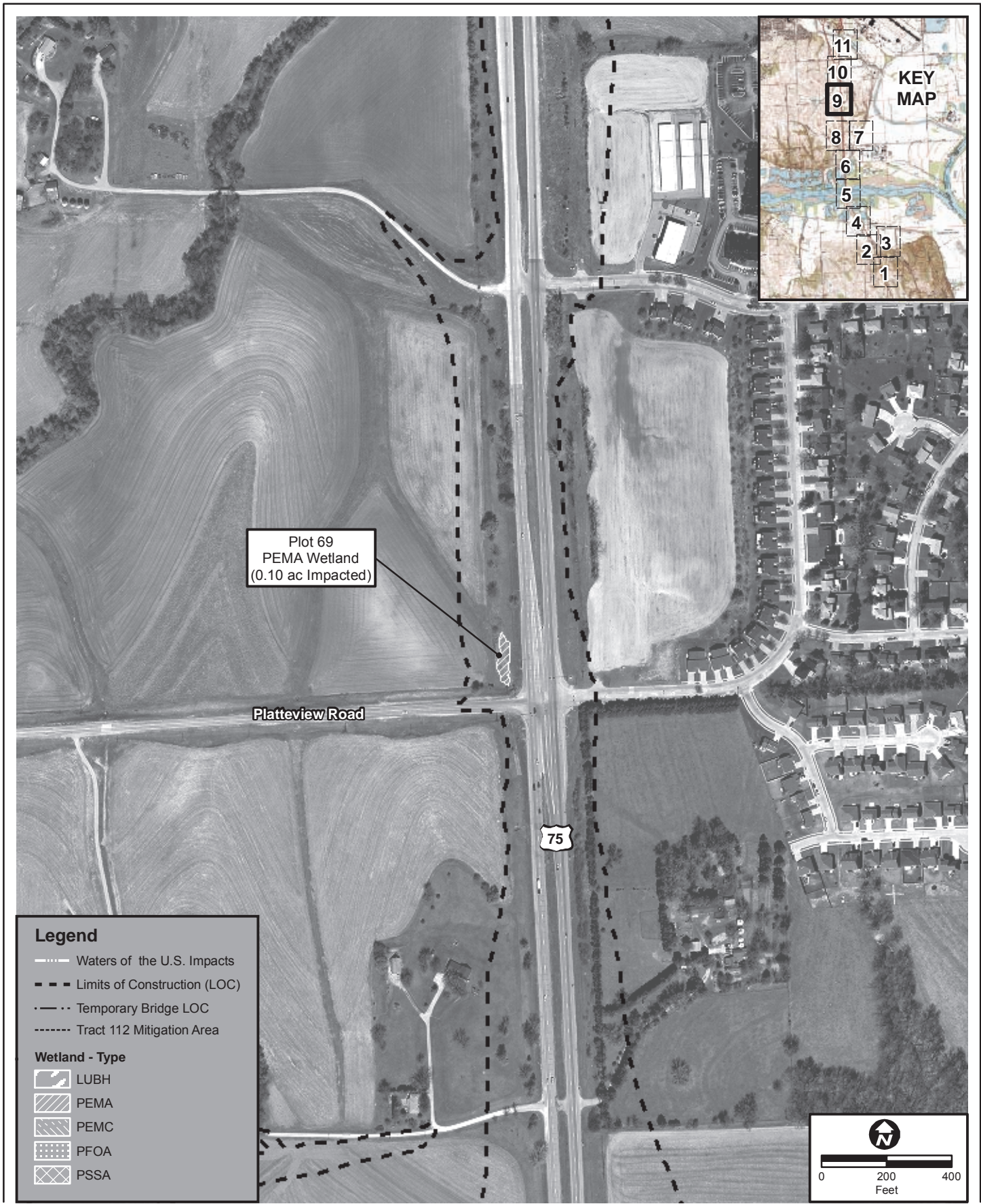
U.S. 75 – Plattsmouth to Bellevue
Sarpy and Cass Counties, Nebraska
Pre-Construction Notification

Aerial Imagery: 2007 MAPA

FIGURE 9

Sheet 8 of 11

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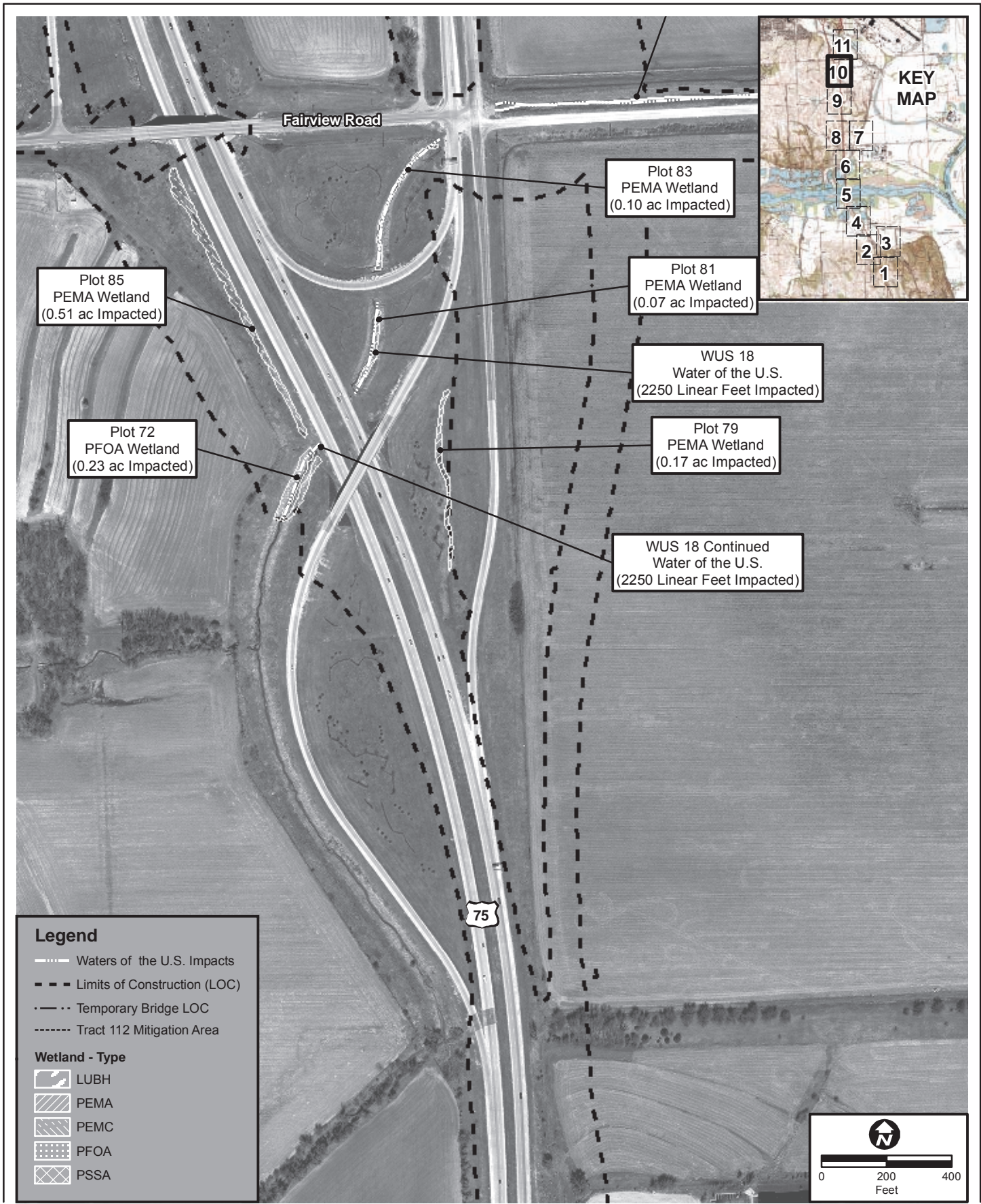
Wetlands and Waters of the U.S. Impacts

