

Federal Highway Administration

Finding of No Significant Impact

For

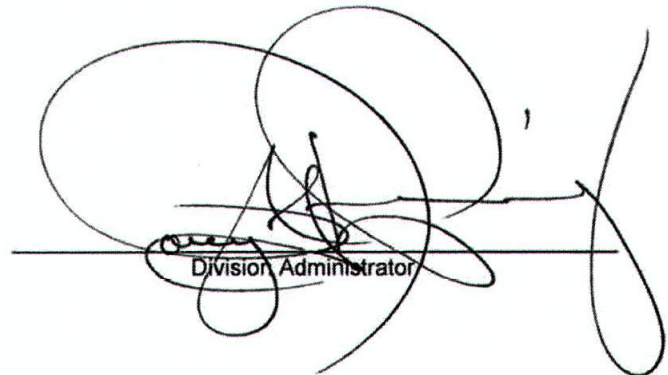
Project No. RRZ-71(33)

Control No. 32190

Columbus East (East 29th Avenue) Viaduct

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment or natural environment. This Finding of No Significant Impact (FONSI) is based on the enclosed Final Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Final Environmental Assessment.

7-10-17
DATE


Division Administrator

PROJECT NO. RRZ-71(33)
CN 32190

COLUMBUS EAST (EAST 29TH AVENUE) VIADUCT
AND RELATED ROADWAY IMPROVEMENTS
PLATTE COUNTY, NEBRASKA

FINAL ENVIRONMENTAL ASSESSMENT

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
NEBRASKA DEPARTMENT OF ROADS



Melissa Maiefski
For the Federal Highway
Administration, Nebraska
Division Administrator



Brandie Neemann
For Nebraska Department of
Roads, Project Sponsor



Jim Scow
For Platte County Liaison

7/6/17
Date

6/23/17
Date

6/22/2017
Date

This environmental assessment has been prepared in accordance with provisions and requirements of Submitted Pursuant 42 USC 4332 (2) (c) and 23 CFR 771 & 774, relating to the implementation of the National Environmental Policy Act (NEPA) of 1969. The Signatures above indicate verification that the content of the document/errata sheet attached accurately reflects the scope of this project.

PROJECT NO. RRZ-71(33)
CN 32190
COLUMBUS EAST (EAST 29TH AVENUE) VIADUCT
AND RELATED ROADWAY IMPROVEMENTS
PLATTE COUNTY, NEBRASKA
FINAL ENVIRONMENTAL ASSESSMENT – ERRATA FROM DEA

A Draft Environmental Assessment (DEA) for the above referenced project was submitted by Nebraska Department of Roads (NDOR) to Federal Highway Administration (FHWA) and was accepted on 14 October 2016. The DEA was available at the following locations during a 30-day comment period, which began 29 November 2016 and ended 6 January 2017:

1. City of Columbus – City Clerk, 2424 14th Street, Columbus, Nebraska
2. City of Columbus Public Library, 2504 14th Street, Columbus, Nebraska
3. Platte County Highway Department, 2610 14th Street, Columbus, Nebraska
4. NDOR District 3 Maintenance Office, 3303 12th Street, Columbus, Nebraska
5. NDOR Headquarters, 1500 Highway 2, Lincoln, Nebraska
6. FHWA Nebraska Division, 100 Centennial Mall North, Lincoln, Nebraska
7. NDOR website: <http://roads.nebraska.gov/projects/environment/pubs/project-docs/>
8. Platte County website: <http://www.plattecounty.net/>

The DEA was made available online through NDOR and Platte County’s website portals as listed above. Resource agencies, stakeholders, and other members of the public were notified via public notice and/or a targeted mailer of the availability of the DEA and the public hearing. The public notification also included mailing a project postcard in English and Spanish to a distribution list of citizens and businesses approximately ¼ mile from East 29th Avenue between East 8th Street and U.S. Highway 30 (US-30), and ¼ mile from the East 14th Avenue/Union Pacific Railroad (UPRR) mainline crossing. The distribution list also included 46 public and private agencies with potential interest in the project. A legal notice was placed in the Columbus Telegram, a Nebraska Press Association (NPA) recognized newspaper, on 26 November 2016.

The public hearing was held at Centennial Elementary School, 500 Centennial Street, in Columbus, Nebraska, on Tuesday, 13 December 2016, from 4:30 to 6:30 p.m. Centennial Elementary School was selected as the meeting location because of its size, close proximity to the project, and compliance with the Americans with Disabilities Act (ADA). Approximately 46 citizens attended the public hearing, including members of the public and personnel from Platte County (County), NDOR, FHWA, and the consultants designing the project. The first portion of the public hearing was an open house. The second portion of the public hearing included a formal presentation and a forum for public input. The public was allowed to make oral or written comments or public statements during the hearing if they desired. After the public hearing, comments (written, email, phone calls) were accepted on the DEA until 6 January 2017. The County received and responded to approximately 19 public and agency comments.

This Final Environmental Assessment (FEA) – Errata documents public comments from the public hearing and any other comments received during the 30-day review period of the DEA.

The FEA – Errata also documents any changes to the project design or analysis, as described in the DEA, resulting from the comments received.

The purpose of this FEA – Errata is to respond to comments received during the hearing process and to provide additions or changes to the DEA where necessary, using this errata format. This document, in conjunction with the 14 October 2016 DEA document, constitutes the completed National Environmental Policy Act (NEPA) Document.

1. COMMENTS AND RESPONSES RECEIVED AT THE PUBLIC HEARING AND FROM THE PUBLIC COMMENT PERIOD

Public hearing attendees had the opportunity to submit written comments and provide verbal public testimony. Comments were also accepted via phone, mail, and email during the comment period. No public statements were given during the open forum. The Public Hearing Memo and Transcript are provided in **Appendix A**. The complete text of each public comment and response are attached in **Appendix B**. In addition, three letters were received from reviewing and regulatory agencies; these letters and responses are provided in **Appendix C**.

Table 1 below summarizes all verbal public comments and responses received at or following the Public Hearing. **Table 2** summarizes all written comments received at or following the Public Hearing. **Table 3** summarizes the agency correspondence letters.

Table 1 – Public Hearing Verbal Comments and Responses

Table 1. Verbal Citizen Comments (Received at or following the Public Hearing)
<p>1.1 Sidump'r currently has no internal circulator between their driveways and needs to have trucks entering off their U.S. Hwy 30 Drive exit the north access on East 29th Ave. in order to enter their middle drive and reach the dock area on the east side of their building. They would be in favor of eliminating the north driveway on East 29th Avenue closest to U.S. Hwy 30 if they could have a connection provided between that drive and the middle drive (drive off East 29th Avenue farther from U.S. Hwy 30). He indicated that somewhere around 50-75 feet east of the row of trees by their building is what he pictured, but would be willing to consider other options. We also discussed his electric service from the substation that will run under the new jug handle on the west side of East 29th Ave. He said that he found plans showing two 4-inch conduits coming from the substation to a pull box and then to their building. He wasn't sure if the conduits were steel or plastic. He pulled the lid on the pull box but it was full of water. We indicated that we would check the survey to see what was shown.</p>
<p><i>Response: It is Platte County's understanding that Sidump'r may be willing to close the northern most access drive along East 29th Avenue. Platte County would prefer that the northern most access be closed due to its proximity to the East 29th Avenue/US 30 intersection. Closing this access would limit conflicts and potential backups due to trucks attempting to leave Sidump'r property at East 29th Avenue, particularly those trucks and other vehicles needing to turn northbound on East 29th Avenue to access US Hwy 30.</i></p>
<p><i>Platte County would prefer to consolidate access points on the east side of Sidump'r property by routing Sidump'r traffic to the proposed frontage road along on the west side of the proposed East 29th Avenue alignment. Accommodations could be made to facilitate a connection between the drive on the north of the property, running along the east side of the property eventually connecting to the proposed frontage road. Such a connection would potentially allow for the closing of the two northern most access drives along East 29th Avenue, and provide continuous circulation on the north and east sides of the Sidump'r building from US 30 to East 29th Avenue. The attached concept drawing shows the proposed location of these access modifications.</i></p>
<p><i>Platte County is committed to maintaining appropriate access and circulation options, and will continue to coordinate with Sidump'r to finalize details regarding the access and circulation improvements through the final design and right-of-way acquisition process.</i></p>

Table 1. Verbal Citizen Comments (Received at or following the Public Hearing)

Platte County is aware that there may be electric utility lines within the vicinity of the proposed access drive and is will take this into account as the project moves forward. Currently there are no utility lines shown in this vicinity on the preliminary design plans, but survey data used for preliminary design did not include all the extent of the property.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

1.2 The garage door on the north bay (of Paraclipse building) houses a 5-Ton Bridge Crane that they use for loading and unloading trucks. Trucks need to access the loading bay on the north side of their building that currently lines up with their northern drive. This bay has a large overhead crane in it that they use to load & unload material. It was explained that the proposed access drives were designed in a manner to be able to handle these trucks. Said he would share the information with his management and have them prepare a written comment if needed.

Response: It is Platte County's understanding that Paraclipse requires trucks to access the north bay and garage door of the facility for loading and unloading purposes.

Currently, the preferred alternative would close the northernmost access fronting East 29th Avenue. Although this access would no longer be available, two additional access points would be improved providing access for large trucks to circulate along the western edge of the property to access the north bay and garage door.

Should an access still be required at the northernmost edge of the property along East 29th Avenue, an access point could be maintained but closed to everyday traffic. The access point would normally be closed with a gate or chain, and opened only when needed by trucks entering or leaving the property.

Platte County is committed to maintaining appropriate access and circulation options, and will continue to coordinate with Paraclipse to finalize details regarding the access and circulation improvements through the final design and right-of-way acquisition process.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Table 2 – Written Public Comments and Responses

Table 2. Written Citizen Comments (Received at or following the Public Hearing)
<p>2.1 From and electric utility stand point Proposal 3 would be better. Moving the crossing east of 29th Ave. and the road east of Paige Electric there would be almost no utility work. Also 80% of construction would be green field and not impact existing traffic flow. Concept 4.</p>
<p><i>Response: Platte County appreciates your comment regarding potential utility conflicts. Through the environmental process, each project alternative is investigated to determine how they may impact a wide range of environmental resources and other factors. Although Concept 4 may have fewer utility conflicts than other alternatives, Concept 4 is not desirable as the preferred alignment because:</i></p> <ul style="list-style-type: none"> • <i>Concept 4 would not improve accessibility for local businesses along the East 29th Avenue corridor.</i> • <i>Concept 4 would create a severe jog in the alignment of East 29th Avenue at East 15th Street and break the continuity of the county road network.</i> • <i>Concept 4 would have higher impacts on adjoining industrial properties as compared to other alternatives, requiring 13 acres of new right-of-way (ROW). Concept 4 would cut through multiple properties, limiting future land use, new development, or expansion of existing adjacent developments.</i> • <i>Concept 4 would require 5% grades, coupled with tighter turning movements, as compared to other alternatives. Due to the high volume of heavy trucks, 5% grades associated with tight turning movements are not desirable.</i> <p><i>For these reasons, Concept 4 was eliminated from consideration. The preferred alternative, Concept 3A, will shift the roadway just west of the existing East 29th Avenue alignment. Based on the current configuration of Concept 3A, the electric substation northwest of the Union Pacific Railroad Crossing will not have to be relocated; however, the following minor utility relocations may be required:</i></p> <ul style="list-style-type: none"> • <i>Electric distribution lines adjacent to East 29th Avenue</i> • <i>Telecommunication lines adjacent to East 29th Avenue</i> • <i>Approximately 750 lineal feet of 6-inch gas main on the east side of East 29th Avenue from East 15th Street to East 12th Street on a private easement, generally running parallel to the roadway</i> <p><i>Platte County and the contractor will follow the guidelines outlined in the Nebraska Department of Roads (NDOR) Policy for Accommodating Utilities on State Highway ROW (NDOR, 2001). Platte County would notify utility companies of the need for relocation during the design stage of the project and will coordinate utility agreements with the utility companies before construction. The contractor will then notify utility companies of relocation needs during the construction phase of the project for utilities that were not relocated before construction. Thank you for your comment and interest in this project.</i></p>
<p>2.2 In support of viaduct.</p>
<p><i>Response: Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.</i></p>
<p>2.3 It is time to move this project forward.</p>
<p><i>Response: Platte County appreciates your comment in support of the project.</i></p>
<p>2.4 Build it now!</p>
<p><i>Response: Platte County appreciates your comment in support of the project.</i></p>

2.5 Compress the times when possible. Git'r done!
<i>Response: Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.</i>
2.6 Move ahead as fast as possible. Project desperately needed!
<i>Response: Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.</i>
2.7 Good project.
<i>Response: Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.</i>
2.8 The existing road is in very poor shape and in need of repair or replacement. Roadwork has been delayed pending this project. It is critical that this project move forward quickly to avoid further deterioration of the road and potential repairs which would be a cost not anticipated by the County. The Valmont access would be better served by an access road off of 12th Street for employees. If done, the segment stretching from Paige Electric to the north and under the viaduct could be eliminated (Speaking as a representative of Valmont).
<i>Response: Platte County will accommodate your request to locate Valmont Industries' primary access at East 12th Street. The attached concept drawing shows the approximate location of the requested primary access point.</i> <i>As you have indicated, relocating the access to East 12th Street will permit eliminating the access road extending north from Paige Electric Co. paralleling the east side of the proposed East 29th Avenue Viaduct, and turning west under the proposed viaduct to access Valmont Industries property. Furthermore, elimination of the access road passing under the proposed viaduct will allow for a reduction in the overall length of the viaduct bridge structure, potentially providing significant cost savings. An additional proposed access located toward the rear of the Valmont property at the western end of East 12th Street will also be removed. This access to the rear of the Valmont property was originally requested by the previous property owner (Katana Summit) and is no longer needed. Your comment will be part of the official project record. Changes to the proposed project footprint and alignment based upon your comment will be included in the Final Environmental Assessment document. Platte County will continue to coordinate with Valmont Industries to finalize details regarding the access improvements through the final design and right-of-way acquisition process.</i>
2.9 Husker Steel Inc. is a steel fabricator. We fabricate steel for bridges and buildings. Husker Steel will be impacted by the 29th Avenue East viaduct over the Union Pacific Railroad lines east of Columbus. Our driveway is approximately 485 feet north of the rails and we will lose our at grade access to 29th Avenue East. Our primary concern is the future access to 29th Avenue East. We occasionally ship material that is over 100 feet long and frequently ship material between 70 feet to 100 feet long. Please design the future access between Husker Steel and 29th Avenue East with appropriate turning radiuses for our material entering and exiting our facility. Below are two images, the first is a steel plate girder that was shipped from our facility and the second is a topographic map of the railroad and Husker Steel's current driveway.

Response: Access to East 29th Avenue from Husker Steel, Inc. will be modified as part of the proposed project. Access will be provided via a frontage road extending north from Husker Steel, Inc. intersecting with East 29th Avenue just north of the viaduct touchdown point.

The proposed Husker Steel, Inc. access drive, frontage road, and East 29th Avenue modifications will provide the same level of access, or better, than the existing roadways. The access road and intersections would be constructed to WB-67 standards that will accommodate large trucks. WB-67 standards exceed that of East 29th Avenue in its current state, and are the same standards applied to the Nebraska State Highway System. Trucks of legal size and weight capable of navigating the Nebraska State Highway System, including the nearby intersection of East 29th Avenue with U.S. Hwy 30, would be able to navigate the proposed access road extending from East 29th Avenue to the Husker Steel Inc.

Oversize and overweight trucks will still require species permits from the state or county. Information regarding legal sizes and weights, permit applications, and permit conditions can be found at the Nebraska Department of Roads website here: <http://roads.nebraskagov/business-center/permits/truck>. Oversized and overweight trucks using East 29th Avenue and adjacent frontage roads will be expected to use pilot cars, flaggers, special trailers, and other methods as dictated by permit conditions. Furthermore, loads arriving or departing Husker Steel, Inc. exceeding the vertical clearance requirements for the proposed viaduct will not be able to use East 18th Street passing under the proposed viaduct, and will have to use East 29th Avenue.

Your comment will be part of the official project record. Platte County will continue to coordinate with Husker Steel, Inc. to finalize details regarding the access improvements through the final design and right-of-way acquisition process.

2.10 We use the intersection (East 14th Avenue) daily. I don't mind a train sitting there for a few hours, but don't close it completely.

Response: Platte County understands your concern regarding the proposed closing of the East 14th Avenue/Union Pacific Railroad (UPRR) mainline crossing. Current policy regarding new viaduct construction requires the closure of two at-grade crossings. As a result, the City of Columbus and Platte County have agreed to close the at-grade crossing of East 14th Avenue in conjunction with the funding agreement with the State of Nebraska and the UPRR for construction of the proposed viaduct on East 29th Avenue. This agreement was brought before the Columbus City Council in 2008 and finalized in 2009. Columbus City Council meeting minutes and the signed agreements can be found in Appendix C of the Draft Environmental Assessment document.

Combined with existing and planned future viaducts within the City of Columbus, closing the East 14th Avenue crossing would provide an uninterrupted UPRR corridor approximately 7.5 miles in length, making it easier for UPRR to provide rail service to industrial customers. It would also result in less sounding of locomotive horns for area residents along the corridor.