U.S. 75 – Plattsmouth to Bellevue
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 Pre-Construction Notification

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FIGURE 9

Sheet 9 of 11



Wetlands and Waters of the U.S. Impacts

U.S. 75 – Plattsmouth to Bellevue
Sarpy and Cass Counties, Nebraska
Pre-Construction Notification

Aerial Imagery: 2007 MAPA



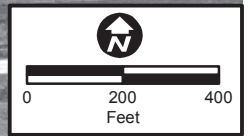
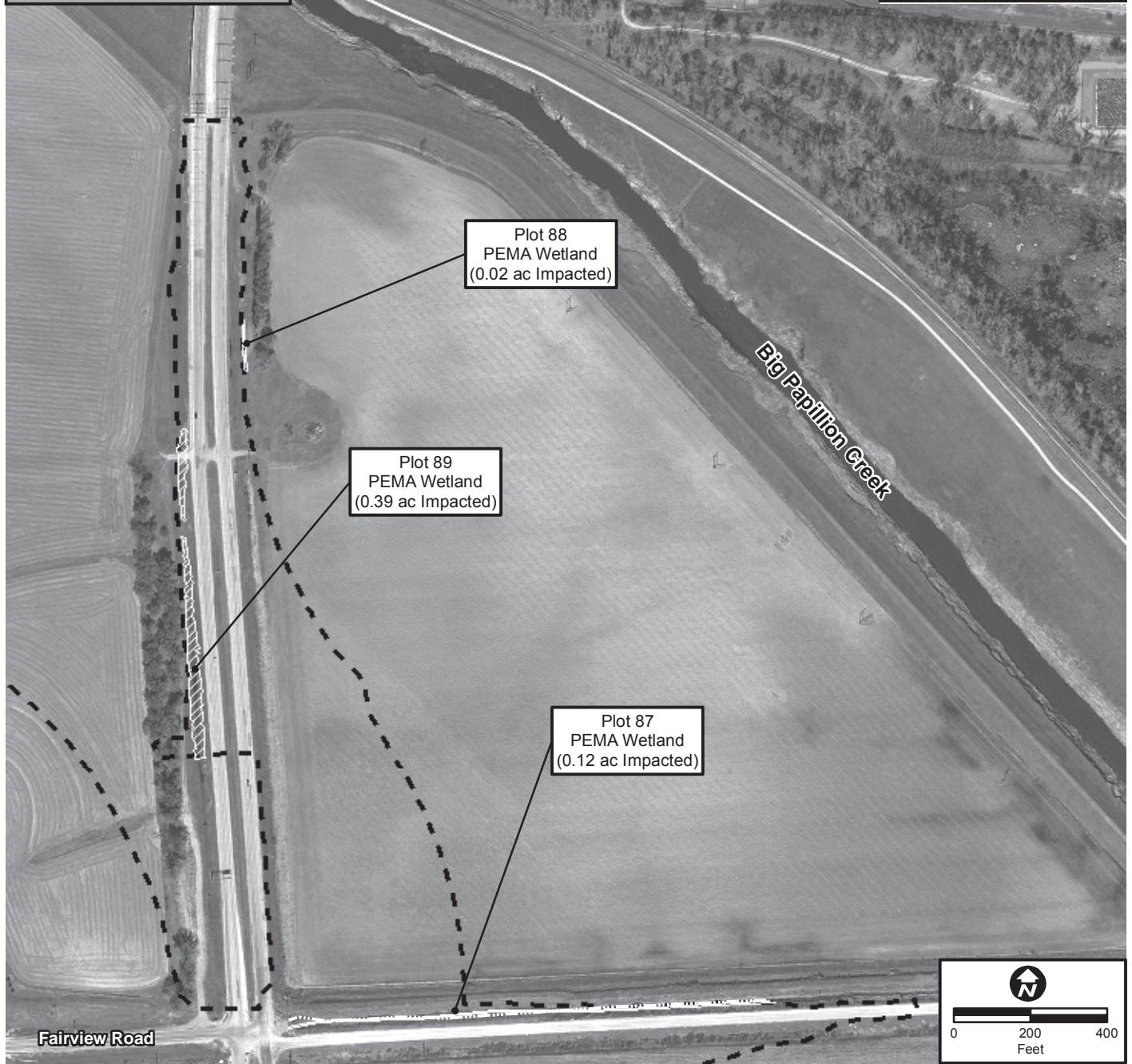
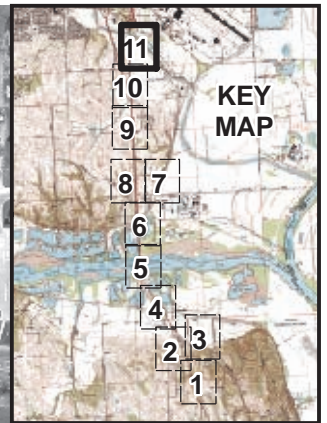
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Legend