North-south traffic currently using East 14th Avenue would be routed to the proposed 3rd Avenue and East 29th Avenue viaducts. The proposed grade separation on 3rd Avenue and East 29th Avenue would provide uninterrupted north-south routes 1 mile to the west and east of East 14th Avenue, respectively. Although travel distances would increase for some existing users of East 14th Avenue, trips are expected to be less stressful, and the travel time more predictable, as there would be no possibility of train blockages by through trains and switching activity on existing and future siding tracks. Additional details regarding the proposed closure of East 14th Avenue are discussed in Chapter 2, Section C and Chapter 4, Section C of the Draft Environmental Assessment document.

The Columbus East Viaduct and Related Roadway Improvements Draft Environmental Assessment can be accessed here: <http://www.roads.nebraska.gov/projects/future-projects/columbus-east-viaduct/> Your comment will be part of the official project record.

2.11 B&J Trucking and Wash. We empty a woodchip truck one time a week that drips manure etc. and the truck is much safer and cleaner taking it per back roads. It will be inconvenient to us and many other truckers to close that road. Many trucks come from plants on the road to get washed and trailers as well come here and go to the plants. Please consider safety and convenience for all in this issue. Our trucks and trailers use that road frequently. That's an additional eight trucks and trailers. That road should be paved and continue usage.

Response: Platte County understands your concern regarding the proposed closing of the East 14th Avenue/Union Pacific Railroad (UPRR) mainline crossing. Current policy regarding new viaduct construction requires the closure of two at-grade crossings. As a result, the City of Columbus and Platte County have agreed to close the at-grade crossing of East 14th Avenue in conjunction with the funding agreement with the State and UPRR for construction of the proposed viaduct on East 29th Avenue. This agreement was brought before the Columbus City Council in 2008 and finalized in 2009. Columbus City Council meeting minutes and the signed agreements can be found in Appendix C of the Draft Environmental Assessment document.

East 14th Avenue carries 800 vehicles per day, with 5 percent heavy trucks, and serves primarily as an alternate route for workers from area industries avoiding delay at East 29th Avenue and US 30 when shift changes occur. East 14th Avenue is a paved road from US 30 south to 17th Street East, turning into a gravel road south of East 17th Street to East 8th Street. The only other remaining at-grade crossing is East 44th Avenue one mile east of East 29th Avenue. East 44th Avenue is a paved collector from East 8th Street to US 30, carrying approximately 2,000 vehicles per day.

Closing East 14th Avenue, as opposed to east 44th Avenue, will:

- *Provide an uninterrupted UPRR corridor approximately 7.5 miles in length through the City of Columbus in combination with existing and planned future viaducts;*
- *Limit the sounding of train horns for areas residents;*
- *Make it easier for UPRR to provide rail service to industrial customers;*
- *Keep a more heavily used and paved collector open to traffic (East 44th Avenue).*

North-south traffic currently using East 14th Avenue will be routed to the proposed 3rd Avenue and East 29th Avenue viaducts. The proposed grade separation on 3rd Avenue and East 29th Avenue will provide uninterrupted north-south routes 1 mile to the west and east of East 14th Avenue, respectively. Although travel distances would increase for some existing users of East 14th Avenue, trips are expected to be less stressful, and the travel time more predictable, as there would be no possibility of train blockages by through trains and switching activity on existing and future siding tracks.

Southbound trips from B&J Trucking and Wash and other business near 19th Street East will need to use either the grade separation on 3rd Avenue or East 29th Avenue via US 30. Access to US 30 from the vicinity of 19th Street East and the surrounding businesses is available at East 14th Avenue, East 11th Avenue, and East 6th Avenue. The intersections of US 30 with East 11th Avenue, and East 6th Avenue are signalized to aid westbound turns.

Additional details regarding the proposed closure of East 14th Avenue are discussed in Chapter 2, Section C and Chapter 4, Section C of the Draft Environmental Assessment document.

The Columbus East Viaduct and Related Roadway Improvements Draft Environmental Assessment can be accessed here: <http://www.roads.nebraska.gov/projects/future-projects/columbus-east-viaduct/> Your comment will be part of the official project record.

2.12 I would like to relay some of my concerns on the East 29th Avenue viaduct project. In the beginning, it was decided to close East 14th Avenue and keep East 44th Avenue open until the viaduct was finished. Unfortunately, there was very little consideration given the current business and commuters that will be affected by the closing of 14th Avenue East. I strongly believe that neither East 44th or East 14th Avenues should be closed because of the long-term effects it will have on the Columbus community, local businesses, customers and employees. There are commuters and local businesses that use these routes regularly and many use them multiple times daily. It is also nice to have alternate ingress and egress routes to business areas. It also allows an alternative route for police and fire rescue. I'm very familiar with these routes as we have been involved in growing our family business (Nebraska Irrigation and Nitech IPM) in this area. We have been located in the industrial area just west of 14th Avenue East since 1986. These property addresses are 911 23rd St East, 913 23rd St East, 929 23rd St East, and 20270 11th Ave East. We use 14th Ave East frequently to avoid traffic on East 23rd St. That area is already congested during large parts of the day with traffic from the large businesses to the east and truck traffic from the bypass. There have been accidents on East 23rd St. at the busiest times of the day when 14th Ave East offered the only good alternative to get out of the area quickly and safely. There will no longer be any frontage roads on the south side of 23rd St East that connect to any routes to the south side of Columbus. There are many other businesses just in this area that use the 14th Ave East crossing as an alternative to stay off the highway. We all have customers that use 14th Ave East when they come from the south side of Columbus or from the areas south of Columbus. Very few of these people are even aware that this convenient route will soon be unavailable to them. All other routes will funnel them into the traffic on 23rd St East. Keeping East 14th Avenue open will keep the whole community moving in the most beneficial way for all its people!

Response: Platte County understands your concern regarding the proposed closing of the East 14th Avenue/Union Pacific Railroad (UPRR) mainline crossing. Current policy regarding new viaduct construction requires the closure of two at-grade crossings. As a result, the City of Columbus and Platte County have agreed to close the at-grade crossing of East 14th Avenue in conjunction with the funding agreement with the State and UPRR for construction of the proposed viaduct on East 29th Avenue. This agreement was brought before the Columbus City Council in 2008 and finalized in 2009. Columbus City Council meeting minutes and the signed agreements can be found in Appendix C of the Draft Environmental Assessment document.

East 14th Avenue currently carries 800 vehicles per day, with 5 percent heavy trucks, and serves primarily as an alternate route for workers from area industries avoiding delay at East 29th Avenue and US 30 when shift changes occur. East 14th Avenue is a paved road from US 30 (23rd Street East) south to 17th Street East, turning into a gravel road south of East 17th Street to East 8th Street. The only other remaining at-grade crossing is East 44th Avenue one mile east of East 29th Avenue. East 44th Avenue is a paved collector from East 8th Street to US 30, carrying approximately 2,000 vehicles per day.

Closing East 14th Avenue, as opposed to east 44th Avenue, will:

- *Provide an uninterrupted UPRR corridor approximately 7.5 miles in length through the City of Columbus in combination with existing and planned future viaducts;*
- *Limit the sounding of train horns for areas residents;*
- *Make it easier for UPRR to provide rail service to industrial customers;*
- *Keep a more heavily used and paved collector open to traffic (East 44th Avenue).*

North-south traffic currently using East 14th Avenue will be routed to the proposed 3rd Avenue and East 29th Avenue viaducts. The proposed grade separation on 3rd Avenue and East 29th Avenue will provide uninterrupted north-south routes 1 mile to the west and east of East 14th Avenue, respectively. Although travel distances would increase for some existing users of East 14th Avenue, trips are expected to be less stressful, and the travel time more predictable for the traveling public and emergency services, as there would be no possibility of train blockages by through trains and switching activity on existing and future siding tracks.

Properties and businesses south of US 30 (23rd Street East) between East 14th Avenue and East 6th Avenue will need to use either the viaduct on 3rd Avenue or East 29th Avenue via US 30 for access to and from East 8th Street and other destinations south. Access to US 30 is available at East 14th Avenue, East 11th Avenue, and East 6th Avenue, and the intersections of US 30 with East 11th Avenue, and East 6th Avenue are signalized to aid westbound turns.

Currently, the UPRR crossing blockages cause roadway traffic congestion, delays, and the potential for vehicle crashes on East 29th Avenue, US 30, and East 8th Street as vehicles stack at the crossing. Construction of the viaduct on East 29th Avenue is expected to alleviate these delays and backups, and reduce the potential for vehicle crashes; making US 30 a more reliable and desirable option for east-west travel in the area. Overall, construction of the viaducts on 3rd Avenue or East 29th Avenue will improve circulation via US 30 for east-west and north-south travel in the area.

Additional details regarding the proposed closure of East 14th Avenue are discussed in Chapter 2, Section C and Chapter 4, Section C of the Draft Environmental Assessment document.

The Columbus East Viaduct and Related Roadway Improvements Draft Environmental Assessment can be accessed here: <http://www.roads.nebraska.gov/projects/future-projects/columbus-east-viaduct/>

Thank you for comment. Platte County appreciates your input. Your comment will be part of the official project record.

2.13 ADM is supportive of the overall concept and the proposed layout design of the Columbus East Viaduct and Related Roadway Improvements project. Studies have shown there is a large volume of vehicular traffic that crosses the current at-grade railroad crossing on a daily basis, which has a high volume of rail traffic. The installation of a viaduct will significantly improve the safety of this crossing for both the public vehicular traffic as well as the Union Pacific Railroad employees. For this reason, it is important that project is prioritized and its completion is expedited.

Response: Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

2.14 For the record I just want to stress that Paige Electric must maintain our current access points. The drawing that you sent me allows us to continue to enter our driveway from the west as well as the south dock driveway and exit. Basically, our trucks enter from the west driveway and que up to wait their turn at the dock, they then pull out onto East 15th Street to allow them to back into our docks. When they are finished, they exit the south driveway. Our employees also need two ways to leave at the end of their 3:30 PM shift as it can be congested with trucks waiting to load. The way the preferred plan is should work for us.

Response: It is anticipated that Paige Electric's current access points would be maintained. The south access point will remain unaltered at East 15th Street. The west access point will remain in the original location, but will connect to a proposed frontage road allowing access to East 29th Avenue. Furthermore, design changes to accommodate access for Valmont Industries will shorten the frontage road on the west side of Paige Electric's property. The access road on the east side of East 29th Avenue south of the Union Pacific Railroad (UPRR) Mainline will extend from East 12th Street, continue north paralleling East 29th Avenue, and terminate after Paige Electric's access drive. All parts of this access road north of Paige Electric's access drive will be eliminated from the project. This project modification will maintain Paige Electric's access, and potentially decrease the amount of right-of way (ROW) required from Paige Electric's property. The attached concept drawing shows the approximate location of the proposed design changes.

Platte County will continue to coordinate with Paige Electric Co., L.P. to finalize details regarding the access improvements through the final design and ROW acquisition process. Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Table 3 – Summary of Agency Written Comments and Responses

Table 3. Agency Written Comments
3.1 The US Environmental Protection Agency (USEPA) had no comments regarding this project.
<i>Response: Platte County appreciates your response regarding the proposed Columbus East Viaduct and Related Roadway Improvements project.</i>
3.2 The Nebraska Department of Environmental Quality (NDEQ) referenced potential permits and regulations that may apply to the proposed project.
<i>Platte County is aware of permits and regulations regarding fugitive dust, storm water, wastewater, water quality, and waste disposal that may be required as part of the proposed project. Platte County will obtain the necessary permits prior to construction and will comply with all applicable federal, state, and local legislation, as well as any general or special conditions required by pending permits.</i> <i>Mitigation measures and environmental commitments, as well as Nebraska Department of Roads (NDOR) Standard Specifications and Special Provisions, have been incorporated into the Draft Environmental Assessment. These commitments will be implemented during the appropriate project phase. In addition to the mitigation measures, NDOR Standard Specifications and Special Provisions will be applied to provide specific methodology.</i>
3.3 The U.S. Army Corps of Engineers, Omaha District (Corps) referenced potential permits and regulations that may apply to the proposed project.
<i>Platte County is aware of permits and regulations regarding water quality, threatened and endangered species, historic resources, floodplain, and Waters of the United States (WOUS). Platte County will obtain the necessary permits prior to construction and will comply with all applicable federal, state, and local legislation, as well as any general or special conditions required by pending permits.</i> <i>Mitigation measures and environmental commitments, as well as Nebraska Department of Roads (NDOR) Standard Specifications and Special Provisions, have been incorporated into the Draft Environmental Assessment. These commitments will be implemented during the appropriate project phase. In addition to the mitigation measures, NDOR Standard Specifications and Special Provisions will be applied to provide specific methodology.</i>

2. CHANGES (ERRATA) TO THE DEA AS A RESULT OF COMMENTS RECEIVED

The following pages of the Errata include additions or alterations to the DEA to clarify, further discuss, or make text corrections. These changes are a result of public and agency comments and are provided below with reference to their pages from the DEA.

2.1 Universal Changes to the Draft Environmental Assessment

Several changes were made universally to the DEA text.

- References to the “Proposed Alternative” are changed to the “Selected Alternative.”
- References to “would” in the proposed alternative are now changed to “will,” including the description of the Selected Alternative, design features, affected environment and environmental consequences.
- In the Mitigation Measures Section, all references to “would” and “will” in connection with the Project Sponsor or Contractor’s responsibility to comply with required mitigation measures are hereby changed to “shall.”

2.2 Changes to the Draft Environmental Assessment by Section

To provide the relevant context for each edit or change other than the universal edits, the entire original DEA paragraph has been included. At the beginning of each paragraph, the original DEA Section titles are given for the readers’ orientation. Only original DEA paragraphs with non-universal edits or changes are reproduced here. DEA text to be deleted is shown as ~~strikeout~~ text (~~strikeout~~), and additions to the DEA text are *italicized*.

Changes to each section are a response to public comments. These changes are provided below.

Changes to Executive Summary, last paragraph under Alternatives, subheading Schedule and Funding, page ES-5:

The total cost for the project is estimated to be ~~\$15.76~~ 16.79 million. *Federal funding would account for 80 percent of the estimated project cost. State funding would account for a total of 5 percent. Ten percent would be obligated by UPRR, with Platte County funding the remaining 5 percent of the project cost.*

Changes to Executive Summary, last paragraph under Alternatives, subheading Schedule and Funding, page ES-5:

Public Hearing (~~to be scheduled~~) and Availability of the DEA for Public Review at:

A public hearing was held on 13 December 2016. Before the public hearing, the DEA was available on the NDOR website at <http://www.roads.nebraska.gov/projects/> by clicking on the “Columbus East Viaduct” link, and hard copies were available for review at the following locations:

City of Columbus – City Clerk	2424 14th Street	Columbus, Nebraska
City of Columbus Public Library	2504 14th Street	Columbus, Nebraska
Platte County Highway Department	2610 14th Street	Columbus, Nebraska
NDOR District 3 Maintenance Office	3303 12th Street	Columbus, Nebraska
NDOR Headquarters	1500 Highway 2	Lincoln, Nebraska
FHWA Nebraska Division	100 Centennial Mall North	Lincoln, Nebraska

~~Before the public hearing, the DEA will also be available on the NDOR website at <http://www.roads.nebraska.gov/projects/> and clicking on the “Columbus East Viaduct” link. There will be a 30-day comment period for the DEA running from 29 November 2016 to 6 January 2017, after which the Final Environmental Assessment (EA) will be prepared in errata format.~~

Changes to Chapter 1, Introduction, Section D, Funding, page 1.5:

The total cost for the project is estimated to be approximately ~~\$15.76~~ 16.79 million. *Federal funding would account for 80 percent of the estimated project cost. State funding would account for a total of 5 percent. Ten percent would be obligated by UPRR, with Platte County funding the remaining 5 percent of the project cost.*

Changes to Chapter 2, Purpose and Need, Section C, Conformance with Regulations and Land Use Plans, page 2.5, second paragraph:

The Columbus East Viaduct project is also included in the State Transportation Improvement Program (STIP) for FY 2017–2020 (NDOR, ~~9 September 2016~~ 3 May 2017, page 48 52). The STIP is NDOR’s four-year highway improvement program. Projects in the STIP that are funded with federal dollars must conform to any and all federal, state, or local regulations/statutes that are applicable based on the type of funding received, scope of work, and/or impact to the natural or human environments. Based on the STIP for FY 2017–2020, the proposed project is expected to cost approximately ~~\$15.76~~ 16.79 million and is scheduled for construction in spring 2019.

Changes to Chapter 3, Alternatives, Section E, Alternatives Carried Forward, page 3.26. Insert new subheading after last paragraph:

Modifications to the Selected Alternative. Additional stakeholder input was received during the public hearing held on 13 December 2016 and the 30-day comment period. Multiple stakeholders commented on circulation and access options and requested modifications to the Selected Alternative to meet their current or future access and circulation needs.

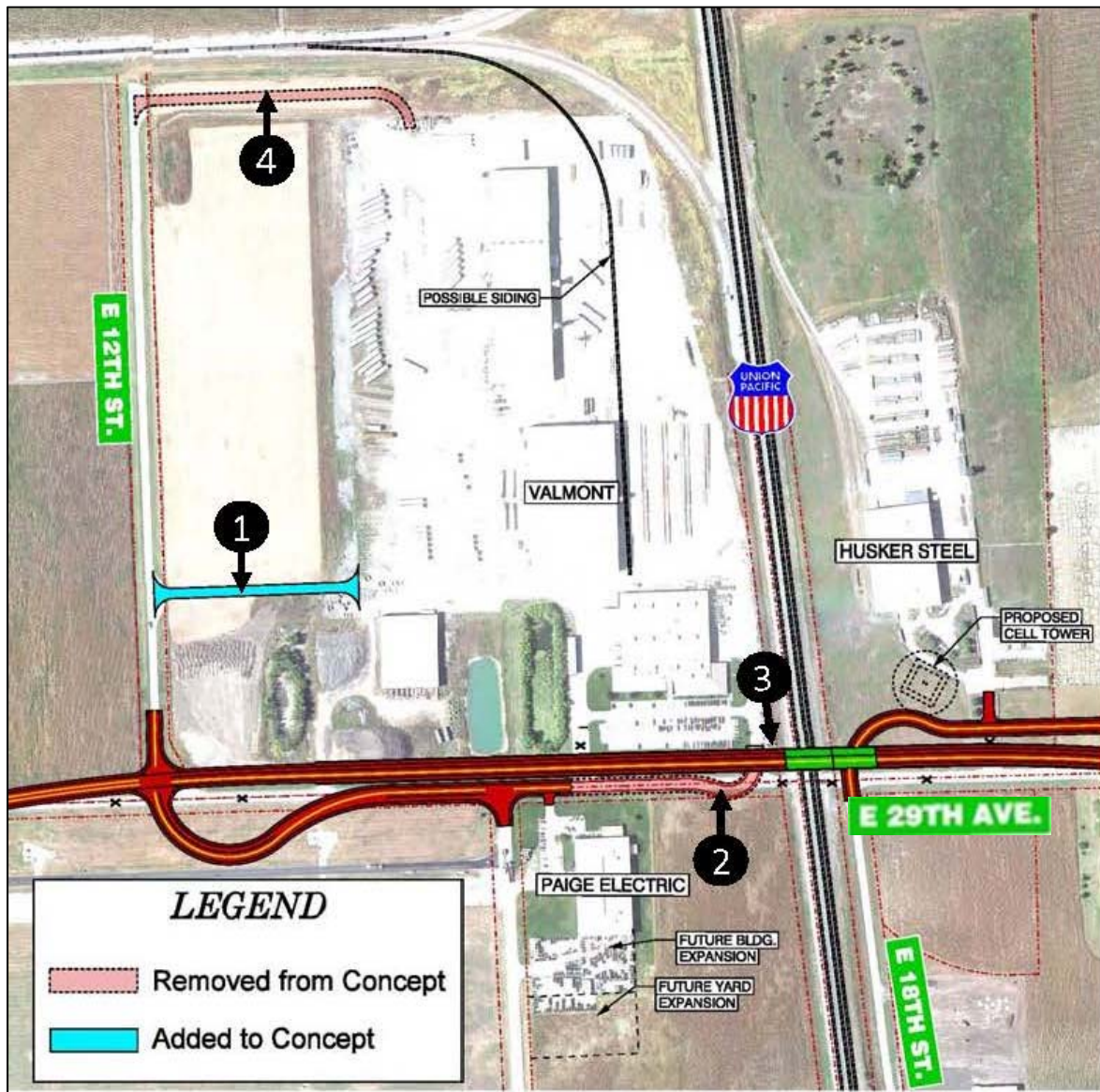
Modifications to the Selected Alternative will include:

- *The primary access for Valmont Industries will be relocated to East 12th Street. Relocating the access to East 12th Street will permit elimination of the access road extending north from Paige Electric Co. paralleling the east side of the proposed East 29th Avenue Viaduct, and turning west under the proposed viaduct to access Valmont*

*Industries property. The proposed circulation drive at the western end of East 12th Street would not be needed and will be eliminated. **Figure 3.9** shows the proposed location of these access modifications.*

- *A new access for Sidump'r will be constructed providing a connector road between the East 29th Avenue frontage road and the circulator road on the north side of the Sidump'r property. The two existing access drives fronting East 29th Avenue (closest to US 30) will be eliminated. Closing these access drives would limit conflicts and potential backups due to trucks attempting to leave Sidump'r property at East 29th Avenue, particularly those trucks and other vehicles needing to turn northbound on East 29th Avenue to access US 30. The existing access to Sidump'r from US 30 will be maintained, allowing truck traffic to enter Sidump'r at the northwest access on US 30, proceed to the loading docks on the north side of the building, and exit on the east side of the property at East 29th Avenue. **Figure 3.10** shows the proposed location of these access modifications.*
- *The Selected Alternative will provide two access points to support the circulation of trucks through the Paraclypse property. The northernmost access drive on East 29th Avenue will be closed.*

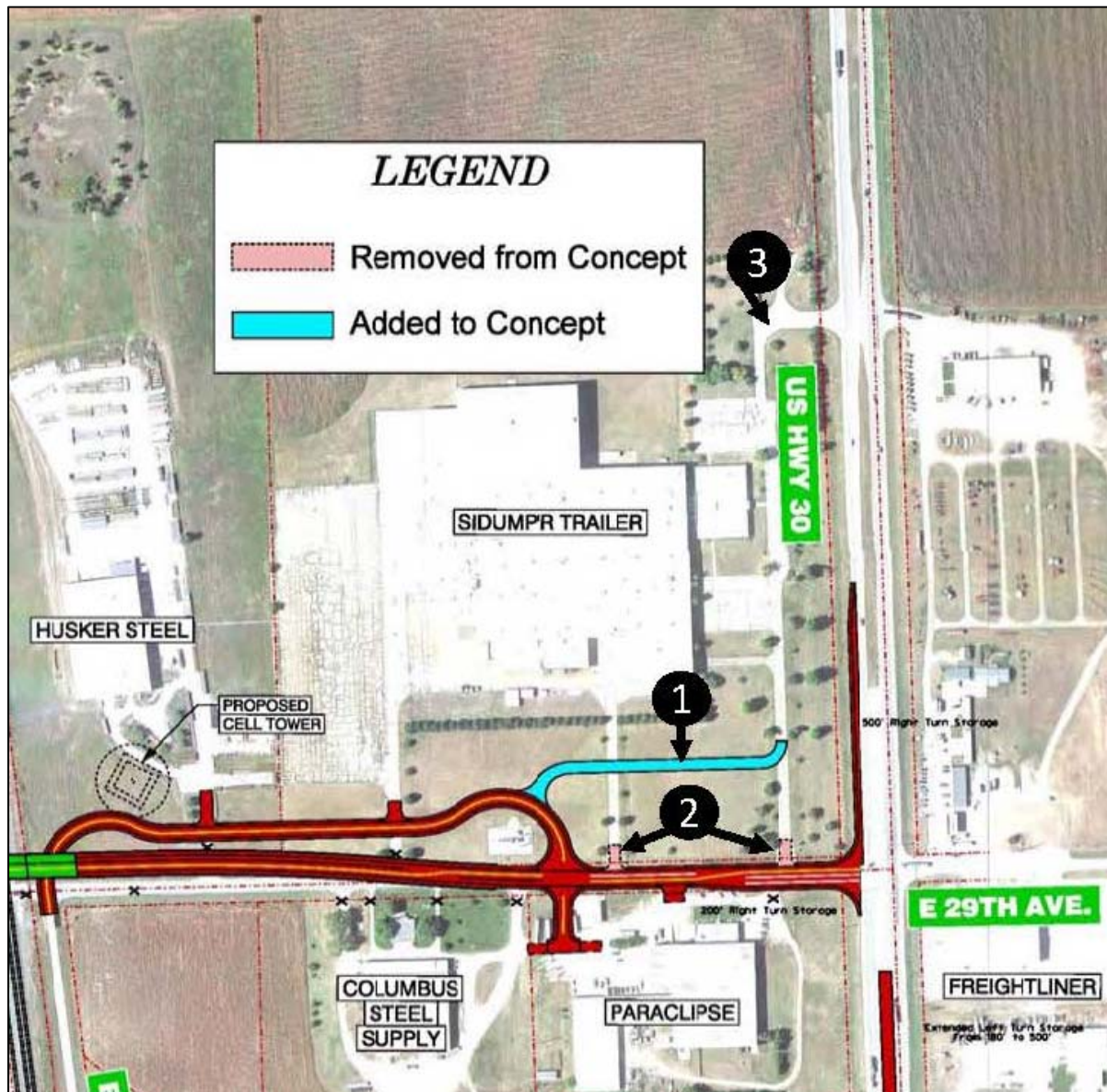
Figure 3.9 – Proposed Valmont Industries Access Modifications:



Nos. 1-4 below refer to Nos. 1-4 in the concept drawing above:

1. Proposed relocation of Valmont Industries' primary access.
2. The access road on the east side of East 29th Avenue south of the Union Pacific Railroad (UPRR) Mainline would extend from East 12th Street, continue north paralleling East 29th Avenue, and terminate after Paige Electric's access drive. All parts of this access road north of Paige Electric's access drive would be eliminated from the project.
3. The proposed viaduct bridge structure would be shortened since the bridge will no longer need to span an access road south of the (UPRR) Mainline tracks.
4. Proposed access located toward the rear of the Valmont property at the western end of East 12th Street would be eliminated.

Figure 3.10 – Proposed Sidump'r Access Modifications:



Nos. 1-3 below refer to Nos. 1-3 in the concept drawing above:

1. Proposed access drive connecting the circulator road on the north side of the property to the frontage road providing access to East 29th Avenue.
2. Two existing access drives fronting East 29th Avenue would be eliminated.
3. The existing access on US 30 would be maintained, allowing truck traffic to enter Sidump'r at the northwest access on US 30, proceed to the loading docks on the north side of the building, and exit on the east side of the property at East 29th Avenue.

Changes to Chapter 3, Alternatives, Section G, General Project Schedule and Anticipated Funding, page 3.27, first paragraph:

The construction of the Preferred Alternative is programmed in the STIP page 4852 for Fiscal Year 2017–2020 (NDOR, ~~9 September 2016~~ 3 May 2017). *The total cost for the project is estimated to be approximately \$16.79 million. Federal funding would account for 80 percent of the estimated project cost. State funding would account for a total of 5 percent. Ten percent would be obligated by UPRR, with Platte County funding the remaining 5 percent of the project cost.*

Changes to Chapter 4, Affected Environment and Environmental Impacts, Section V.5 Summary of Impacts, page 4.70, following Table 4.10:

Modifications to the project design were made to address public comments. Based on re-analysis, these changes will reduce project impacts (ROW, traffic, etc.) when compared to the Selected Alternative (Concept 3A), including elimination of more than 500 feet of frontage road and reduction in bridge length from a 3-span structure to a shorter 2-span bridge structure over the UPRR.

All changes to the design of the Selected Alternative will occur within the previously evaluated ESA. The proposed access changes will:

- *Reduce the overall amount of ROW acquisition required due to the shortening of the frontage road on the east side of East 29th Avenue south of the UPRR.*
- *Potentially decrease overall project costs due to the shortening of frontage roads and shortening of the bridge structure from a 3-span structure to a 2-span structure.*
- *Provide improved access and circulation, particularly with respect to East 29th Avenue near US 30. Limiting the number of access drives along East 29th Avenue north of the UPRR decreases the number of turning conflicts and potential traffic backups.*

No additional environmental impacts are anticipated due to these changes. Mitigation measures and procedures required of the Selected Alternative will be applied as originally proposed.

Changes to Chapter 5, Public Involvement/Project Coordination, Section I, Public Hearing, page 3.27, entire section:

Platte County will hold held a public hearing on the proposed project and DEA. It is anticipated that The hearing will be was held at Centennial Elementary School in Columbus on or around 20 13 December 2016. Public notices, letters, and news releases will be were developed to inform members of the public and interested agencies of the upcoming meeting details. The first legal notice of the hearing will be provided approximately 31 days before the hearing and again 14 and 7 days before the hearing. An English legal notice was placed in the Columbus Telegram, a Nebraska Press Association (NPA) recognized newspaper, on 26 November 26, 2016.

~~Platte County will provide~~ *provided* an accessible meeting facility for all persons. Reasonable accommodations ~~will be~~ *were* made for people who are hearing and visually challenged or who have LEP. Materials ~~will be~~ *were* provided in English and in Spanish. Platte County ~~will~~ specifically ~~invite~~ *invited* all those who would be directly affected by the proposed project.

Design information ~~will be~~ *was* displayed and NDOR design consultant and Platte County personnel ~~will be~~ *were* present to answer questions and receive comments about the project. This hearing ~~will be~~ *was* held for coordination and fact-gathering on the NEPA document, as well as to provide and receive information about environmental impacts. The project study team ~~will be~~ *was* present to receive design input about the project. Design plans and the DEA ~~will be~~ *were* developed further after the public hearing.

The DEA ~~will be~~ *was* available for public review at the hearing. Copies of the DEA ~~will be~~ *were* also available at the following locations:

City of Columbus – City Clerk	2424 14th Street	Columbus, Nebraska
City of Columbus Public Library	2504 14th Street	Columbus, Nebraska
Platte County Highway Department	2610 14th Street	Columbus, Nebraska
NDOR District 3 Maintenance Office	3303 12th Street	Columbus, Nebraska
NDOR Headquarters	1500 Highway 2	Lincoln, Nebraska
FHWA Nebraska Division	100 Centennial Mall North	Lincoln, Nebraska

Before the public hearing, the DEA ~~will also be~~ *was also* available on the NDOR website at <http://www.roads.nebraska.gov/projects/> and by clicking on the “Columbus East Viaduct” link.

There ~~will be~~ *was* a ~~30-day~~ comment period for the DEA *running from 29 November 2016 to 6 January 2017*, after which the Final EA ~~will be~~ *was* prepared in errata format.

Changes to Chapter 7, Conclusion, last paragraph, page 7.1:

A public hearing for the project ~~will be scheduled~~ *was held on 13 December 2016*. FHWA will make a determination based on the public hearing comments and the Final EA as to whether the project may be carried forward with a Finding of No Significant Impact, or whether an Environmental Impact Statement may be required.

Changes to Chapter 8, Bibliography, 8th reference, page 8.4:

NDOR. May ~~2016~~ *2017*. Nebraska’s *Statewide* Transportation Improvement Program (STIP): Fiscal Years ~~2016-2019~~ *2017-2020*. Available online at <http://www.transportation.nebraska.gov/STIP/>
<http://www.roads.nebraska.gov/projects/publications/stip/>

3. MITIGATION MEASURES

A. Summary

To comply with all applicable federal, state, and local legislation, as well as any general or special conditions required by pending permits, the following mitigation measures/environmental commitments have been incorporated into the *Selected* Alternative. These commitments *shall* be implemented during the appropriate project phase. The mitigation measures are presented in association with the resource for which they most directly act to avoid or minimize impacts. Although some of the listed measures apply to multiple resources, they are listed only once, under the resource that they most directly benefit.

In addition to the mitigation measures, NDOR Standard Specifications and Special Provisions *shall* be applied to the *Selected* Alternative to provide specific methodology.

Land Ownership, Jurisdiction, and Land Use

Mitigation Measures

- Access to individual businesses, residences, and other facilities in the area *shall* be maintained during construction (Platte County, Contractor).
- ROW acquisition *shall* be conducted by paying fair market value for the property rights and damages that may occur as a result of the taking. ROW acquisition *shall* be completed in conformance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended (42 USC 4601 et seq.), and the Nebraska Relocation Assistance Act (Nebraska Revised Statute Section 76-1214 et seq. 2009).

Standard Specifications

- Standard Specification 105.12 – Control of Work – Use of Land (NDOR, 2007). State's Contractor must have consent and leave the property in a neat and presentable condition.
- Standard Specification 104.08 – Scope of Work – Final Clean Up (NDOR, 2007). Requires the Contractor to clean up the construction area prior to acceptance and final payment.
- Standard Specification 107.12 – Legal Relations and Responsibility to the Public – Responsibility for Damage, Injury, or Other Claims (NDOR, 2007). Requires the Contractor to be responsible for property damage and injuries associated with the prosecution of work.
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOR, 2007). Requires the Contractor to preserve, protect, and prevent damage to all public and private property.

Socioeconomic Considerations

Mitigation Measures

- Per Standard Practice, NDOR *shall* notify the public at the start of construction by placing notices in the newspaper 14 calendar days before construction. Electronic message boards may be used before beginning construction activities. The Project Sponsor *shall* also notify emergency services such as police and fire departments before construction activities begin, as well as maintain continued coordination throughout construction. Emergency services providers *shall* be invited to the pre-construction meeting for this project. (Platte County).
- For each impacted county road, except East 12th Street, access *shall* be constructed in phases to maintain access at all times. A note *shall* be included on the construction plans indicating that access is to be maintained. Furthermore, per NDOR's Standard Specifications, the Contractor *shall* at all times, to the extent practicable, provide private dwellings, commercial properties, businesses, and public facilities access to and from the nearest intersecting public road or street (NDOR, 2007). Accommodations *shall* be made to ensure local traffic passing within the limits of the project has access to all private dwellings, commercial properties, businesses, and public facilities. During those periods when a road is closed, even for a short duration, limited access must be maintained for authorized local traffic. If access is to be closed longer than one day, the Contractor *shall* coordinate with the affected property owners to address temporary access issues. Access details *shall* be coordinated among the Project Sponsor's Project Manager, the Contractor, and property owners. (Contractor, Platte County).

Standard Specifications

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public (NDOR, 2007). Requires the Contractor to be aware of and observe federal, state, and local laws and ordinances.

Cultural Resources

Mitigation Measures

No pre-construction mitigation is required.

- If archaeological or paleontological materials are discovered during construction, NDOR Standard Specifications for Highway Construction 107.10 (NDOR, 2007 pg. 60) states, "The Engineer *shall* be promptly notified when any such articles are uncovered and the Contractor *shall* suspend operations in the area involved until such time that arrangements are made for their removal and preservation" (Platte County, Contractor).