- Waters of the U.S. Impacts
- - - Limits of Construction (LOC)
- · · Temporary Bridge LOC
- Tract 112 Mitigation Area

Wetland - Type

-  LUBH
-  PEMA
-  PEMC
-  PFOA
-  PSSA



Wetlands and Waters of the U.S. Impacts

U.S. 75 – Plattsmouth to Bellevue
 Sarpy and Cass Counties, Nebraska
 Pre-Construction Notification

Aerial Imagery: 2007 MAPA



FIGURE 9

Sheet 11 of 11

10.0 COMPENSATORY MITIGATION

As discussed in Section 8.0, Avoidance and Minimization, NDOR was unable to fully avoid impacts on wetlands and waters of the U.S. The following summarizes NDOR's stream impact mitigation at specific locations (see Sections 10.1 through 10.3 for detail).

- Impact 885 linear feet of stream (WUS IDs 7&8)/create 707 linear feet of stream at the Webster Boulevard/Haswell Drive location (Bay Road Interchange)
- Impact 1,438 linear feet of stream (WUS IDs 12, 13 & 15)/create 1,255 linear feet of stream at the Platteview Road Interchange (including Tract 112)
- Impact 2,250 linear feet of stream (WUS ID 18)/create 2,160 linear feet of stream at the Fairview Road Interchange

For all unavoidable resource impacts that cannot be mitigated at the exact impact site, as summarized above, NDOR proposes construction of the Oreadopolis Wetland Mitigation Site (see Section 10.4 and Attachment D for detail).

10.1 Webster Boulevard/Haswell Drive

NDOR developed a preferred alternative for the Webster Boulevard/Haswell Drive intersection associated with the Bay Road interchange project (HDR, June 2009d) to minimize impacts on an unnamed tributary to the Missouri River (WUS ID 7 & 8). See Attachment C for a memorandum containing additional detail and for figures. The following summarizes the preferred alternative:

Preferred Alternative

- Widening of Haswell Drive from 12 ft to 20 ft, with a 6-inch asphalt milling surface and 3-ft shoulders on both sides
- Shift of Haswell Drive north to run between bents⁹ 7 and 8 beneath the UPRR grade-separated crossing
- A new triple 12 ft x 12 ft x 55 ft box culvert under the realigned Haswell Drive
- A new triple 12 ft x 12 ft x 84 ft box culvert under the relocated Webster Boulevard
- Modification of channel to include a 36-ft bottom width, 3:1 side slopes, 7-ft channel depth, with 50-ft vegetated buffers

Table 5 evaluates the preferred alternative relative to existing conditions.

**Table 5
Webster Boulevard/Haswell Drive Stream Impacts**

Feature	Preferred Alternative	Existing Conditions	Difference
Conveyance (ft)	846	995	-149
Culverts (ft)	139	110	29
Open channel (ft)	707	885	-178
PEM wetland (ac)	0	0.05	-0.05

NDOR used the preferred alternative to determine the waters of the U.S. impacts listed in Tables 3 and 4 (see Sections 9.1 and 9.2).

⁹ A bent is a row of piles perpendicular to the track centerline.

10.2 Platteview Road Interchange and Tract 112

NDOR developed two alternatives for the west side of U.S. 75 and three alternatives for the east side of U.S. 75 at the Platteview Road interchange to minimize impacts on an unnamed tributary of Papillion Creek (WUS IDs 12, 13, 15) (HDR, June 2009c). See Attachment C for a memorandum containing additional detail and figures. The following summarizes the differences among the alternatives:

Alternative 1W (A1-W)

- A new 8 ft x 6 ft x 70 ft box culvert under 10th Street on a shifted alignment
- A new 175-ft open channel with 50-ft vegetated buffers on each side
- A new 8 ft x 6 ft x 135 ft box culvert under the southbound on-ramp (Ramp 300)
- A new 45 ft channel lined with articulated concrete block

Alternative 2W (A2-W)

- A new 8 ft x 6 ft x 92 ft box culvert under 10th Street on existing alignment
- Existing open channel (205 ft) maintained, 50-ft vegetated buffers added
- A new 8 ft x 6 ft x 153ft box culvert under the southbound on-ramp (Ramp 300)
- A new 60 ft channel lined with articulated concrete block

Table 6 evaluates the impacts and costs of A1-W and A2-W.

Table 6
Platteview Interchange Alternatives West of U.S. 75

Feature	A1-W	A2-W
New conveyance (ft)	425	510
New culverts (ft)	205	245
New open channel (ft)	220	265
Impacts on existing open channel (ft)	815	610
Existing channel unchanged (ft)	0	205
Change in conveyance (ft)	-390	-305
Change in open channel (ft)	-595	-550
New right-of-way needed (ac)	N/A	N/A
Cost (2008 dollars)	\$106,100	\$124,800
Construction	Preferable ¹	More difficult
Maintenance	No advantage	No advantage

Note:

¹ A1-W would be easier to construct due to the more desirable skew angles of the culverts.

Alternative 1E (A1-E)

- A new 8 ft x 6 ft x 190 ft box culvert with 10-ft vertical drop, an 8 ft x 8 ft x 82 ft box culvert with 10-ft vertical drop, and an 8 ft x 8 ft x 64 ft box culvert (356 ft total) under U.S. 75 and the northbound off-ramp
- A new 310-ft channel with 50-ft vegetated buffers on each side

Alternative 2E (A2-E)

- A new 8 ft x 6 ft x 205 ft box culvert with 10-ft vertical drop, an 8 ft x 8 ft x 154 ft box culvert with 10-ft vertical drop, and an 8 ft x 8 ft x 69 ft box culvert (448 ft total) under U.S. 75 and the northbound off-ramp
- No channel improvements

Alternative 3E (A3-E) (includes Tract 112 Mitigation Site)

- A new 8 ft x 6 ft x 190 ft box culvert with 10-ft vertical drop, an 8 ft x 8 ft x 82 ft box culvert with 10-ft vertical drop, and an 8 ft x 8 ft x 64 ft box culvert (356 ft total) under U.S. 75 and the northbound off-ramp
- A new 310-ft channel with 50-ft vegetated buffers on each side
- Extension of the new 310-ft channel an additional 945 ft, for a total of 1,255 ft
- Purchase of Tract No. 112 (9.3 ac) and approximately 2.4 ac north of the existing channel, for a total of 11.7 ac. Details related to the proposed mitigation improvements at Tract 112 are as follows:

Generally, stream mitigation activities at Tract 112 consist of creating an approximate 1,200 linear foot meandering stream channel and improving the existing, deeply incised channel that conveys drainage west to east, through the Project area and ultimately to Papillion Creek.