Standard Specifications

- Standard Specification 107.10 – Legal Relations and Responsibility to the Public – Archaeological and Paleontological Discoveries (NDOR, 2007). In the event of a late discovery of archaeological materials, this specification states, "The Engineer *shall* be promptly notified when any such articles are uncovered and the Contractor *shall* suspend operations in the area involved until such time that arrangements are made for their removal and preservation."

- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOR, 2007). Requires the Contractor to preserve, protect, and prevent damage to all public and private property.

Noise

Mitigation Measures

No receptors in the project corridor were found to be impacted by traffic noise. Therefore, no noise abatement actions were evaluated or recommended for the *Selected* Alternative.

Air

Mitigation Measures

No increase in MSAT levels are expected as a result of the project. No mitigation is required.

Utilities

Mitigation Measures

- The Contractor *shall* follow the guidelines of NDOR’s Policy for Accommodating Utilities on State Highway ROW (NDOR, 2001). It is the Project Sponsor’s responsibility to notify utility companies of the need for relocation during the design stage of the project. The Project Sponsor *shall* coordinate utility agreements with the utility companies before construction. It is the Contractor’s responsibility to notify utility companies of relocation needs during the construction phase of the project for utilities that were not relocated before construction. If utility relocations using federal funds are located outside the environmental study area, those locations *shall* be evaluated before construction. (Platte County, Contractor, Utility Provider(s)).

Standard Specifications

- Standard Specification 105.06 – Control of Work – Cooperation with Utilities (NDOR, 2007). This states that the Department *shall* notify all utility companies, pipeline owners, railroads, or other parties affected by the work.
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOR, 2007). Requires the Contractor to preserve, protect, and prevent damage to all public and private property.
- Standard Specification 107.12 – Legal Relations and Responsibility to the Public – Responsibility for Damage, Injury, or Other Claims (NDOR, 2007). Requires the Contractor to be responsible for property damage and injuries associated with the prosecution of work.
- Standard Specification 107.16 – Legal Relations and Responsibility to the Public – Contractor’s Responsibility for Utility Property and Services (NDOR, 2007). Requires the Contractor to verify the location of existing utilities.

Land Resources and Vegetation

Mitigation Measures

- Upland vegetation disturbed by road construction *shall* be seeded with appropriate seed mixtures. NDOR Standard Specifications *shall* be followed (Platte County).

Standard Specifications

- Standard Specification Division 800 – Roadside Development and Erosion Control (NDOR, 2007)
- Standard Specification Section 805 – Certified noxious weed free mulch (NDOR, 2007)

Streams, Drainage, and Floodplain Considerations

Mitigation Measures

This project does not require a floodplain development permit.

- The Project Sponsor *shall* obtain a CSW permit from NDEQ and produce an associated project-specific SWPPP. The Project Sponsor *shall* incorporate soil erosion and sediment control practices as detailed in the CSW permit and SWPPP. Permanent drainage and water quality facilities (that is, BMPs) may be included with the final design to mitigate adverse impacts caused by stormwater runoff. These BMPs *shall* protect water quality and provide a discharge velocity that is equal to or better than the current conditions. The project *shall* comply with construction stormwater permit requirements. (Platte County)
- The project-specific SWPPP *shall* outline mitigating measures during construction and maintenance requirements for all permanent BMPs. The SWPPP *shall* include a detailed Erosion and Sediment Control Plan as part of the roadway design set. These plans *shall* show temporary measures, such as silt fences, hay bales, soil retention blankets, inlet protection, and stabilized construction entrances. The design of measures to be taken *shall* be determined during final design. (Platte County, Contractor)

Standard Specifications

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public (NDOR, 2007). Requires the Contractor to be aware of and observe federal, state, and local laws and ordinances.

Special Provisions

- Special Provision – Temporary Water Pollution Control (NDOR, 2007; B-3-0509). Establishes the required documentation included in the Environmental Commitment Document and Project Erosion and Sediment Control Inspection.
- Special Provision – Storm Water Pollution Prevention Plan (NDOR, 2007; A-20-0307). Requires the Contractor to understand the terms and conditions of the general NPDES.
- Special Provision – Storm Water Discharges (NDOR, 2007; A-43-0408). Requirements associated with storm water discharges from construction sites to Waters of the State of Nebraska.

- Legal Relations and Responsibility to the Public (NDOR, 2007; A-43-0210). Requirements if Contractor violates any governing federal, state, or local environmental quality regulations and/or is in noncompliance with any environmental commitment.

Groundwater and Wellhead Protection Areas

Mitigation Measures

- A portion of the project has been identified as being located within the City of Columbus WPA. NDOR's Standard Specifications 107.01, 107.09, and 107.16 address the Contractor's responsibility to keep fully informed of, observe, and comply with all federal, state, and local laws and ordinances that affect the conduct of the work (Contractor).
- The Project Sponsor *shall* coordinate with the owners of wells that *shall* be directly impacted by the proposed project. If the well is actively used, the Project Sponsor *shall* get estimates to have the property owner hire their own contractor to replace the well. The Project Sponsor *shall* then have an independent contractor decommission the well after ROW negotiations and acquisitions are complete. If the well is not in use, the Contractor *shall* decommission the well after negotiations with the owner (Platte County, Contractor).
- A licensed water well contractor *shall* decommission any wells in accordance with the Nebraska DHHS regulations under Nebraska Administrative Code Title 178, Water Well Standards, Chapter 12, Water Well Construction, Pump Installation, and Water Well Decommissioning Standards (Nebraska DHHS, 12 February 2005) (Platte County).

Standard Specifications

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public (NDOR, 2007). Requires the Contractor to be aware of and observe federal, state, and local laws and ordinances.
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOR, 2007). Requires the Contractor to preserve, protect, replace, or restore private property.
- Standard Specification 107.16 – Contractor's Responsibility for Utility Property and Services (NDOR, 2007). Requires the Contractor to notify utilities and determine locations of underground facilities to ensure that utility service is relocated, restored, and interruption is kept at minimum. The Contractor must protect and keep operational all encountered utilities.

Wetlands, Waters of the US, and Waters of the State

Mitigation Measures

- Before any construction work, The Project Sponsor *shall* obtain a Letter of Opinion of Non-Degradation from NDEQ for Impacts to Waters of the State (NDEQ, 22 March 2009) (Platte County). Although not anticipated, a Section 404 permit from the USACE *shall* be obtained if impacts include WOUS (USACE, 2012).
- At the discretion of NDEQ, impacted wetlands occurring within roadside ditches may be mitigated on-site at a 1:1 ratio, if the project design allows the creation of new ditch wetlands adjacent to the impacted areas. Appropriate mitigation sites *shall* require

adequate hydrology and *shall* be seeded with a mix of hydrophytic grasses and sedges appropriate for the region to create in-kind replacement. Monitoring the progress of vegetation establishment and evaluating hydrology *shall* be required to ensure the success of the mitigation wetland areas (Platte County).

Impaired/Unique Waters

Mitigation Measures

- The Project Sponsor *shall* obtain a CSW permit from NDEQ under NPDES and *shall* produce an associated SWPPP before submitting the NOI. Additionally, the City of Columbus is required as part of their MS4 permit to report annually to NDEQ on the status of post-construction activities within its jurisdiction. NPDES requirements include the evaluation of impaired and unique waters as part of the CSW NOI, SWPPP preparation, and MS4 compliance (Platte County, City of Columbus).

Standard Specifications

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOR, 2007). Requires the Contractor to be aware of any observed federal, state, and local laws and ordinances.

Special Provisions

- Special Provision – Storm Water Pollution Prevention Plan (A-20-0307). Requires the Contractor to understand the terms and conditions of the general NPDES construction stormwater permit.

Platte River Depletions

Mitigation Measures

- The Contractor *shall* be required to provide the needed borrow material and *shall* identify a source of material that does not include dredging Platte River sediment. The Contractor *shall* try to obtain borrow material from an upland site to prevent depletion issues and *shall* be required to submit a Materials Source Site Identification and Evaluation form to the Project Sponsor, NDOR, and USACE. After receiving the form, the Project Sponsor *shall* forward the Material Source Form to the USFWS, NGPC, Department of Natural Resources (DNR), and HAP-NSHS (Platte County, Contractor).
- If the borrow site is located within a depletion area of concern and it is identified that it *shall* pond water after excavation, the Project Sponsor *shall* determine project-related impacts by calculating the evaporated loss of water at the borrow site, by using the Natural Resource Conservation Service (NRCS) – US Department of Agriculture (USDA) Consumptive Use Calculator. For borrow sites/detention basins that *shall* result in the exposure of groundwater in the North Platte River Basin, the Project Sponsor *shall* submit the borrow site request information to the NGPC and USFWS. This *shall* be done to determine ways to avoid depletions or provide offsets if depletions are to occur. Requests for borrow sites that occur outside the Platte River watershed *shall* be submitted to the DNR for tracking surface water depletions (Platte County, Contractor).
- Borrow sites that expose groundwater and are obtained outside the PRRIP areas *shall* be offset according to the Biological Opinion prepared by NGPC in accordance with the

Nebraska Nongame and Endangered Species Conservation Act (Nebraska Revised Statute 37-806 et seq. 2008). Borrow sites that pond water and occur outside the PRRIP area and the Platte River watershed *shall* be calculated using the NRCS Consumptive Use Calculator and submitted to the DNR to be included in the report to the Governance Committee (Platte County, Contractor).

Standard Specifications

- Standard Specification 205.02 – Excavation and Embankment – Material Requirement (NDOR, 2007). Contractors are required to provide clean earth fill that is of approved suitable materials for roadbed and embankments.

Special Provisions

- Special Provision – Borrow Site Approval (NDOR, 2007; B-1-0408). Requirements associated with the embankment materials, and borrow site approval.

Noxious Weeds

Mitigation Measures

No mitigation is required.

Standard Specifications

- Standard Specification 202.01(4)(d) – Clearing and Grubbing (NDOR, 2007). The Contractor *shall* dispose of trash, dead trees, and vegetation in the ROW limits and beyond the limits of construction.
- Standard Specification 803.02 – Seeding – Material Requirements (NDOR 2007). Requirements associated with seeding methods, rates of application, and seed mixtures.
- Standard Specification 803.03 – Seeding – Construction Methods (NDOR, 2007). Requirements associated with planting season and methods.
- Standard Specification 806.02(4)(c) – Sodding – Material Requirements (NDOR, 2007). Requirements associated with sod material and placement.
- Standard Specification 807 – Erosion Control (NDOR, 2007)

Endangered Species Act, Bald and Golden Eagle Protection Act, and Migratory Bird Treaty Act

Mitigation Measures

The concurrence package for the project includes the following conservation conditions and survey protocol that *shall* be required based on the Programmatic Agreement for Endangered and Threatened Species (and covering BGEPA and MBTA) (**Appendix K**). The Responsible Party for the measure is found in parentheses.

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

- **A-2 Conservation Conditions.** Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. (District Construction, Contractor)
- **A-3 Early Construction Starts.** Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes *shall* require approval from FHWA and could require consultation with the USFWS and NGPC. (District Construction, Contractor)
- **A-4 E&T Species.** If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. (NDOR Environmental, District Construction, Contractor)
- **A-5 Refueling.** Refueling *shall* be conducted outside those sensitive areas identified on the plans, in the contract, and/or marked in the field. (Contractor)
- **A-6 Restricted Activities.** The following project activities *shall*, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the project, within the ROW designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites.

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

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

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

- **S-2 Platte River Depletions.** If within the Platte River watershed (including the Elkhorn, Salt Creek, Loup, Calamus, and Lower Platte drainage basins), include the following for all detention basins/retention basins and borrow sites:

All efforts *shall* be made to design the project and select borrow sites to prevent depletions to the Platte River. If there is any potential to create a depletion, NDOR (during design) and the Contractor (for borrow sites) *shall* follow the current Platte River depletion protocols for coordination, minimization, and mitigation. In general, the following are considered *de minimis* depletions, but may still require agency coordination; a project which: a) creates an annual depletion less than 0.1 acre feet, b) creates a detention basin that detains water for less than 72 hours, c) any diverted water *shall* be returned to its natural basin within 30 days, or d) creates a one-time depletion of less than 10 acre feet (NDOR Environmental, District Construction, Contractor).

- **S-3 Revegetation.** All permanent seeding and plantings (excluding managed landscaped areas) *shall* use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder, and within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed plants were identified during the survey, any seed mix requirements identified during resource agency consultations *shall* be used for the project. (NDOR Environmental)
- **NLEB-1** Tree clearing, bridge deck joint replacements over the bridge deck, bridge/>5-ft box-culvert removal activities *shall* be scheduled to occur between 1 October through 31 March to avoid impacts to the northern long-eared bat roosting period. (NDOR Environmental, District Construction, Contractor)

OR

NLEB-2 If tree clearing, bridge deck joint replacement over the bridge deck, or removal of bridge/>5-ft box-culvert structures occurs during the northern long-eared bat maternal roosting period (1 April – 30 September), NDOR or a qualified biologist *shall* perform surveys prior to the start of these activities at the location of suitable habitat. If the species is absent, work may proceed. If the species is found, NDOR Environmental Section *shall* consult with the USFWS, NGPC, and FHWA prior to the start of construction. (NDOR Environmental, District Construction, Contractor)

Bald and Golden Eagle Protection Act

- NDOR *shall* use the Bald Eagle Survey Protocol to determine when a survey for nests/roosts should be conducted. If the survey identifies nest(s) are present within 0.5 mile of the project area, NDOR *shall* notify FHWA as well as NGPC and the Service, and construction *shall* not commence prior to their approval. (NDOR Environmental, District Construction, Contractor)

Migratory Bird Treaty Act

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

- If the proposed construction project is planned to occur during the primary nesting season or at any other time that may result in the “take” of nesting migratory birds, the USFWS recommends that the project proponent (or construction contractor) arrange to have a qualified biologist conduct a field survey of the affected habitats and structures to determine the absence or presence of nesting migratory birds. Surveys must be conducted during the nesting season. USFWS further recommends that field surveys for nesting birds, along with information regarding the qualifications of the biologist(s) performing the surveys, be thoroughly documented and that such documentation be maintained on file by the project proponent (and/or construction contractor) until such time as construction on the proposed project has been completed. (NDOR Environmental, District Construction, Contractor)

Special Provisions

- Special Provision – Environmental Commitment Document (NDOR, 2007; B-3-0509). Establishes the required documentation included in the Environmental Commitment Document and Project Erosion and Sediment Control Inspection.
- Special Provision – Special Prosecution and Progress – Migratory Bird Responsibility (NDOR, 2007; A-42-0807). The Project Sponsor *shall* be responsible for migratory birds on this project until the execution of the contract; at which time, the Contractor *shall* assume the responsibility for meeting all requirements for migratory birds.

Farmland

Mitigation Measures

No mitigation is required.

Hazardous Materials

Mitigation Measures

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

(NDOR, 2007) to handle and dispose of contaminated material in accordance with applicable laws. (Contractor)

- Project plans and specifications *shall* identify relocation of the overhead electrical utility lines and pole-mounted transformers, which may or may not contain polychlorinated biphenyl (PCB). Performance of the work set forth in the project plans and specifications *shall* be conducted in accordance with any easement agreement among the utility companies, Platte County, and/or private landowners. Platte County or their representative *shall* contact the utilities to schedule performance of the work and *shall* coordinate the work with the project construction activities per NDOR's *Standard Specifications for Highway Construction*, Subsections 105.06 and 107.16 (NDOR, 2007). (Platte County, Contractor)
- The shallow soil (from ground surface to 3 feet bgs) showed low levels of arsenic and chromium contamination while the deeper soil showed very low levels of VOC contamination. During construction, any shallow soil that is excavated *shall* either be returned to the excavation or be disposed of as a special waste under a special waste permit. No shallow soil *shall* be hauled off for reuse somewhere else. (Platte County, Contractor).
- The SVOC contamination in groundwater exceeded EPA's MCL for bis(2-ethylhexyl)phthalate (di(2-ethylhexyl)phthalate [DEHP]). Any groundwater recovered from this site during the construction *shall* be containerized and discharged at a wastewater treatment plant. Coordination with the wastewater treatment plant *shall* be required. (Platte County, Contractor).
- Nebraska Air Quality Regulations (NDEQ, 13 May 2014) state that no person may cause or permit a road being constructed or repaired without applying reasonable measures to prevent particulate matter (commonly referred to as dust) from becoming airborne and remaining visible beyond the premises where it originates. Slight wetting of the soil during demolition and earthwork activities to prevent dust from impacting on-site workers and any potential off-site migration is recommended. Additionally, EPA suggests the need for dust suppression when dry and dusty conditions are present to reduce the inhalation of dust, including the recommended use of dust masks by Contractors. The Contractor is required by NDOR's Standard Specification Section 309 for dust control during construction. (Contractor)
- It is acceptable for pile to be driven into the confining clay layer so long as the pile does not pierce through the lower depths of the clay, potentially creating a preferential pathway for the contaminated groundwater to spread to another aquifer. Pier design and construction *shall* be restricted to the depths of the confining clay later at approximately 70 to 90 feet bgs. (Project Sponsor, Contractor)
- Prior to construction activities, a Preconstruction Meeting *shall* be held as required by Section 103.01 of the 2002 NDOR Construction Manual (NDOR, 2002). The purpose of the meeting is to discuss pertinent information to the project before construction begins, including hazardous materials reviews and health and safety issues. (Platte County, Contractor)

Standard Specifications

- Nebraska Administrative Code Title 178, Chapter 23. Regulations regarding the training, certification, and work practices associated with the removal of lead-based paint (Nebraska Department of Health and Human Services, 10 April 2005).
- Standard Specification 701.01 – General Requirements – Description (NDOR, 2007). Describes procedures and equipment associated with the construction of structures.
- Standard Specification 203.01 – Removal of Structures and Obstructions – Description (NDOR, 2007). Requirements associated with the removal and disposal of structures and obstructions.
- Standard Specification 203.02 – Removal of Structures and Obstructions – Construction Methods (NDOR, 2007). Requirements associated with the construction methods associated with the removal of structures and obstructions.
- Standard Specification 203.03 – Removal of Structures and Obstructions – Method of Measurement (NDOR, 2007). Specifies how to measure removal of structures and obstructions.
- Standard Specification 107.01 as Amended A-43-0210 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOR, 2007). Requires the Contractor to notify the Engineer if previously unidentified hazardous materials are encountered

Material Sources and Waste Materials

Mitigation Measures

- The following project activities *shall*, to the extent possible, be restricted to the beginning and ending points of the project (stationing, reference posts, mile markers, and/or section-township-range references), within the ROW designated on the project plans: borrow, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage areas. The Contractor must environmentally clear/permit any project-related activities that occur outside these areas with the USFWS and NGPC, as well as any other appropriate agencies and submit those clearances/permits to the District Construction Project Manager before the start of the above listed project activities. The Contractor *shall* submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan sheet or drawing showing the location and dimensions of the activity site, a minimum of four ground photos showing the existing conditions of the proposed activity site, depth to groundwater and depth of the planned pit, and the “Platte River depletion status” of the site. The District Construction Project Manager *shall* notify NDOR Environmental, which *shall* coordinate with FHWA for acceptance, if needed. The Contractor must receive notice of acceptance from NDOR before starting the above-listed project activities. (Platte County, Contractor).