More specifically, conveyance of the existing channel beneath U.S. 75 will be discharged south of its current discharge point, and into the newly constructed, meandering channel. The new channel joins the existing channel for several hundred feet before encountering an engineered sheet pile diversion structure which acts to redirect a portion of the flow into the newly created meandering channel. The new channel reconnects with the existing channel at the eastern edge of the site. The constructed stream channel will display a representative cross section consisting of 2:1 sideslopes and a 5 foot bottom width and would be appropriately stabilized with native vegetation. Additionally, riffle pools would be placed within the meandering channel to stabilize grade, protect banks and improve water quality.

Along the existing, degrading stream channel, the right bank will be lowered to meet the grading requirements of the proposed channel. Bank modifications along the existing channel will maintain a cross-section sufficient to facilitate conveyance, and the resulting, reduced flow velocities would deter the current channel degradation. Stabilization activities would occur along the left bank where appropriate, and would include willow stake plantings within riprap. Additionally, a 50 foot native grass buffer would be established above the left bank to aid in runoff filtration and erosion control, and trees typical of floodplains would be planted to compensate for construction-related tree loss.

Planned grading activities are such that channel overbanking may result in temporal surface water detention, but is not anticipated to result in the long-term or permanent surface water retention that would be more attractive to wildlife; subsequently, Tract

112 is not anticipated to act as a wildlife attractant, and should not conflict with the operations of nearby Offutt Air Force Base.

Table 7 evaluates the impacts and costs of A1-E, A2-E, and A-3E.

**Table 7
Platteview Interchange Alternatives East of U.S. 75**

Feature	A1-E	A2-E	A3-E
New conveyance (ft)	666	633	1,611
New culverts (ft)	356	448	356
New open channel (ft)	310	0	1,255 ¹
Impacts on existing open channel (ft)	425	240	425
Existing channel unchanged (ft)	0	185	905
Change in conveyance (ft)	-9	-42	31
Change in open channel (ft)	-115	-240	830 ¹
New right-of-way needed (ac)	1.29 ac	0.96 ac	11.7 ac
Cost (2008 dollars)	\$249,800	\$259,900	\$554,700
Construction	Preferable ²	More difficult	Preferable ³
Maintenance	No advantage	No advantage	No advantage

Notes:

¹ The 830 linear feet includes the 1,255 linear feet of new open channel and the 905 linear feet of existing channel unchanged.

² A1-E would be easier to construct due to the shorter culvert length and the horizontal bend under U.S. 75. The horizontal bend allows the new culvert to be built in phases.

³ A3-E uses the same culvert design as A1-E but requires substantial excavation for the mitigation site.

Alternatives A1-W and A3-E are the preferred alternatives. NDOR used A1-W and A3-E to determine the waters of the U.S. impacts listed in Tables 3 and 4 (see Sections 9.1 and 9.2).

10.3 Fairview Road Interchange

NDOR developed two alternatives to minimize impacts on an unnamed tributary to Papillion Creek (WUS ID 18) for the Fairview Road interchange (HDR, June 2009b). See Attachment C for a memorandum containing additional detail and figures. Common features among the two alternatives include:

- Removal of the existing triple 9 ft x 9 ft x 82 ft box culvert under the U.S. 75 northbound loop ramp
- Removal of the existing twin 12 ft x 10 ft x 218 ft box culvert under the intersection of Fairview and Fort Crook roads
- Increase size of an existing culvert under U.S. 75 to a triple 9 ft x 12 ft x 408 ft box culvert
- Removal of 2 to 3 ft of silt from the channel under U.S. 75
- A new triple 9 ft x 12 ft x 247 ft box culvert under the intersection of Fairview Road and the relocated Fort Crook Road

The following summarizes the differences between Alternative 1 and 2:

Alternative 1

- A new triple 9 ft x 12 ft x 70 ft box culvert under the northbound U.S. 75 off-ramp (Ramp 1000)
- A new 380-ft channel between U.S. 75 and the northbound U.S. 75 off-ramp
- A new 615-ft channel between the northbound U.S. 75 off-ramp and the relocated Fort Crook Road
- A new 760-ft channel east of relocated Fort Crook Road

Alternative 2

- A new triple 9 ft x 12 ft x 59 ft box culvert under the northbound U.S. 75 off-ramp (Ramp 1000)
- A new 725-ft channel between U.S. 75 and the northbound U.S. 75 off-ramp
- A new 625-ft channel between the northbound U.S. 75 off-ramp and the relocated Fort Crook Road
- A new 760-ft channel east of relocated Fort Crook Road

Table 8 evaluates the impacts and costs of Alternatives 1 and 2 for the Fairview Road interchange.

**Table 8
Fairview Road Interchange Alternatives**

Feature	Alternative 1	Alternative 2
New conveyance (ft)	2,530	2,874
New culverts (ft)	725	714
New open channel (ft)	1,805	2,160
Impacts on existing open channel (ft)	2,250	2,250
Existing channel unchanged (ft)	0	0
Change in conveyance (ft)	-213	111
Change in open channel (ft)	-445	-90
New right-of-way needed (ac)	N/A	N/A
Cost (2008 dollars)	\$14,100	\$16,500
Construction	More difficult	Preferable ¹
Maintenance	No advantage	No advantage
Roadway overtopping protection	100-year (U.S. 75) 25-year (Ramp 1000) 25-year (Fort Crook intersection)	100-year (U.S. 75) 25-year (Ramp 1000) 25-year (Fort Crook intersection)

Note:

¹ Alternative 2 provides a construction phasing advantage because the existing twin 12 ft x 10 ft box culvert under Fairview Road could be utilized to convey stormwater during construction.

Alternative 2 is the preferred alternative. NDOR used Alternative 2 to determine the waters of the U.S. impacts listed in Tables 3 and 4 (see Sections 9.1 and 9.2).

10.4 Oreapolis Wetland Mitigation Site

For all unavoidable wetland impacts¹⁰, and for all unavoidable stream impacts that cannot be mitigated on-site, NDOR proposes to mitigate through the restoration of PEM and PFO wetlands at the Oreapolis Wetland Mitigation Site¹¹ (see Attachment D, Oreapolis Wetland Mitigation Site Plan). Under separate cover, and simultaneous with this submittal, NDOR is requesting authorization to construct the Oreapolis Wetland Mitigation Site under Nationwide Permit No. 27¹².

¹⁰ In order to comply with Nebraska Title 117 (Nebraska Surface Water Quality Standards – Antidegradation Clause), NDOR is proposing to mitigate both isolated and roadside ditch wetland impacts, in addition to impacts universally accepted as jurisdictional, at the Oreapolis Wetland Mitigation Site. Conversely, NDOR is not proposing mitigation for impacts to non-wetland, non-stream open water areas (sand pits). During a December 4, 2008 Project pre-application meeting, the USACE project representative stated that impacts to these types of open water areas are not a Clean Water Act Section 404 concern.

¹¹ As the Oreapolis Wetland Mitigation Site has been designed to develop mitigation wetland acres far beyond those required of both the U.S. 75 Project and the U.S. 34 Bellevue Bridge Project, it is NDOR’s intention to request that the surplus mitigation wetlands be “banked” for compensatory mitigation allocation toward future projects within the site’s service area. NDOR intends to coordinate bank establishment with the USACE and other Interagency Review Team (IRT) members following completion of NDOR’s pending Statewide Mitigation Banking Instrument.

¹² Construction of the Oreapolis Wetland Mitigation Site requires Nationwide Permit authorization due to the required construction of gabion water diversion structures into a potentially jurisdictional waterway.

10.5 Mitigation Summary

Taking into account the aquatic resource impacts listed in Sections 9.1 and 9.2, and the mitigation measures listed in Sections 10.1 through 10.5, the Project, and its associated mitigation measures, more than offset the unavoidable impacts to aquatic resources. See Table 9 for a summary of Project mitigation:

**Table 9
Aquatic Resource Mitigation Summary**

Type/ID	Impact ¹	Mitigation ¹	Net Result ¹
Wetlands			
PEM Wetlands	5.69 ac	11.38 ac ²	+5.69 ac
PSS/PFO Wetlands	1.37 ac	2.74 ac ²	+1.37 ac
Total	7.06 ac	14.12 ac²	+7.06 ac
Streams			
WUS 4	477 lf	--	-477 lf
WUS 7&8	885 lf	707 lf	-178 lf
WUS 10	424 lf	--	-424 lf
WUS 12	815 lf	1,255	-183 lf
WUS 13	198 lf		
WUS 15	425 lf		
WUS 16	205 lf	--	-205 lf
WUS 18	2,250 lf	2,160 lf	-90 lf
Oreapolis Mitigation Site	--	4,266 lf ³	+4,266 lf
Total	5,679 lf	8,388 lf	+2,709 lf

Notes:

¹ ac = acre; lf = linear feet.

² Provided values represent NDOR's proposed allocation of mitigation wetlands from the Oreapolis Wetland Mitigation Site toward Project impacts. These values represent a 2:1 (mitigation:impact) mitigation ratio and are not representative of the total mitigation wetlands designed at the Oreapolis Wetland Mitigation Site (see Attachment D). In addition to the allocated mitigation wetland area, indicated herein, a portion of the total mitigation wetlands at the Oreapolis Wetland Mitigation Site have been allocated as the compensatory wetland mitigation plan for the U.S. 34 Bellevue Bridge. NDOR intends to coordinate the "banking" of surplus wetland mitigation beyond that required of both the U.S. 75 and U.S. 34 Bellevue Bridge Projects.

³ The provided value represents the total amount of stream mitigation proposed for development at the Oreapolis Wetland Mitigation Site. NDOR intends to coordinate the "banking" of surplus stream mitigation beyond that required of the U.S. 75 Project.

11.0 THREATENED AND ENDANGERED SPECIES

The Project's ROD discussed measures that would be used to avoid or minimize impact on threatened and endangered species protected under the Endangered Species Act (FHWA, 2001).

11.1 Interior Least Tern and Piping Plover

Interior least tern (*Sternula antillarum*) and piping plover (*Charadrius melodus*) may be found nesting on sandbars on the Platte River. The primary nesting period for terns and plovers in Nebraska is from mid-April to mid-August. If construction occurs in the Platte River during this time period, appropriate surveys for nesting birds would be completed. If nesting birds are found near the Project site, USFWS or Nebraska Game and Parks Commission (NGPC) would be contacted. Based on the resulting consultation, appropriate mitigation would be implemented (FHWA, 2001).

11.2 Pallid Sturgeon and Lake Sturgeon

The pallid sturgeon (*Scaphirhynchus albus*) and lake sturgeon (*Acipenser fulvescens*) may be found within the Platte River in the vicinity of the U.S. 75 Platte River bridge. As the northbound Platte River bridge widening may require the construction of temporary work bridges in the Platte River, special precautions would be applied to avoid construction activities in the river during the spawning season for the pallid and lake sturgeon, or, when the sturgeon may migrate through the Platte River in the Project area (May through early June). Timing restrictions associated with temporary bridge construction would be consistent with the conditions of the Section 404 permit issued by USACE.

11.3 Western Prairie Fringed Orchid

Suitable habitat for the western prairie fringed orchid was not encountered during a field survey conducted on July 2, 1996. Much of the area surrounding the Project area is currently farmed or grazed and does not appear suitable to sustain populations of the orchid. Therefore, the Project would not adversely affect any populations of the western prairie fringed orchid (FHWA and NDOR, 2000).

11.4 American Bald Eagle

Although no longer federally listed, the bald eagle is still state listed as threatened and is still protected under the Bald and Golden Eagle Protection Act. The bald eagle may be a migrant or winter resident along the Platte River. There are no known nest sites in the Project vicinity (NGPC, April 30, 1996). The wintering period for the bald eagle is December 15 to February 20. Tree removal would be limited to the extent practical. If no potential habitat is affected or if habitat is removed outside the wintering period, there would be no adverse impacts on the bald eagle (FHWA, 2001).

11.5 Other Protected Species

In accordance with the Migratory Bird Treaty Act, if tree removal occurs from April 1 to July 15 (the primary nesting season of migratory birds in Nebraska), an initial survey for nesting birds in the Project vicinity should be conducted. Any presence of eggs or young would be reported immediately to USFWS. Based on consultation as a result of this contact, appropriate mitigation would be implemented (FHWA, 2001).