Standard Specifications

- Standard Specification 732.01 – Lead-Based Paint Removal – Description (NDOR, 2007). Requirements associated with the removal of lead-based painted structural steel members.

- Standard Specification 732.02 – Lead-Based Paint Removal – Material Requirements (NDOR, 2007). Requires that all materials used must be in compliance with all applicable laws and regulations.
- Standard Specification 732.03 – Lead-Based Paint Removal – Construction Methods (NDOR, 2007). Requirements associated with construction methods for removal of lead-based paint.
- Standard Specification 701.01 – General Requirements – Description (NDOR, 2007). Describes procedures and equipment associated with the construction of structures.
- Standard Specification 203.01 – Removal of Structures and Obstructions – Description (NDOR, 2007). Requirements associated with the removal and disposal of structures and obstructions.
- Standard Specification 203.02 – Removal of Structures and Obstructions – Construction Methods (NDOR, 2007). Requirements associated with the construction methods associated with the removal of structures and obstructions.
- Standard Specification 203.03 – Removal of Structures and Obstructions – Method of Measurement (NDOR, 2007). Specifies how to measure removal of structures and obstructions.
- Standard Specification 107.01 as Amended A-43-0210 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOR, 2007). Requires the Contractor to notify the Engineer if previously unidentified hazardous materials are encountered.
- Standard Specification 205.02 – Excavation and Embankment – Material Requirement (NDOR, 2007). Requirements associated with the embankment materials, and borrow site approval.
- Standard Specification 208 – Borrow and Waste Site Restoration (NDOR, 2007). Requirements associated with the restoration of Department provided sites from which borrow is obtained.

Visual Resources

Mitigation Measures

No mitigation is required.

Temporary Construction Impacts

Mitigation Measures

- Access *shall* be maintained for the traveling public during the project construction. The public and emergency services *shall* be notified of road closures prior to them occurring. Message boards may be used to alert the public of road closures and detours. (Platte County, Contractor)
- For each impacted county road, except East 12th Street, access *shall* be constructed in phases to maintain access at all times. A note *shall* be included on the construction plans indicating that access is to be maintained. Furthermore, per NDOR's Standard Specifications, the Contractor *shall* at all times, to the extent practicable, provide private

dwelling, commercial properties, businesses, and public facilities access to and from the nearest intersecting public road or street (NDOR, 2007). Accommodations *shall* be made to ensure local traffic passing within the limits of the project has access to all private dwellings, commercial properties, businesses, and public facilities. If a road is closed, limited access must be maintained for authorized local traffic. If access is closed longer than one day, the Contractor *shall* meet with the property owners to address temporary access issues. Access details *shall* be coordinated by the Project Sponsor, the Contractor, and property owners. (Platte County, Contractor)

- Nebraska Air Quality Regulations (NDEQ, 13 May 2014) state that no person may cause or permit a road being constructed or repaired without applying reasonable measures to prevent particulate matter (commonly referred to as dust) from becoming airborne and remaining visible beyond the premises where it originates. Slight wetting of the soil during demolition and earthwork activities to prevent dust from impacting on-site workers and any potential off-site migration is recommended. Additionally, the EPA suggests the need for dust suppression when dry and dusty conditions are present to reduce the inhalation of dust, including the recommended use of dust masks by Contractors. The Contractor is required by NDOR's Standard Specification Section 309 for dust control during construction. (Contractor)

Standard Specifications

- Standard Specification 301.02(1a, 1b) General Requirements – Equipment (NDOR, 2007). Requires that all equipment *shall* be kept in satisfactory working condition and *shall* be operated within the manufacturer's specifications.
- Standard Specification 309 – Calcium Chloride Treatment (NDOR, 2007)
- Standard Specification 312 – Removal and Processing of Concrete (NDOR, 2007)

Airports

Mitigation Measures

- Because of the proximity to the Columbus Municipal Airport in Columbus, NE, the height of any equipment used in the construction of the project (or any antennae installed on the equipment) *shall* not exceed the local airport's Height Restriction Zoning. Any Contractor involved in the project *shall* use the Notice Criteria Tool available at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. If required, the Contractor *shall* file a 7460-1 Form with the Federal Aviation Administration (FAA). The form *shall* be required if the Contractor uses any equipment over 200' tall, or the equipment breaks a 100:1 slope from a public-use airport. This includes any trucks or equipment used during the construction of the project. The Project Sponsor *shall* verify clearance for permanent construction in the controlled zone from the Nebraska Department of Aeronautics (NDOA) and FAA. The Project Sponsor *shall* identify those contracts that *shall* require the special provision concerning the Contractor's responsibility to gain FAA and NDOA clearance for temporary encroachments due to construction operations. NDOR's Plans, Specification & Estimates (PS&E) / Contracts *shall* include the special provision in the appropriate project contracts. (Contractor)

Public Involvement/Project Coordination

Mitigation Measures

- Any written information that is dispersed to the community about this project must be translated into Spanish.
- For public meetings held in regard to this project, the written information at the meeting must be translated into Spanish and there must be a Spanish/English interpreter present. There *shall* be sign-in sheets at the entrance to collect data, including racial/demographic data, on meeting participants, *though signing in or giving information at public meetings was always optional and not a requirement to participate*. Finally, there must be a clear notice posted in Spanish indicating that an interpreter is available.
- *Future communication with landowners and businesses regarding ROW and access shall occur during the final design and ROW acquisition process. (Project Sponsor)*
- *Acquisition of property rights for right-of-way shall be completed in conformance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended (42 USC 4601 et seq.), and the Nebraska Relocation Assistance Act (Neb. Rev. Stat. Section 76-1214 et seq.). (Project Sponsor)*
- *Platte County and the Contractor shall follow guidelines outlined in the Nebraska Department of Roads (NDOR) Policy for Accommodating Utilities on State Highway ROW (NDOR, 2001). Platte County shall notify utility companies of the need for relocation during the design stage of the project and shall coordinate utility agreements with the utility companies before construction. The Contractor shall then notify utility companies of relocation needs during the construction phase of the project for utilities that were not relocated before construction. (Platte County, Contractor)*
- *The primary access for Valmont Industries shall be relocated to East 12th Street. The existing access road extending north from Paige Electric Co. paralleling the east side of the proposed East 29th Avenue Viaduct, and turning west under the proposed viaduct shall be eliminated. The proposed circulation drive at the western end of East 12th Street shall be eliminated. (Platte County)*
- *Access to East 29th Avenue from Husker Steel, Inc. shall be provided via a frontage road extending north from Husker Steel, Inc. intersecting with East 29th Avenue just north of the viaduct touchdown point. The access road and intersections shall be constructed to WB-67 standards that will accommodate large trucks. (Platte County)*
- *The at-grade crossing of East 14th Avenue shall be closed in conjunction with the funding agreement with the State of Nebraska and the UPRR for construction of the proposed viaduct on East 29th Avenue. (Platte County, City of Columbus)*
- *Paige Electric's current access points shall be maintained. The south access point shall remain unaltered at East 15th Street. The west access point shall remain in the original location, but shall connect to a proposed frontage road allowing access to East 29th*

Avenue. Design changes to accommodate access for Valmont Industries shall shorten the frontage road on the west side of Paige Electric's property. The access road on the east side of East 29th Avenue south of the Union Pacific Railroad (UPRR) Mainline shall extend from East 12th Street, continue north paralleling East 29th Avenue, and terminate after Paige Electric's access drive. All parts of this access road north of Paige Electric's access drive shall be eliminated from the project. (Platte County)

- *A new access for Sidump'r shall be constructed providing a connector road between the East 29th Avenue frontage road and the circulator road on the north side of the Sidump'r property. The two existing access drives fronting East 29th Avenue (closest to US 30) shall be eliminated. The existing access to Sidump'r from US 30 shall be maintained, allowing truck traffic to enter Sidump'r at the northwest access on US 30, proceed to the loading docks on the north side of the building, and exit on the east side of the property at East 29th Avenue. Platte County is aware that there may be electric utility lines within the vicinity of the proposed access drive and shall take this into account as the project moves forward. (Platte County)*
- *The Selected Alternative shall provide two access points to support the circulation of trucks through the Paraclypse property. The northernmost access drive on East 29th Avenue shall be closed. (Platte County)*

APPENDIX A

Public Hearing Memo and Transcript

To: NDOR Environmental

From: Anthony Baumert, Environmental Scientist, Felsburg Holt & Ullevig

Date: 03 April 2017

RE: Public Hearing Memo, C.N. 32190, RRZ-71(33) Columbus East Viaduct and Related Roadway Improvements

Public Involvement Outreach Requirements for Public Hearing: C.N. 32190, RRZ-71(33) Columbus East Viaduct and Related Roadway Improvements

Based on an analysis of the project scope and a civil rights analysis, a public hearing, targeted mailer in the form of a public notification, legal notice, and a 30-day comment period was used as outreach tools for public involvement on this project. The public hearing was held at Centennial Elementary School, 500 Centennial Street, in Columbus, Nebraska on Tuesday December 13, 2016, from 4:30-6:30 p.m., with approximately 46 citizens in attendance. The first portion of the public hearing was an open house. The second portion of the public hearing included a formal presentation and a forum for public input. The public notification included mailing a project notification to a distribution list of citizens and businesses approximately ¼ mile from East 29th Avenue between East 8th Street and US Hwy 30, and ¼ mile from the East 14th Avenue/Union Pacific Railroad (UPRR) mainline crossing. Forty-six public and private agencies with potential interest in the project were also be included in the distribution list. An English legal notice was placed in the *Columbus Telegram*, a Nebraska Press Association (NPA) recognized newspaper, on November 26, 2016. Project information was also placed on the NDOR and Platte County websites. Hard copies of the Draft Environmental Assessment were made available at NDOR headquarters and district offices, FHWA offices, City of Columbus and Platte County offices, and the City of Columbus Public Library.

Per the civil rights analysis, LEP outreach was required. A Spanish translator was present at the public hearing. All materials disseminated at the meeting were translated to Spanish, and a Spanish sign in sheet was provided. Mailed materials included both English and Spanish versions of a project notification.

Felsburg Holt & Ullevig received 19 comments during the specified comment period (November 29, 2016 – January 6, 2017). The comments and responses are outlined below.

Comment	Response
Electric Utility concerned about utility relocations. Prefers alternative Concept 4 as opposed to the preferred alternative, Concept 3A.	Thank you for the comment. Discussed the alternatives analysis process and the wide range of factors analyzed for each alternative, including utility relocations. Discussed the overall impacts and factors that eliminated Concept 4. Listed potential minor utility relocations that may be required by Concept 3A and discussed NDOR and Platte County procedures regarding the utility relocation process.
Citizen in support of viaduct.	Platte County appreciates the comment in support of the project.
Citizen wanting the project to move the project forward.	Platte County appreciates the comment in support of the project.
Citizen wanting the project to be built.	Platte County appreciates the comment in support of the project.
Citizen wanting the project to be built. Compress schedule if possible.	Platte County appreciates the comment in support of the project.
Citizen wanting the project to be built. Compress schedule if possible.	Platte County appreciates the comment in support of the project.
Citizen in support of project.	Platte County appreciates the comment in support of the project.
Local business in support of project. Concerned about the condition of the road and would like the project to move forward quickly. Would prefer main access to be moved to 12 th Street, potentially eliminating the need for the proposed access road extending north from Paige Electric and extending west under the viaduct.	Thank you for the comments. Provided modified access and circulation options that would maintain business functions using 12 th Street as requested. Discussed the benefits of potentially being able to shorten the access road leading to the property under the viaduct. Discussed Platte County's commitment to maintain appropriate access and circulation options and continued coordination through the final design and right-of-way process. Provided figure of preferred concept and modified access.
One business voiced concerns regarding oversized truck access.	Thank you for the comment. Stated that the project would either maintain or improve the existing roadway standards regarding truck accessibility. Provided permit information and expected methods needed for oversized truck travel through the corridor.
Local business voiced concerns over closing the at-grade East 14 th Avenue/UPRR mainline crossing.	Thank you for the comment. Discussed the 2009 agreement between the City of Columbus and Platte County to close the at-grade East 14 th Avenue/UPRR mainline crossing. Discussed the benefits of closing the at-grade UPRR crossings at East 14 th Avenue in combination with other proposed viaduct projects in the vicinity. Discussed required out-of-distance travel,

	<p>predictable travel times, and the lack of train blockages. and proximity to other at-grade crossing closures. Referred to sections of the DEA with additional information.</p>
<p>Local business voiced concerns over closing the at-grade East 14th Avenue/UPRR mainline crossing.</p>	<p>Thank you for the comments. Discussed the 2009 agreement between the City of Columbus and Platte County to close the at-grade East 14th Avenue/UPRR mainline crossing. Compared the costs and benefits of closing the at-grade UPRR crossings either East 14th Avenue or East 44th Avenue including traffic data, out-of-distance travel, and proximity to other at-grade crossing closures. Provided alternate travel routes and discussed benefits to traffic on US HWY 30. Referred to sections of the DEA with additional information.</p>
<p>Local business voiced concerns over closing the at-grade East 14th Avenue/UPRR mainline crossing.</p>	<p>Thank you for the comments. Discussed the 2009 agreement between the City of Columbus and Platte County to close the at-grade East 14th Avenue/UPRR mainline crossing. Compared the costs and benefits of closing the at-grade UPRR crossings either East 14th Avenue or East 44th Avenue including traffic data, out-of-distance travel, and proximity to other at-grade crossing closures. Provided alternate travel routes and discussed benefits to traffic on US HWY 30. Referred to sections of the DEA with additional information.</p>
<p>Local business in support of project.</p>	<p>Platte County appreciates the comment in support of the project.</p>
<p>USEPA had not comments regarding the project.</p>	<p>Platte County appreciates the response regarding the project.</p>
<p>NDEQ referenced potential permits and regulations that may apply to the proposed project.</p>	<p>Thank you for the comment. Indicated that Platte County is aware of permits and regulations applicable to the project. Discussed mitigation measures and commitments involving fugitive dust, storm water, water quality, wastewater and waste disposal.</p>
<p>USACE referenced potential permits and regulations that may apply to the proposed project.</p>	<p>Thank you for the comments. Indicated that Platte County is aware of permits and regulations applicable to the project. Discussed mitigation measures and commitments involving Waters of the United States, threatened and endangered species, historic resources, and floodplains.</p>
<p>Local business in support of the project and preferred alternative. Concerns about maintaining existing access points.</p>	<p>Thank you for the comments. Described proposed access modifications near the property and reiterated that the existing access points</p>

	would remain open. Provided figure of preferred concept and modified access.
Local business in support of project. Concerns about access and circulation and access modifications along East 29 th Avenue. Would be willing to eliminate access drives(s) on East 29 th near US30 if modified access could be provided.	Thank you for the comment. Explained the benefits of closing access points near the East 29 th Avenue and US HWY 30 intersection. Provided an alternative access configuration and reiterated that Platte County is committed to maintaining appropriate access and circulations options for the business. Details regarding and access modification would be determined through the final design and right-of-way acquisition process. Provided a figure of the preferred alternative and modified access.
Local business concerned about truck circulation and access due to proposed access drive closures.	Thank you for the comment. Reiterated that the County understands that trucks must be able to access and circulate within the property. Described the proposed access locations and indicated that access would be designed to accommodate large trucks. Discussed another option that would keep an existing access point of concern open only to trucks, but closed to everyday traffic. Stated that details regarding and access modification would be determined through the final design and right-of-way acquisition process.

NDOR Project No. RRZ-71(33) CN 32190 – Columbus East Viaduct and Related Roadway Improvements
PUBLIC HEARING: Centennial Elementary School, Columbus, NE, DECEMBER 13, 2016
Public Hearing Statement and Comments

KYLE ANDERSON: Welcome to the Platte County Public Hearing open house for the proposed Columbus East Viaduct project. The primary purpose of this hearing is to present the draft environmental assessment and receive your feedback.

The meeting includes a public informational meeting from 4:30 to 5:45 pm, this presentation from 5:45 to 6:00 pm, with a public forum immediately following from 6:00 to 6:30 pm. Public comments will be received and recorded during the forum at an open microphone. If you prefer not to make a verbal comment, written comments can be submitted. Comment forms are available here tonight, and must be received before January 6, 2017. If you wish, completed comment forms can be submitted this evening at the welcome table prior to leaving the hearing.

This presentation summarizes proposed roadway design and viaduct improvements to East 29th Avenue from the intersection with East 8th Street on the south to the intersection with East 23rd Street (US HWY 30) on the north. The total length of construction would be approximately 1 mile. The proposed project would also include the closure of the at-grade railroad crossings on East 14th Avenue and East 29th Avenue after viaduct construction is complete. The plans being presented here are still preliminary and subject to change before any final engineering designs and plans are approved or completed. Your input is important!

The forecasted traffic volume for this segment of East 29th Avenue for the year 2016 is 3,700 vehicles, with a twenty-year projection of 13,500 vehicles. The portion of heavy trucks which use the route is 55%.

East 29th Avenue is a two-lane undivided roadway with 6-foot earth shoulders.

The proposed improvements include a viaduct over the UPRR mainline on East 29th Avenue consisting of a 3-lane undivided roadway with a center left turn lane. The roadway would include 12-foot wide lanes and 10-foot wide shoulders, of which 8 feet would be surfaced, to facilitate truck turning movements. The project would also include the closure of the existing East 29th Avenue and East 14th Avenue UPRR at-grade crossings.

The purpose of the project is to improve the efficiency of the Platte County road network by improving accessibility to the industrial area in the vicinity of East 29th Avenue and the mainline of the UPRR; reducing traffic congestion and associated delays as train and vehicle volumes increase; and decreasing the potential for train-vehicle collisions at the East 29th Avenue and East 14th Avenue railroad crossings.

The need for the project is based primarily on the current vehicular and train conflicts at the East 29th Avenue railroad crossing. The UPRR currently carries 70 to 80 trains daily resulting in at least 2.5 to 3.0 hours per day that the crossing is blocked to vehicular travel. Additionally, East 29th Avenue is the primary route connecting US HWY 30 with the industries and businesses south of the railroad crossing, with approximately 55 percent of the traffic attributed to heavy trucks. Traffic backups and delays are common due to passing trains, and these backups and delays are expected to increase with the future expansion of local industries and increased rail traffic.

A public meeting and numerous stakeholder meetings have been held to present ideas, evaluate options, and modify project alternatives. Once developed, the design alternatives were screened and a preferred alternative was chosen based on environmental and engineering considerations, as well as the public comments received. Input received during this public hearing's comment period will also be addressed in the Final Environmental Assessment.

This proposed project is being developed as a federal-aid project. The Federal Highway Administration (FHWA), as the lead federal agency, is required to comply with the National Environmental Policy Act of 1969 (NEPA). The NEPA process promotes balancing environmental impacts with other needs by defining procedural requirements for all federal government agencies, including the FHWA. As a recipient of federal funding, Platte County is required to disclose statements of the environmental effects of any proposed project.

General considerations include economic, social, and biological impacts. The following is a summary of the potential impacts identified or evaluated in the Draft Environmental Assessment.

Known regulated hazardous material sites are located in the area. Construction of the preferred alternative presents a low risk to encounter or make existing contamination worse. Mitigation measures regarding construction methods, soil and water disposal, and dust suppression have been proposed to prevent risks to human health and safety.

It is estimated that the project would result in impacts to wetlands. Wetlands impacted by the project are isolated, and not under the jurisdiction of the United States Army Corps of Engineers. As Waters of the State, impacts to these wetlands would be mitigated appropriately in coordination with the Nebraska Department of Environmental Quality.

The project is not expected to impact any state or federally protected species, and mitigation measures will be implemented to avoid adverse effects to the northern long-eared bat, eagles, or migratory birds.

Right-of-Way (ROW) is a general term denoting land or property acquired for or devoted to a public use. If adequate ROW is not already owned, it must be acquired by purchase, donation, or eminent domain in order to build or maintain a public project.

The proposed project would require the acquisition of new ROW, control of access rights would be obtained along the entire project, as well as temporary construction easements.

The project would not require removals or relocations.

Any property acquisition for ROW would need to conform to the requirements set forth in the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970. Questions concerning the ROW process can be answered by visiting with Platte County staff, or by reading the brochure available at this hearing.

The proposed improvements for each alternative concept consist of reconstructing the existing 2-lane roadway. The proposed East 29th Avenue roadway and viaduct would each consist of two 12-foot lanes in each direction with a continuous two-way 12-foot center left turn lane. The East 29th Avenue roadway shoulders would be 10 feet in width of which 8 feet would be surfaced, except on the proposed viaduct where the full 10-foot shoulders would be surfaced. The roadway and intersections have been designed to accommodate large trucks.

The proposed improvements for each concept include closing the existing East 29th Avenue and East 14th Avenue at-grade crossings of the UPRR mainline. Current policy regarding viaduct construction requires the closure of two at-grade crossings. Closure of the East 14th Avenue/UPRR at-grade crossing was previously agreed upon by the City of Columbus and Platte County. East 14th Avenue is a local paved street north of the UPRR corridor providing access to the adjacent industries from US 30. East 14th Avenue is a gravel roadway from the UPRR corridor south to East 8th Street with only field access to the adjacent farm ground. The East 14th Avenue and East 29th Avenue crossings would remain open during construction of the East 29th Avenue viaduct and be closed to traffic upon completion of the project. Combined with existing and planned future viaducts within the City of Columbus, closing the East 14th Avenue crossing would provide an uninterrupted

UPRR corridor approximately 7.5 miles in length, making it easier for UPRR to provide rail service to industrial customers, and result in less sounding of locomotive horns for area residents.

Upon closing the East 14th Avenue and East 29th Avenue crossings, vehicles would use viaducts on either East 29th Avenue or 3rd Avenue. Travel distances for vehicles may increase by approximately 1.5 miles, but trips are expected to be less stressful with predictable travel times.

In addition to a No Build Alternative, 5 viaduct alternative concepts were considered.

Concept 1 – Existing Alignment. Concept 1 would require a detour, or temporary railroad crossing, adding cost and construction time to the project. As a result, Concept 1 was eliminated from consideration.

Concept 2 – East Alignment. Concept 2 would not require a detour, or temporary railroad crossing; however, the concept would impact businesses on the east side of East 29th Avenue and result in tighter truck turning movements compared to other concepts. As a result, Concept 2 was eliminated from consideration.

Concept 3 – West Alignment. Concept 3 would not require a detour, or temporary railroad crossing; would have minimal impact on adjacent businesses; and would better accommodate large trucks as compared to other concepts. As a result, Concept 3 was carried forward for further study.

Concept 4 – Far East Alignment. Concept 4 would not meet the purpose and need of improving accessibility, would break the continuity of the existing road network, and would have higher impacts to adjacent properties. As a result, Concept 4 was eliminated from consideration.

Concept 5 – Far West Alignment. Concept 5 would require a larger structure to accommodate spanning the existing UPRR mainline tracks and a planned siding track, increasing costs; would impact circulation and access along US Hwy 30; would break the continuity of the existing road network, and would have higher impacts to adjacent properties. As a result, Concept 5 was eliminated from consideration.

Concept 3 – West Alignment was carried forward from the alternative screening process and presented to local stakeholders. Based upon stakeholder input, modifications were made to Concept 3 accounting for the circulation and access needs of local businesses.

Concept 3A – West Alignment – was chosen as the Preferred Alternative. The Preferred Alternative would be offset to the west, constructing the viaduct on a new alignment. Construction of the preferred alternative would maintain traffic on East 29th Avenue during construction, thereby, minimizing impacts to area industries and the traveling public.

The Preferred Alternative includes a frontage road on the northwest side of the viaduct connecting East 29th Avenue to East 18th Street. This frontage road will pass under the proposed viaduct on the north side of the UPRR mainline. A connection on the east side of East 29th Avenue north of the tracks serving local businesses. Reconstruction of the intersection with East 12th Street south of the tracks with an additional frontage road providing access southeast of the viaduct and connecting with East 15th Street. The frontage road, using a large jug handle design, would include one wide lane in each direction to accommodate turning truck traffic. This frontage road would also pass under the proposed viaduct on the south side of the UPRR mainline to provide access to local businesses. The project also includes lengthening the southbound left and right turn lanes on US HWY 30.

Detours are not being proposed. It is anticipated that construction would be completed under traffic. East 12th Street would be closed during intersection construction. No detour for the closing of East 12th Street would be provided as the roadway does not currently provide access to any developed properties.

Field, business, and residential drives would be temporarily impacted during project construction and regrading or realignment of drive approaches. Access would be maintained throughout construction via temporary access roads, lane closings, and road flaggers.

The construction of the Preferred Alternative is programmed for Fiscal Year 2019–2020. The construction of the Preferred Alternative as described would cover two construction seasons. Construction is tentatively expected to begin spring 2019 and to be completed fall 2020. The total cost for the project is estimated to be \$16 million. Funding sources would include federal and local sources, and a contribution from the UPRR.

At this time, all interested persons are invited to present relevant remarks, questions, and public statements. All verbal comments will be transcribed and become part of the environmental document. Before presenting a comment we ask that you sign in at the welcome table. We also ask that you speak into the microphone provided and please start your comment by stating and spelling your name. You are now welcome to present comments.

(Pause)

Just have a little more uncomfortable silence for a minute. (laughter from crowd).

(Pause)

TONY BAUMERT: I guess if you don't want to make a verbal comment, just remember you can make written comments and hand them in before you leave tonight and they can also be emailed or mailed prior to I believe January 6th.

(Pause)

KYLE ANDERSON: And I will state that we will be around until 6:30 so if this presentation raises any other questions you haven't had a chance to ask or would like to do that one on one our team will be here for another 30 minutes.

(Pause)

Well our transcriber thanks you they won't have much to do for that part.

As previously mentioned, we also ask that you submit your comments in writing. Comment sheets are available here tonight. Comment sheets can also be obtained on the NDOR and Platte County websites. Emails and faxes are also welcome. Substantive comments received prior to January 6, 2017 will be addressed in the Final Environmental Assessment.

Copies of the Draft Environmental Assessment are also available this evening for your review. Additional copies are available for the public at the City of Columbus City Clerk office, City of Columbus Public Library, Platte County Highway Department, NDOR District 3 Maintenance office, NDOR headquarters, and the FHWA Nebraska Division offices, as well as on-line at the NDOR and Platte County websites.

Designs and plans may be advanced after a decision document is issued by FHWA. The Final Environmental Assessment and Decision Document will be available for public review when issued. Details regarding the availability of the Final Environmental Assessment and Decision Document will be published in a legal notice and will be posted to the NDOR and Platte County websites.

Thank you for attending the Platte County's Public Hearing Open house for the Columbus East Viaduct project. Platte County representatives are available to meet with you and discuss any questions or concerns you may have on the project, and the draft environmental assessment and preliminary plans are available for you to view.

Thank you again for your attention and input! Good evening.

APPENDIX B

Public Hearing Comment and Responses

PUBLIC HEARING

COLUMBUS EAST
VIADUCT AND
RELATED ROADWAY
IMPROVEMENTS



U.S. Department
of Transportation
**Federal Highway
Administration**



Platte County
Nebraska

Please send comments to:

Felsburg Holt & Ullevig
Mr. Rick Haden
315 South 9th Street, Ste 201
Lincoln, NE 68508
402-438-7530
rick.haden@fhueng.com

DATE:

Tuesday, 13 December 2016

TIME:

Open House: 4:30-5:45 pm CST
Presentation: 5:45-6:00 pm CST
Public Forum: 6:00-6:30 pm CST

LOCATION:

Centennial Elementary School
500 Centennial Street
Columbus, NE 68601

This public hearing is being held to provide information and receive input on the Draft Environmental Assessment (DEA) regarding construction of a grade separation (viaduct) on East 29th Avenue over the Union Pacific Railroad (UPRR) mainline. The proposed project, located in Platte County, Nebraska, is on the eastern fringe of the City of Columbus. The project includes the East 29th Avenue corridor bounded by United States Highway 30 (US-30) on the north, East 8th Street on the south. The project also includes closing the existing at-grade crossings of East 14th Avenue and East 29th Avenue with the UPRR mainline.

The DEA will be available at the public meeting, and is currently available for public inspection at:

City of Columbus - City Clerk	2424 14th Street	Columbus, Nebraska
City of Columbus Public Library	2504 14th Street	Columbus, Nebraska
Platte County Highway Dept.	2610 14th Street	Columbus, Nebraska
NDOR Dist. 3 Maintenance Office	3303 12th Street	Columbus, Nebraska
NDOR Headquarters	1500 Highway 2	Lincoln, Nebraska
FHWA Nebraska Division	100 Centennial Mall North	Lincoln, Nebraska

<http://roads.nebraska.gov/projects/environment/pubs/project-docs/>
<http://www.plattecounty.net/>

The public comment period will begin on November 29, 2016 and end on January 6, 2017. All substantive comments will be addressed in the Final Environmental Assessment.

Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68508

PUBLIC HEARING

DECEMBER 13, 2016

COLUMBUS EAST
VIADUCT AND
RELATED ROADWAY
IMPROVEMENTS

For more information, please contact:

Mr. Rick Haden
(402) 438-7530
rick.haden@fhueng.com

If you need special accommodations,
please contact Mr. Rick Haden at least
48 hours in advance of the meeting.

November, 21, 2016

RE: Columbus East Viaduct and Related Roadway Improvement Draft EA Public Hearing Notice

Agency/Stakeholder Name & Address

To Whom it may Concern:

Platte County, Nebraska in coordination with the Federal Highway Administration (FHWA) and Nebraska Department of Roads (NDOR) has developed a Draft Environmental Assessment (DEA) for the above noted project. The DEA was approved for public release on October 14, 2016, and is available for review at:

City of Columbus – City Clerk	2424 14th Street	Columbus, Nebraska
City of Columbus Public Library	2504 14th Street	Columbus, Nebraska
Platte County Highway Department	2610 14th Street	Columbus, Nebraska
NDOR District 3 Maintenance Office	3303 12th Street	Columbus, Nebraska
NDOR Headquarters	1500 Highway 2	Lincoln, Nebraska
FHWA Nebraska Division	100 Centennial Mall North	Lincoln, Nebraska

<http://roads.nebraska.gov/projects/environment/pubs/project-docs/>
<http://www.plattecounty.net/>

A Public Hearing is scheduled for Tuesday, December 13, 2016; 4:30 PM to 6:30 PM; at the Centennial Elementary School, 500 Centennial Street – Columbus, Nebraska 68601. Platte County is soliciting comments on the document during the comment period which ends January 6, 2017. Please return comments to:

Mr. Rick Haden
Felsburg Holt & Ullevig (FHU)
315 South 9th Street
Suite 201
Lincoln, NE 68608
rick.haden@fhueng.com
(402) 438-7530

Project Information:

The proposed project, located in Platte County, Nebraska, is on the eastern fringe of the City of Columbus. The project includes the East 29th Avenue corridor bounded by United States Highway 30 (US-30) on the north, East 8th Street on the south. The project also includes closing the existing at-grade crossings of East 14th Avenue and East 29th Avenue with the Union Pacific Railroad (UPRR) mainline.

The proposed project would include the construction of a viaduct along East 29th Avenue over the UPRR mainline. The viaduct would be shifted just west of the existing alignment of East 29th Avenue. Viaduct sections would generally be 56 feet wide and would include two 12-foot-wide through lanes with 10-foot-wide shoulders and a 12-foot-wide painted left-turn lane. The southbound left-turn lane would be

predominantly for the heavy volume of left-turning trucks slowing to turn and access East 15th Street. A much shorter left-turn lane would be provided for northbound vehicles on the north side of the overpass.

A frontage road would be provided on the northwest side of the viaduct connecting East 29th Avenue to East 18th Street, maintaining adequate access and circulation to area industries. An additional frontage road would be provided southeast of the viaduct connecting the East 29th Avenue and East 12th Street intersection with East 15th Street. The frontage road, using a large jug handle design, would include one wide lane in each direction to accommodate turning truck traffic. Furthermore, a separate right-turn lane would be provided for northbound traffic on the frontage road turning on to eastbound East 15th Street, again to accommodate the large volume of slower moving trucks.

If there are any questions or comments, please contact me at (402) 438-7530 or rick.haden@fhueng.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Haden". The signature is fluid and cursive, with a large initial "R" and "H".

Rick Haden
Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

RRZ-71(33) COLUMBUS EAST VIADUCT AND RELATED ROADWAY IMPROVEMENTS, CN 32190

Tuesday, 13 December 2016; 4:30 – 6:30 PM

Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to:

Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhueng.com
(402) 438-7530

From an electric utility stand point
Proposal 3 would be better. Moving
the crossing east of 29th Ave & the
road east of ~~Par~~ Paige Electric
there would be almost no utility work.
Also 80% of construction would be
green field & not impact existing
traffic flow. Concept 4

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)
Name: Ron Ziola
Address: 2404 15th St
City, State, Zip: Columbus, NE 68601
Phone: 402-564-3171, x-254
Email: rziola@loup.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Ron Ziola
Loup Public Power District
2404 15th Street
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Ziola,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County appreciates your comment regarding potential utility conflicts. Through the environmental process, each project alternative is investigated to determine how they may impact a wide range of environmental resources and other factors. Although Concept 4 may have fewer utility conflicts than other alternatives, Concept 4 is not desirable as the preferred alignment because:

- Concept 4 would not improve accessibility for local businesses along the East 29th Avenue corridor.
- Concept 4 would create a severe jog in the alignment of East 29th Avenue at East 15th Street and break the continuity of the county road network.
- Concept 4 would have higher impacts on adjoining industrial properties as compared to other alternatives, requiring 13 acres of new right-of-way (ROW). Concept 4 would cut through multiple properties, limiting future land use, new development, or expansion of existing adjacent developments.
- Concept 4 would require 5% grades, coupled with tighter turning movements, as compared to other alternatives. Due to the high volume of heavy trucks, 5% grades associated with tight turning movements are not desirable.