The 2000 Supplemental Final EIS identified and evaluated other species that are no longer listed or that do not occur in the Project vicinity, including the peregrine falcon, the river otter, the American burying beetle, and the southern flying squirrel. None of these species would be affected by the Project.

12.0 HISTORIC AND ARCHAEOLOGICAL RESOURCES

Database and field surveys for historic and archaeological resources have been conducted. No sites on – or eligible for listing on – the National Register of Historic Places (NRHP) occur within the Project footprint. The Oreopolis townsite (25CC272), located near the Project, has adequate integrity and research value to be eligible for the NRHP. On September 10, 2009, the Nebraska State Historic Preservation Office (SHPO) concurred with the eligibility of the Oreopolis townsite and the determination that the site would not be affected by the Project (NDOR, August 26, 2009) (see Attachment E).

13.0 ADJACENT LANDOWNERS

To facilitate public notice to landowners adjacent to the Project, Table 10, Adjacent Landowners lists all landowners with property either within or directly abutting the Project area.

**Table 10
Adjacent Landowners**

Parcel Number	Last Name	First Name	Mailing Address	City, State, Zip
Sarpy County				
011591121	Barbara Bleul Trustee		39625 Calle Azucar	Murrieta, CA 92562
011591119				
011254599	Bowder	Mark & Melissa	2602 Platteview Rd	Bellevue, NE 68123
011040521	Boyd Family Limited Partnership		230 Bellevue Blvd N	Bellevue, NE 68005
011040564				
011585604	Brannan	Derrick & Temple	2208 Oriole Dr	Bellevue, NE 68123
010613579	Burton	Albert	16502 Clay St	Bellevue, NE 68123
010627936				
011585605	Craig	William & Cydney	2210 Oriole Dr	Bellevue, NE 68005
011104619	Davie	Gary & Mary	1014 Laplatte Rd	Bellevue, NE 68123
011104619				
011585606	Dodge Lots Joint Venture		8701 W Dodge Rd Ste 300	Omaha, NE 68114
011585517				
011585516				
011585515				
011585514				
011585511				
011585512				
011591382	Edward Rose Development		6101 Newport Rd PO Box 3015	Kalamazoo, MI 49003
011591381				
010609237	Emerson	Ralph & Vila	16408 Hwy 75	Omaha, NE 68123
011045337	Gearhart	Joan & Kenneth	16515 Iske Dr	Bellevue, NE 68123
010609245				
011254602	Gottschalk	Donald	15013 S 27 th St	Bellevue, NE 68123
010629289	The Heaton Family Living Trust		123 N Ravine Ln	North Barrington, IL 60010
011577972	Hike, Jr.	Leo	15402 Hwy 75	Bellevue, NE 68123
010613498	Hike	Leo	15410 Hwy 75	Bellevue, NE 68123
010613366	Hyda	Gerald & Lorraine	10222 Gertrude Circle	LaVista, NE 68128
010613366				
010614478				

Parcel Number	Last Name	First Name	Mailing Address	City, State, Zip
011045396	Iske	Donald & Margaret	15402 S 5 th St	Bellevue, NE 68123
011045361				
010613005	Iske	Lawrence	14708 Hwy 75 S	Bellevue, NE 68123
011191384	JRC's Investments, Inc.		16550 S Hwy 75	Bellevue, NE 68123
011191392				
011585513	Kadner	Lester & Wendie	2207 Oriole Dr	Bellevue, NE 68123
010614486	Karnik	Charles & Kathleen	15315 S Hwy 75	Bellevue, NE 68123
011576833				
011573983	Kela Landco LLC		1116 Grenoble Dr	Bellevue, NE 68123
011573982				
010613463	Kildow-Hull	Lorraine	500 S 7 th St	Springfield, NE 68059
011590990				
011331453	Lillard	Harold & Beverly	16401 Iske Dr	Bellevue, NE 68123
011331453				
011104295	Lincoln Telephone & Telegraph Co.		1440 M St	Lincoln, NE 68508
010627952	Mink	Charles & Mary	16716 Clay St	Bellevue, NE 68123
010629262	Plambeck	Don & Lavonne	5711 S 118 th Plaza	Omaha, NE 68137
011040599	Prairie Hill Farm		10222 Gertrude Circle	LaVista, NE 68128
011040432	Prucka Family Partnership		10627 Martha St	Omaha, NE 68124
011040742				
011587222	Reed	Olin	1241 Limerick Road	Papillion, NE 68046
011590700				
011587221				
011040548				
011590702				
011580617	Sacco	Joseph & Mary	2124 Platte River Dr	Bellevue, NE 68123
011313269	Story	Barbara & Donald	17120 Chalet Dr	Bellevue, NE 68123
011580616				
011313269				
011585510	Tarr	Derrick & Serenity	2305 Oriole Drive	Bellevue, NE 68123
010627960	Thayer II	Ronald	17325 Ivy Circle	Bellevue, NE 68123
010469079	Twenty Club		801 S 52 nd St #1110	Omaha, NE 68106
011588199	Twin Valley Evangelical		1908 Lloyd St	Bellevue, NE 68005
010629181	Williams	Kenneth	5110 N 142 nd St	Omaha, NE 68164
011589621	Williamsburg Commercial		1864 S 155 th Circle	Omaha, NE 68144