For these reasons, Concept 4 was eliminated from consideration.

The preferred alternative, Concept 3A, will shift the roadway just west of the existing East 29th Avenue alignment. Based on the current configuration of Concept 3A, the electric substation northwest of the Union Pacific Railroad Crossing will not have to be relocated; however, the following minor utility relocations may be required:

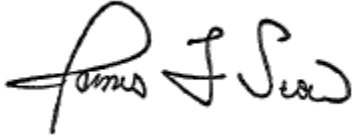
- Electric distribution lines adjacent to East 29th Avenue
- Telecommunication lines adjacent to East 29th Avenue
- Approximately 750 lineal feet of 6-inch gas main on the east side of East 29th Avenue from East 15th Street to East 12th Street on a private easement, generally running parallel to the roadway

Platte County and the contractor will follow the guidelines outlined in the Nebraska Department of Roads (NDOR) Policy for Accommodating Utilities on State Highway ROW (NDOR, 2001). Platte County would

notify utility companies of the need for relocation during the design stage of the project and will coordinate utility agreements with the utility companies before construction. The contractor will then notify utility companies of relocation needs during the construction phase of the project for utilities that were not relocated before construction.

Thank you for your comment and interest in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Scow". The signature is written in a cursive style with a large initial "J" and "S".

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

RRZ-71(33) COLUMBUS EAST VIADUCT AND RELATED ROADWAY IMPROVEMENTS, CN 32190

Tuesday, 13 December 2016; 4:30 – 6:30 PM

Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to:

Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhueng.com
(402) 438-7530

In support of Viaduct

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name:

Richard E Jablonka

Address:

PO Box 192

City, State, Zip:

Columbus NE 68601

Phone:

402-564-3362

Email:

wave3vj@megawision.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Richard Jablonski
P.O. Box 192
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Jablonski,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

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Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhueng.com
(402) 438-7530

It is time to move this project forward

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name: KC Belitz
Address: 2509 34 ST
City, State, Zip: Columbus NE 68601
Phone: (402) 564 2769
Email: Kbelitz@megavision.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. KC Belitz
2509 34th Street
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Belitz,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

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Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhueng.com
(402) 438-7530

Build it Now!

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name:

Sandie Fischer

Address:

177 SE 39th Ave

City, State, Zip:

Columbus NE 68601

Phone:

402-563-1166

Email:

sandief@megavision.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Ms. Sandie Fischer
177 SE 39th Avenue
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Ms. Fischer,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

RRZ-71(33) COLUMBUS EAST VIADUCT AND RELATED ROADWAY IMPROVEMENTS, CN 32190

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Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to:

Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhueng.com
(402) 438-7530

COMPRESS THE TIMES
WHEN POSSIBLE —
GIT'R DONE!

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name:

JERRY ENGDALH

Address:

54 PARK CIRCLE DRIVE

City, State, Zip:

COLUMBUS, NE 65601

Phone:

402-276-7223

Email:

JENGDALH@NEB.RR.COM



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Jerry Engdahl
54 Park Circle Drive
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Engdahl,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

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Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to:

Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhueng.com
(402) 438-7530

*Move ahead as fast as possible. Project
deperately needed!*

*Dennis Greunan
Chairman - Transportation Committee*

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name:

Dennis Greunan

Address:

1877 W. Calle Colombo

City, State, Zip:

Columbus, Neb. 68601

Phone:

402-562-0892

Email:

dgreunan@neb.rr.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Dennis Grennan
1877 W Calle Colombo
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Grennan,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

RRZ-71(33) COLUMBUS EAST VIADUCT AND RELATED ROADWAY IMPROVEMENTS, CN 32190

Tuesday, 13 December 2016; 4:30 – 6:30 PM

Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to:

Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhuenq.com
(402) 438-7530

Good project

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

Name:

(Please print clearly)

Address:

City, State, Zip:

Phone:

Email:

Melvin Lyndall
9271-18th Ave
Columbus, NE 68609
402-910-6600
Mjlyndall@frontier.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Martin Lindahl
9271 18th Avenue
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Lindahl,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

RRZ-71(33) COLUMBUS EAST VIADUCT AND RELATED ROADWAY IMPROVEMENTS, CN 32190

Tuesday, 13 December 2016; 4:30 – 6:30 PM

Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to:

Rick Haden

Felsburg Holt & Ullevig

315 South 9th Street

Suite 201

Lincoln, NE 68608

rick.haden@fhueng.com

(402) 438-7530

- ① The existing road is in very poor shape and in need of repair or replacement. Roadwork has been delayed pending this project. It is critical that this project move forward quickly to avoid further deterioration of the road and potential repairs which would be a cost not anticipated by the county.
- ② The Valmont access would be better served by an access road off of 12th street for employees. If done, the segment stretching from Paige Electric to the north and under the viaduct could be eliminated. [Speaking as representative of Valmont]

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name:

Kevin Strudthoff

Address:

1600 E 29th Avenue

City, State, Zip:

Columbus NE 68601

Phone:

402-672-2369

Email:

kevin.strudthoff@valmont.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Kevin Strudthoff
Valmont Industries
1600 E 29th Avenue
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Strudthoff,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County will work to accommodate your request to locate Valmont Industries' primary access at East 12th Street. The attached concept drawing shows the approximate location of the requested primary access point.

As you have indicated, relocating the access to East 12th Street would permit eliminating the access road extending north from Paige Electric Co. paralleling the east side of the proposed East 29th Avenue Viaduct, and turning west under the proposed viaduct to access Valmont Industries property. Furthermore, elimination of the access road passing under the proposed viaduct would allow for a reduction in the overall length of the viaduct bridge structure, potentially providing significant cost savings. An additional proposed access located toward the rear of the Valmont property at the western end of East 12th Street could also be removed. This access to the rear of the Valmont property was originally requested by the previous property owner (Katana Summit) and is no longer needed.

Your comment will be part of the official project record. Proposed changes to the proposed project footprint and alignment based upon your comment will be included in the Final Environmental Assessment document. Platte County will continue to coordinate with Valmont Industries to finalize details regarding the access improvements through the final design and right-of-way acquisition process.

Sincerely,

A handwritten signature in black ink that reads "Jim Scow". The signature is written in a cursive, flowing style.

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Attachment:
Valmont Industries Access Modifications

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)

Mr. Terry Wicht – Platte County Highway Superintendent

Ms. Jane Cromwell – Platte County Highway Department

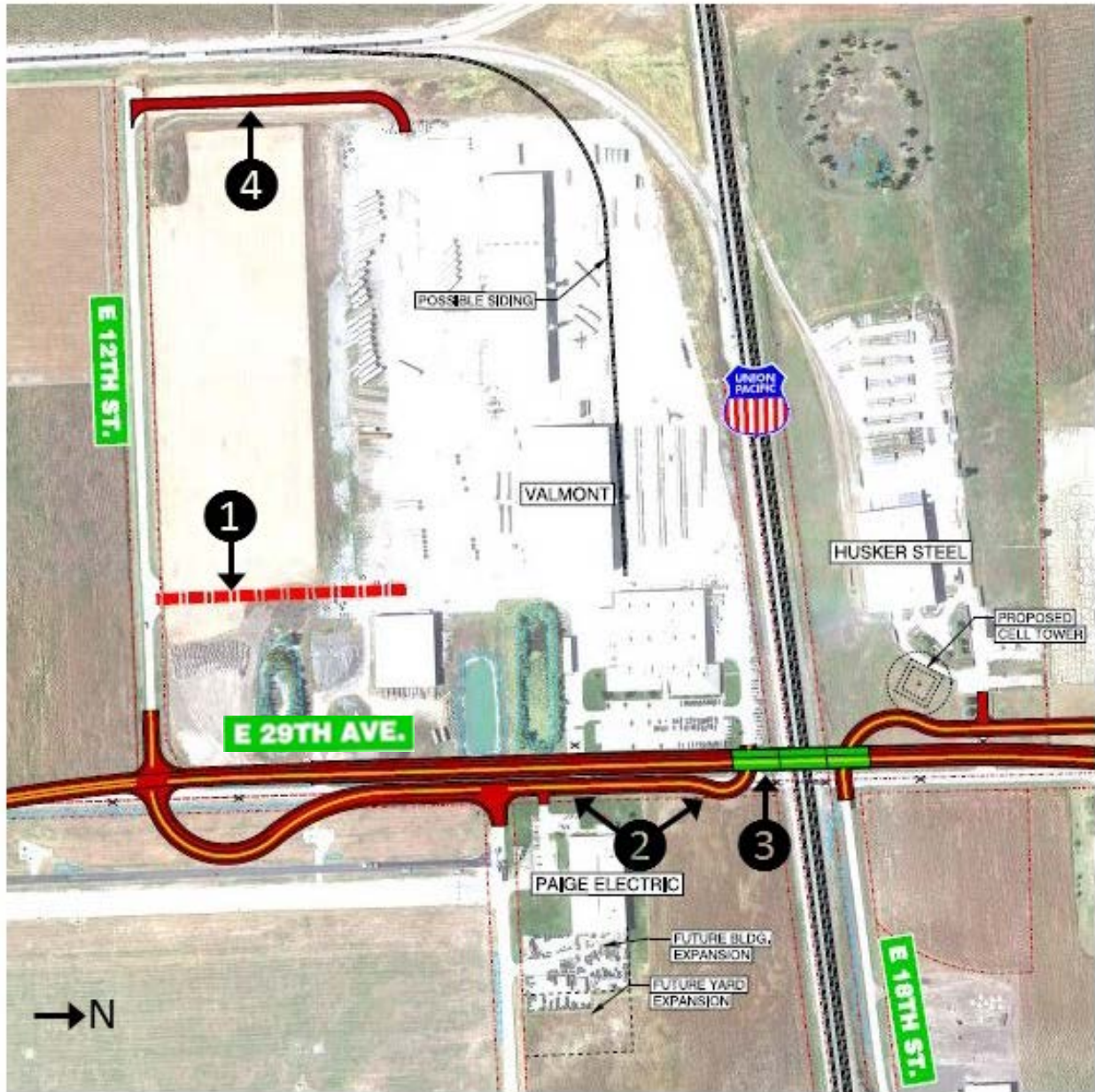
Mr. Glen Steffensmeier – NDOR Project Coordinator

Ms. Melissa Maiefski – The Federal Highway Administration

Mr. Kyle Anderson – Felsburg Holt & Ullevig

Valmont Industries Access Modifications:

(Nos. 1-4 below refer to Nos. 1-4 in the concept drawing below)



1. Proposed relocation of Valmont Industries' primary access. Exact location and design to be determined during the final design and right-of-way acquisition process.
2. The access road on the east side of East 29th Avenue south of the Union Pacific Railroad (UPRR) Mainline would extend from East 12th Street, continue north paralleling East 29th Avenue, and terminate after Paige Electric's access drive. All parts of this access road north of Paige Electric's access drive would be eliminated from the project.
3. The proposed viaduct bridge structure would be shortened since the bridge will no longer need to span an access road south of the (UPRR) Mainline tracks.
4. Proposed access located toward the rear of the Valmont property at the western end of East 12th Street would be eliminated.



January 4, 2017

Mr. Rick Haden,
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

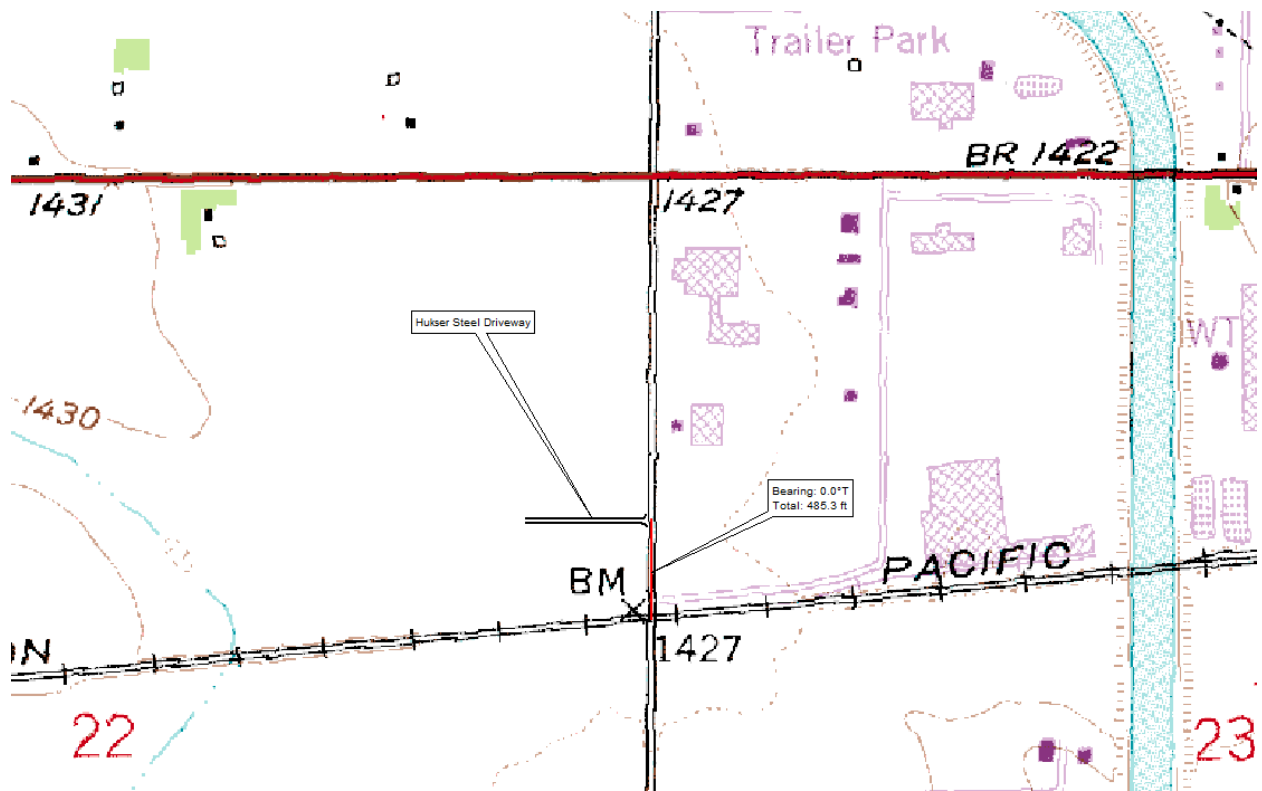
Mr. Rick Haden,

Husker Steel Inc. is a steel fabricator. We fabricate steel for bridges and buildings. Husker Steel will be impacted by the 29th Avenue East viaduct over the Union Pacific Railroad lines east of Columbus. Our driveway is approximately 485 feet north of the rails and we will lose our at grade access to 29th Avenue East. Our primary concern is the future access to 29th Avenue East. We occasionally ship material that is over 100 feet long and frequently ship material between 70 feet to 100 feet long. Please design the future access between Husker Steel and 29th Avenue East with appropriate turning radiuses for our material entering and exiting our facility. Below are two images, the first is a steel plate girder that was shipped from our facility and the second is a topographic map of the railroad and Husker Steel's current driveway.

If you have any questions, please contact me at 402-564-3271.

Sincerely,

Mike Rowe
Husker Steel, Inc.
1864 29th Ave. East (P.O. Box 36)
Columbus, NE 68602





Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Mike Rowe
Husker Steel, Inc.
1864 East 29th Avenue East
P.O. Box 36
Columbus, NE 68602

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Rowe,

This letter is in response to written comments received on January 4, 2017.

Access to East 29th Avenue from Husker Steel, Inc. will be modified as part of the proposed project. Access will be provided via a frontage road extending north from Husker Steel, Inc. intersecting with East 29th Avenue just north of the viaduct touchdown point.

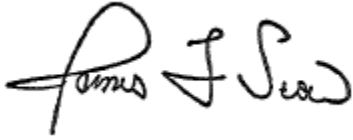
The proposed Husker Steel, Inc. access drive, frontage road, and East 29th Avenue modifications will provide the same level of access, or better, than the existing roadways. The access road and intersections would be constructed to WB-67 standards that will accommodate large trucks. WB-67 standards exceed that of East 29th Avenue in its current state, and are the same standards applied to the Nebraska State Highway System. Trucks of legal size and weight capable of navigating the Nebraska State Highway System, including the nearby intersection of East 29th Avenue with U.S. Hwy 30, would be able to navigate the proposed access road extending from East 29th Avenue to the Husker Steel Inc.

Oversize and overweight trucks will still require special permits from the state or county. Information regarding legal sizes and weights, permit applications, and permit conditions can be found at the Nebraska Department of Roads website here: <http://roads.nebraska.gov/business-center/permits/truck>.

Oversized and overweight trucks using East 29th Avenue and adjacent frontage roads will be expected to use pilot cars, flaggers, special trailers, and other methods as dictated by permit conditions. Furthermore, loads arriving or departing Husker Steel, Inc. exceeding the vertical clearance requirements for the proposed viaduct will not be able to use East 18th Street passing under the proposed viaduct, and will have to use East 29th Avenue.