Parcel Number	Last Name	First Name	Mailing Address	City, State, Zip
011581195	Wilson	Thomas	16711 Main St Box 360	Bellevue, NE 68123
010628002	Winters	Roger & Sharon	1201 Laplatte Road	Omaha, NE 68123
Cass County				
130163155	Anderson	Glenn & Sharon	17406 5 th Ave	Plattsmouth, NE 68048
130167673	Anderson	Virgil	1920 Dorcas St	Omaha, NE 68108
130011533	Barrett	Timothy	2218 Ave B	Plattsmouth, NE 68048
130023639	Beins	Thomas & Mona	2213 Ave B	Plattsmouth, NE 68048
130175196	Bergerson	Mark	1435 S 136 th St	Omaha, NE 68114
130175048	Berry	Wilburn & Sally	9508 Fox Ct	Plattsmouth, NE 68048
130175129				
130174947				
130393195	Bestmann	Allen & Patricia	346 Main St	Plattsmouth, NE 68048
130161144	Bethel	Jerry & Bonnie	1211 Bay Road	Plattsmouth, NE 68048
130260606				
130160849				
130161055				
130160970				
130011622	Bethel	Kathryn & Robert	14509 S 22 nd St	Bellevue, NE 68123
130392314	BNSF Railway Company		2650 Lou Menk Dr., 2 nd Floor	Fort Worth, TX 76131-2830
130392315				
130392316				
130023736	Bronson	Jim & Cynthia	15605 Copper Corral Dr	Plattsmouth, NE 68048
130023523				
130161098	Buhmann	Donald & Sue	18405 Peterson Rd	Plattsmouth, NE 68048
130161101				
130171948	Byrk	James & Geraldine	503 School Rd	Plattsmouth, NE 68048
130175773	Callier	General & Mary	17911 Peterson Road	Plattsmouth, NE 68048
130161314	Cass County		346 Main Street	Plattsmouth, NE 68048
130385875				
130163112	Caverzagie	Charles & Mary	17304 Club View Dr	Plattsmouth, NE 68048
130393182	City of Plattsmouth		136 N 5 th St	Plattsmouth, NE 68048
130012238	Cooper	Grayden & Jessika	PO Box 6046C	Monterey, CA 93944
130175862	Dale	Richard & Rochelle	18008 Peterson Rd	Plattsmouth, NE 68048
130162795	Dasher	Lillian	17600 Club View Dr	Plattsmouth, NE 68048
130160822	Davis	David & Rachael	18517 3 rd St	Plattsmouth, NE 68048

Parcel Number	Last Name	First Name	Mailing Address	City, State, Zip
130020192	Delancey	Daniel	7906 12 th Ave	Murray, NE 68409
130173134	Dodd	Joy & Trustee	PO Box 53	Murray, NE 68409
130174939	Durand	Arthur & Phyllis	3006 Horning Road	Plattsmouth, NE 68048
130175021				
130310328				
130175110				
130174866				
130300209	Felthousen	Keith	108 N How Ave	Murray, NE 68049
130162450	Felthousen	Robert & Grace	17810 Hwy 75	Plattsmouth, NE 68048
130164275				
130018899	Fraternal Order of Eagles		209 S 23 rd St	Plattsmouth, NE 68048
130161020	Giles	Truett & Linda (Trustees)	18203 Peterson Road	Plattsmouth, NE 68048
130163406	Gottschalk	Donald	15013 S 27 th St	Plattsmouth, NE 68048
130168203	Gradoville	Diana	17102 Hwy 75	Omaha, NE 68123
130167584	Gradoville	Nancy	20012 Beach Road	Plattsmouth, NE 68048
130162930	Gradoville	Wesley	20012 Beach Road	Plattsmouth, NE 68048
130392291	Greenwood Farmers Coop/Midwest Farmers Coop		PO Box 40	Elmwood, NE 68349
130167150				
130160555	Haswell	Joy & Melissa	150 Haswell Dr	Plattsmouth, NE 68048
130160946	Hefner	Ronald & Brooke	PO Box 9	Plattsmouth, NE 68048
130160466	Holman	Harriett	415 Oreapolis Rd	Plattsmouth, NE 68048
130160903	Hoschar Hoschar Tees	John & Helen Sarah	309 School Road	Plattsmouth, NE 68048
130023817	Kaminski Coleman	Nancy Brian	2203 Ave B	Plattsmouth, NE 68048
130175870	Knight	Douglas & Stacie	18001 Peterson Road	Plattsmouth, NE 68048
130222321	Koelzer	Scott & Donnette	18409 Webster Blvd	Plattsmouth, NE 68048
130011568	Kriskey	Raymond & Marcia	2223 Ave C	Plattsmouth, NE 68048
130020214	Lambries	Barbara	2214 Ave D	Plattsmouth, NE 68048
130011649	Lanum	David & Tamara	2225 Ave C	Plattsmouth, NE 68048
130160563	Loper	Terry & Debra	18640 3 rd Ave	Plattsmouth, NE 68048
130301272	Lyman Richey Corp		4315 Cuming St	Omaha, NE 68131
130167576				

Parcel Number	Last Name	First Name	Mailing Address	City, State, Zip				
130161063	March	Marilyn & Donald	429 School Road	Plattsmouth, NE 68048				
130161136								
130162345								
130011967	Merrill	William & Donna	2210 Ave B	Plattsmouth, NE 68048				
130164003	Merst Inc c/o Steven Willey		2401 Oak Hill Rd	Plattsmouth, NE 68048				
130324477	MSJ Inc		2405 Oak Hill Rd	Plattsmouth, NE 68048				
130168386	Nebraska Department of Roads		PO Box 94759	Lincoln, NE 68509				
130168289								
130168386								
130160873								
130160881								
130160857								
130160814								
130161217								
130162906								
130163562								
130161012					Parent	Daniel & Charlene	18315 Peterson Road	Plattsmouth, NE 68048
130020206					Petzinger	James & Laura	2300 Ave D	Plattsmouth, NE 68048
130160725	Pfeifer	Roxanne	336 Haswell Dr	Plattsmouth, NE 68048				
130312061								
130312347								
130312061								
130237833	Plattsmouth Cemetery Trustees		138 N 5 th St	Plattsmouth, NE 68048				
130300977	Plattsmouth Soccer Club, Attn: Treasurer		17820 Nicholas Road	Plattsmouth, NE 68048				
130162914	Plattsmouth State Bank, Attn: Lori		PO Box 340	Plattsmouth, NE 68048				
130163848	Riffey Spurgeon	Megan Rachael	5411 Heumann Dr	Lincoln, NE 68504				
130173215	Robinson	David & Kelly	18732 Webster Blvd	Plattsmouth, NE 68048				
130160938	Schaaf	Richard & Beverly	18307 Peterson Road	Plattsmouth, NE 68048				
130011959	Schade	Richard & Eleanor	2205 Ave B	Plattsmouth, NE 68048				
130168459	Schmidt Transportation Inc		PO Box 148	Plattsmouth, NE 68048				
130301264								
130168297	Schmidt	Roger & Ginger	PO Box 148	Plattsmouth, NE 68048				
130168114	Schmidt	Roger & Virginia	PO Box 148	Plattsmouth, NE 68048				
130392749								
130392750								

Parcel Number	Last Name	First Name	Mailing Address	City, State, Zip
130222313	Scholl	Joseph & Melody	18401 Webster Blvd	Plattsmouth, NE 68048
130163732	Slump	Charles & Sandra	140 Oakhill Road	Plattsmouth, NE 68048
130163910				
130160679	Sporer c/o Winifred Anderson	Betty	296 Ironwood Ct	Carmel, IN 46033
130160644				
130160652				
130160997				
130391759	Stacey	Richard & Molly	18409 S 6 th St	Plattsmouth, NE 68048
130171492				
130171565				
130011630	Stapp	John & Mary	2222 Ave B	Plattsmouth, NE 68048
130168106	Starkjohn Reno	William Karen	6311 Hwy 66	Plattsmouth, NE 68048
130167231	State of Nebraska		N/A	N/A
130167770				
130167193				
130167592				
130167843				
130168467				
130168017				
130168181				
130392395				
130162442				
130160954				
130160741				
130163228				
130163236				
130163589				
130012130				
130011541				
130163643				
130168017				
130160792				
130161047				
130162353	Stuart	David & Dotty	17904 Hwy 75	Plattsmouth, NE 68048

Parcel Number	Last Name	First Name	Mailing Address	City, State, Zip
130161039	Tandy	Steven & Patricia	18710 3 rd St	Plattsmouth, NE 68048
130160784				
130000094	Three Parks LLC		504 N 22 nd St	Plattsmouth, NE 68048
130163821				
130012173				
130161071	Tiefenthaler	Thomas	18609 3 rd St	Plattsmouth, NE 68048
130391396	Tincher Investments Co Inc		PO Box 220	Plattsmouth, NE 68048
130162957				
130163031	Tincher	Mark & Kathryn	PO Box 220	Plattsmouth, NE 68048
130023620	Uhl	Matthew	2207 Ave B	Plattsmouth, NE 68048
130393224	Union Pacific Railroad (and formerly Missouri Pacific Railroad)		1400 Douglas Street	Omaha, NE 68179
130393227				
130392290				
130392289				
130391758	Vigneri	Lawrence & Rita	18420 Nicholas Road	Plattsmouth, NE 68048
130022691	Walker	James & Kelly	2209 Ave B	Plattsmouth, NE 68048
130161128	Walsh	Terrence & Christine	18111 Peterson Road	Plattsmouth, NE 68048
130175684				
130175765				
130324426	Westside Development Inc		4016 Buccaneer Blvd	Plattsmouth, NE 68048
130272620				
130163198	Widler	Lon & Niki	17314 Club View Dr	Plattsmouth, NE 68048
130160776	Wolski, Jr.	Stanley	19000 Webster Blvd	Plattsmouth, NE 68048
130160911				
130160768				
130163651	Zatopek	Mildred Roger	17204 Hwy 75	Plattsmouth, NE 68048
130164097	Rhylander			

14.0 AGENCY COORDINATION

The Project was developed in accordance with Nebraska NEPA/404 merge process procedures. Agencies responding to NDOR's request for pertinent Project information included:

- Nebraska Game and Parks Commission
- Nebraska State Historical Society
- Papio-Missouri River Natural Resources District
- U.S. Department of Agriculture Natural Resources Conservation Service
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

Agencies responding to NDOR's request for a determination of "no significant environmental impact" are as follows:

- City of Bellevue
- Lower Platte South Natural Resources District
- Natural Resource Conservation Service
- Nebraska Department of Aeronautics
- Nebraska Department of Environmental Quality
- Nebraska Game and Parks Commission
- Nebraska State Historical Preservation Office
- Nemaha Natural Resources District
- U.S. Army Corps of Engineers
- Village of Murray

Copies of NEPA/404 Merge letters and comments or findings of "no significant environmental impact" are provided in the 2000 Supplemental Final EIS. All relevant agency correspondence is included as Attachment E.

15.0 REFERENCES

- Environmental Laboratory. January 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. U.S. Army Corps of Engineers, Waterways Experiment Station, Vicksburg, Mississippi.
- FHWA. May 25, 2001. Record of Decision. US Highway 75 Roadway Improvement. Otoe, Cass, and Sarpy Counties, Nebraska.
- FHWA and NDOR. October 26, 2000. U.S. Highway 75 Roadway Improvements from Murray, Nebraska (Highway N-1) to Bellevue, Nebraska (Fairview Road), Cass and Sarpy Counties, Final Supplemental Environmental Impact Statement.
- HDR. December 4, 2008. Meeting Notes. US 75/US 34 Project Review with USACE. Preliminary Jurisdictional Determination.
- HDR. February 24, 2009. Meeting notes. U.S. 75 Plattsmouth to Bellevue Multi-Agency Pre-Application Meeting.
- HDR. December 15, 2009a. Avoidance, Minimization, and Mitigation of Select Locations on the US 75 – Plattsmouth to Bellevue Project, 6th Street Connector. Memorandum from Andy Wiest, HDR, to NDOR.
- HDR. December 15, 2009b. Avoidance, Minimization, and Mitigation of Select Locations on the US 75 – Plattsmouth to Bellevue Project, Fairview Road Interchange. Memorandum from Andy Wiest, HDR, to NDOR.
- HDR. December 15, 2009c. Avoidance, Minimization, and Mitigation of Select Locations on the US 75 – Plattsmouth to Bellevue Project, Platteview Road Interchange. Memorandum from Andy Wiest, HDR, to NDOR.
- HDR. December 15, 2009d. Avoidance, Minimization, and Mitigation of Select Locations on the US 75 – Plattsmouth to Bellevue Project, Webster Blvd/Haswell Drive. Memorandum from Andy Wiest, HDR, to NDOR.
- NGPC. April 30, 1996. Memorandum from Mark Brohman and Curt Twedt to Daylan Figgs regarding US Highway 75 Final EIS Supplement.
- NDOR. August 26, 2009. NDOR correspondence to NSHS requesting concurrence on historic properties. NSHS concurrence provided on September 10, 2009.

Attachment A
Roadway and Bridge Plans

Attachment B
Wetland Delineation Report
and Report Addendum

Attachment C
Avoidance and Minimization Memoranda

Attachment D

Oreapolis Wetland Mitigation Site Plan

Appendix A Baseline Wetland Delineation Report
Appendix B NDOR Geotechnical Borings
Appendix C Oreapolis Wetland Mitigation Site Plan
Appendix D Seed Mixes

Attachment E
Agency Correspondence