Your comment will be part of the official project record. Platte County will continue to coordinate with Husker Steel, Inc. to finalize details regarding the access improvements through the final design and right-of-way acquisition process.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Scow". The signature is written in a cursive style with a large initial "J" and "S".

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

RRZ-71(33) COLUMBUS EAST VIADUCT AND RELATED ROADWAY IMPROVEMENTS, CN 32190

Tuesday, 13 December 2016; 4:30 – 6:30 PM

Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to:

Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhueng.com
(402) 438-7530

We use the intersection daily
I don't mind a train setting
there for a few hours, but
don't close it completely

Jim

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name:

Jim Smith

Address:

309 E.S. Calle Colombo

City, State, Zip:

Columbus NE 68601

Phone:

402 563 7122

Email:

bjtrucking08@gmail.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Jim Smith
309 E. S. Calle Colombo
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Smith,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County understands your concern regarding the proposed closing of the East 14th Avenue/Union Pacific Railroad (UPRR) mainline crossing. Current policy regarding new viaduct construction requires the closure of two at-grade crossings. As a result, the City of Columbus and Platte County have agreed to close the at-grade crossing of East 14th Avenue in conjunction with the funding agreement with the State of Nebraska and the UPRR for construction of the proposed viaduct on East 29th Avenue. This agreement was brought before the Columbus City Council in 2008 and finalized in 2009. Columbus City Council meeting minutes and the signed agreements can be found in Appendix C of the Draft Environmental Assessment document.

Combined with existing and planned future viaducts within the City of Columbus, closing the East 14th Avenue crossing would provide an uninterrupted UPRR corridor approximately 7.5 miles in length, making it easier for UPRR to provide rail service to industrial customers. It would also result in less sounding of locomotive horns for area residents along the corridor.

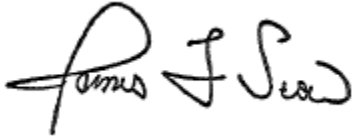
North-south traffic currently using East 14th Avenue would be routed to the proposed 3rd Avenue and East 29th Avenue viaducts. The proposed grade separation on 3rd Avenue and East 29th Avenue would provide uninterrupted north-south routes 1 mile to the west and east of East 14th Avenue, respectively. Although travel distances would increase for some existing users of East 14th Avenue, trips are expected to be less stressful, and the travel time more predictable, as there would be no possibility of train blockages by through trains and switching activity on existing and future siding tracks.

Additional details regarding the proposed closure of East 14th Avenue are discussed in Chapter 2, Section C and Chapter 4, Section C of the Draft Environmental Assessment document.

The Columbus East Viaduct and Related Roadway Improvements Draft Environmental Assessment can be accessed here: <http://www.roads.nebraska.gov/projects/future-projects/columbus-east-viaduct/>

Your comment will be part of the official project record.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Scow". The signature is written in a cursive style with a large initial "J" and "S".

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

RRZ-71(33) COLUMBUS EAST VIADUCT AND RELATED ROADWAY IMPROVEMENTS, CN 32190

Tuesday, 13 December 2016; 4:30 – 6:30 PM

Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to: Rick Haden
Felsburg Holt & Ullevig rick.haden@fhueg.com
315 South 9th Street (402) 438-7530
Suite 201
Lincoln, NE 68608

B & J Trucking & Wash

We empty a woodchip truck 1X a week that drips manure etc and the truck is much safer & cleaner taking it per back roads.

It will be inconvenient to us & many other truckers to close that road. Many trucks comes from plants on that road to get wash & trailers as well come here & go to the plants.

Please consider safety & convenience for all in this issue.

Our trucks & trailers use that road frequently. That's an additional ~~eight~~ trucks & trailers that road should be paved & continued usage.

B & J Trucking & Wash

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name: Jack Graff / For Jim & Barb Smith
Address: 1232 19th St. E
City, State, Zip: Columbus, Ne 68601
Phone: 402-564-3380
Email: JSmith59@Neb.rr.com



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Jack Graff
B&J Trucking and Wash
1232 East 19th Street
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Graff,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to written comments received on December 13, 2016.

Platte County understands your concern regarding the proposed closing of the East 14th Avenue/Union Pacific Railroad (UPRR) mainline crossing. Current policy regarding new viaduct construction requires the closure of two at-grade crossings. As a result, the City of Columbus and Platte County have agreed to close the at-grade crossing of East 14th Avenue in conjunction with the funding agreement with the State and UPRR for construction of the proposed viaduct on East 29th Avenue. This agreement was brought before the Columbus City Council in 2008 and finalized in 2009. Columbus City Council meeting minutes and the signed agreements can be found in Appendix C of the Draft Environmental Assessment document.

East 14th Avenue carries 800 vehicles per day, with 5 percent heavy trucks, and serves primarily as an alternate route for workers from area industries avoiding delay at East 29th Avenue and US 30 when shift changes occur. East 14th Avenue is a paved road from US 30 south to 17th Street East, turning into a gravel road south of East 17th Street to East 8th Street. The only other remaining at-grade crossing is East 44th Avenue one mile east of East 29th Avenue. East 44th Avenue is a paved collector from East 8th Street to US 30, carrying approximately 2,000 vehicles per day.

Closing East 14th Avenue, as opposed to East 44th Avenue, will:

- Provide an uninterrupted UPRR corridor approximately 7.5 miles in length through the City of Columbus in combination with existing and planned future viaducts;
- Limit the sounding of train horns for areas residents;
- Make it easier for UPRR to provide rail service to industrial customers;
- Keep a more heavily used and paved collector open to traffic (East 44th Avenue).

North-south traffic currently using East 14th Avenue will be routed to the proposed 3rd Avenue and East 29th Avenue viaducts. The proposed grade separation on 3rd Avenue and East 29th Avenue will provide uninterrupted north-south routes 1 mile to the west and east of East 14th Avenue, respectively. Although travel distances would increase for some existing users of East 14th Avenue, trips are expected to be less stressful, and the travel time more predictable, as there would be no possibility of train blockages by through trains and switching activity on existing and future siding tracks.

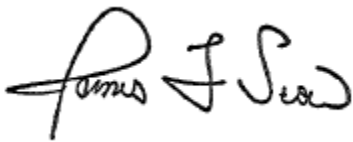
Southbound trips from B&J Trucking and Wash and other business near 19th Street East will need to use either the grade separation on 3rd Avenue or East 29th Avenue via US 30. Access to US 30 from the vicinity of 19th Street East and the surrounding businesses is available at East 14th Avenue, East 11th Avenue, and East 6th Avenue. The intersections of US 30 with East 11th Avenue, and East 6th Avenue are signalized to aid westbound turns.

Additional details regarding the proposed closure of East 14th Avenue are discussed in Chapter 2, Section C and Chapter 4, Section C of the Draft Environmental Assessment document.

The Columbus East Viaduct and Related Roadway Improvements Draft Environmental Assessment can be accessed here: <http://www.roads.nebraska.gov/projects/future-projects/columbus-east-viaduct/>

Your comment will be part of the official project record.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Scow". The signature is stylized and cursive.

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig



Platte County
Nebraska

PUBLIC COMMENT SHEET

RRZ-71(33) COLUMBUS EAST VIADUCT AND RELATED ROADWAY IMPROVEMENTS, CN 32190

Tuesday, 13 December 2016; 4:30 – 6:30 PM

Centennial Elementary School, 500 Centennial Street, Columbus, Nebraska

Please submit your written comments by Friday, 6 January 2017.

Return to:

Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street
Suite 201
Lincoln, NE 68608

rick.haden@fhueng.com
(402) 438-7530

Rick - PLEASE SEE MY ATTACHED
LETTER IN KEEPING EAST 14A
OPEN.

THANKS FOR
your Time!

Roger Bettenhausen

The Federal Highway Administration (FHWA) and the Platte County Highway Department appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. All substantive comments will be addressed in the Final EA. Thank you for your participation.

(Please print clearly)

Name: ROGER BETTENHAUSEN
Address: PO BOX 1023 911 23 ST EAST
City, State, Zip: COLUMBUS NE 68601
Phone: 402-564-1514
Email: ROGERB@NEBRASKAIREGISTRATION.COM



P.O. Box 1023
911 East 23rd Street
Columbus, NE 68602-1023

Ph: (402) 564-1514
Fax: (402) 563-2792
www.NebraskaIrrigation.com

Dear Sirs:

January 2, 2017

I would like to relay some of my concerns on the East 29th avenue viaduct project. In the beginning it was decided to close East 14th Avenue and keep East 44th Avenue open until the viaduct was finished. Unfortunately, there was very little consideration given to the current businesses and commuters that will be affected by the closing of 14th Avenue East. I strongly believe that neither East 44th nor East 14th Avenues should be closed because of the long term effects it will have on the Columbus community, local businesses, customers and employees. There are commuters and local businesses that use these routes regularly and many use them multiple times daily. It is also nice to have alternate ingress and egress routes to business areas. It also allows an alternate route for police and fire rescue. I'm very familiar with these routes as we have been involved in growing our family businesses (Nebraska Irrigation and Nitech IPM) in this area. We have been located in the industrial area just west of 14th Avenue East since 1986. These properties addresses are 911 23rd St East, 913 23rd St East, 929 23rd St East and 2070 11th Ave East. We use 14th Ave East frequently to avoid the traffic on East 23rd St. That area is already congested during large parts of the day with traffic from the large businesses to the east and truck traffic from the bypass. There have been accidents on East 23rd St at the busiest times of the day when 14th Ave East offered the only good alternative to get out of the area quickly and safely. There will no longer be any frontage roads on the south side of 23rd St East that connect to any routes to the south side of Columbus. There are many other businesses just in this area that use the 14th Ave East crossing as an alternative to stay off the highway. We all have customers that use 14th Ave East when they come from the south side of Columbus or from areas south of Columbus. Very few of these people are even aware that this convenient route will soon be unavailable to them. All other routes will funnel them into the traffic on 23rd St East.

Keeping East 14 Avenue open will keep the whole community moving in the most beneficial way for all its people!

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Roger Bettenhausen', is written over a thin horizontal line.

Roger Bettenhausen

Nebraska Irrigation Inc.

Center Pivot Components & Irrigation Accessories



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Roger Bettenhausen
Nebraska Irrigation, Inc.
P.O. Box 1023
911 East 23rd Street
Columbus, NE 68602-1023

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Bettenhausen,

This letter is in response to written comments received on January 4, 2017.

Platte County understands your concern regarding the proposed closing of the East 14th Avenue/Union Pacific Railroad (UPRR) mainline crossing. Current policy regarding new viaduct construction requires the closure of two at-grade crossings. As a result, the City of Columbus and Platte County have agreed to close the at-grade crossing of East 14th Avenue in conjunction with the funding agreement with the State and UPRR for construction of the proposed viaduct on East 29th Avenue. This agreement was brought before the Columbus City Council in 2008 and finalized in 2009. Columbus City Council meeting minutes and the signed agreements can be found in Appendix C of the Draft Environmental Assessment document.

East 14th Avenue currently carries 800 vehicles per day, with 5 percent heavy trucks, and serves primarily as an alternate route for workers from area industries avoiding delay at East 29th Avenue and US 30 when shift changes occur. East 14th Avenue is a paved road from US 30 (23rd Street East) south to 17th Street East, turning into a gravel road south of East 17th Street to East 8th Street. The only other remaining at-grade crossing is East 44th Avenue one mile east of East 29th Avenue. East 44th Avenue is a paved collector from East 8th Street to US 30, carrying approximately 2,000 vehicles per day.

Closing East 14th Avenue, as opposed to East 44th Avenue, will:

- Provide an uninterrupted UPRR corridor approximately 7.5 miles in length through the City of Columbus in combination with existing and planned future viaducts;
- Limit the sounding of train horns for areas residents;
- Make it easier for UPRR to provide rail service to industrial customers;
- Keep a more heavily used and paved collector open to traffic (East 44th Avenue).

North-south traffic currently using East 14th Avenue will be routed to the proposed 3rd Avenue and East 29th Avenue viaducts. The proposed grade separation on 3rd Avenue and East 29th Avenue will provide uninterrupted north-south routes 1 mile to the west and east of East 14th Avenue, respectively. Although travel distances would increase for some existing users of East 14th Avenue, trips are expected to be less stressful, and the travel time more predictable for the traveling public and emergency services, as there would be no possibility of train blockages by through trains and switching activity on existing and future siding tracks.

Properties and businesses south of US 30 (23rd Street East) between East 14th Avenue and East 6th Avenue will need to use either the viaduct on 3rd Avenue or East 29th Avenue via US 30 for access to and from East 8th Street and other destinations south. Access to US 30 is available at East 14th Avenue, East 11th Avenue, and East 6th Avenue, and the intersections of US 30 with East 11th Avenue, and East 6th Avenue are signalized to aid westbound turns.

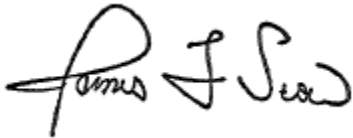
Currently, the UPRR crossing blockages cause roadway traffic congestion, delays, and the potential for vehicle crashes on East 29th Avenue, US 30, and East 8th Street as vehicles stack at the crossing. Construction of the viaduct on East 29th Avenue is expected to alleviate these delays and backups, and reduce the potential for vehicle crashes; making US 30 a more reliable and desirable option for east-west travel in the area. Overall, construction of the viaducts on 3rd Avenue or East 29th Avenue will improve circulation via US 30 for east-west and north-south travel in the area.

Additional details regarding the proposed closure of East 14th Avenue are discussed in Chapter 2, Section C and Chapter 4, Section C of the Draft Environmental Assessment document.

The Columbus East Viaduct and Related Roadway Improvements Draft Environmental Assessment can be accessed here: <http://www.roads.nebraska.gov/projects/future-projects/columbus-east-viaduct/>

Thank you for comment. Platte County appreciates your input. Your comment will be part of the official project record.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Scow". The signature is written in a cursive style with a large initial "J" and "S".

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig

From: Dewald, Steve [mailto:Steve.Dewald@adm.com]
Sent: Wednesday, January 18, 2017 11:08 AM
To: Rick.Haden <Rick.Haden@FHUENG.COM>
Subject: E-29th Avenue Viaduct Public Comment

This e-mail is a public comment from ADM in reference to the proposed RRZ-71(33) Columbus East Viaduct and Related Roadway Improvements project:

ADM is supportive of the overall concept and the proposed layout design of the Columbus East Viaduct and Related Roadway Improvement project. Studies have shown there is a large volume of vehicular traffic that crosses the current at grade railroad crossing on a daily basis, which has a high volume of rail traffic. The installation of a viaduct will significantly improve the safety of this crossing for both the public vehicular traffic as well as the Union Pacific Railroad employees. For this reason, it is very important that this project is prioritized and its completion is expedited.

Steve Dewald
ADM Corn Processing – Plant Manager
3000 E 8th St
Columbus, NE 68601
402-564-6353
steve.dewald@adm.com

Confidentiality Notice:

This message may contain confidential or privileged information, or information that is otherwise exempt from disclosure. If you are not the intended recipient, you should promptly delete it and should not disclose, copy or distribute it to others.



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Steve Dewald
ADM Corn Processing – Plant Manager
3000 East 8th Street
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Dewald,

This letter is in response to written comments received on January 18, 2017.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig

From: Rick.Haden
Sent: Thursday, December 15, 2016 11:54 AM
To: Anthony.Baumert <Anthony.Baumert@fhueng.com>
Subject: FW: EPA NEPA Program Comments on Columbus East Viaduct and Related Roadway Improvement Draft EA

Tony.
FYI and File.

Rick Haden
FELSBURG HOLT & ULLEVIG
connecting and enhancing communities
315 South 9th Street, Suite 201
Lincoln, NE 68508
Phone: [402.858.3281](tel:402.858.3281)
Fax: [402.438.7532](tel:402.438.7532)
Mobile: [402.430.4947](tel:402.430.4947)
rick.haden@fhueng.com

From: Shepard, Larry [<mailto:Shepard.Larry@epa.gov>]
Sent: Thursday, December 15, 2016 11:43 AM
To: Rick.Haden <Rick.Haden@FHUENG.COM>
Subject: EPA NEPA Program Comments on Columbus East Viaduct and Related Roadway Improvement Draft EA

Thank you for forwarding the above referenced document to us for our review. We have no comments regarding this project. We do appreciate the coordination.



Larry Shepard
NEPA Team
U.S. Environmental Protection Agency
Region 7
11201 Renner Blvd.
Lenexa, Kansas 66219
913-551-
shepard.larry@epa.gov



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Larry Shepard
NEPA Team
USEPA Region 7
11201 Renner Blvd.
Lenexa KS, 66219

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Shepard,

This letter is in response to written comments received on December 15, 2016.

Platte County appreciates your response regarding the proposed Columbus East Viaduct and Related Roadway Improvements project. Your comment will be part of the official project record.

Sincerely,

A handwritten signature in black ink that reads "Jim Scow". The signature is written in a cursive, flowing style.

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig

From: Scott, Tricia [<mailto:tricia.scott@nebraska.gov>]
Sent: Friday, December 16, 2016 1:09 PM
To: Rick.Haden <Rick.Haden@FHUENG.COM>
Subject: Columbus East Viaduct and Related Roadway Improvements Draft EA

16 December 2016

Felsburg Holt & Ullevig
ATTN: Mr. Rick Haden

RE: Columbus East Viaduct and Related Roadway Improvements Draft EA

Dear Mr. Haden:

The Nebraska Department of Environmental Quality (NDEQ) has reviewed the above referenced project. As with any project, permits may be required prior to beginning construction or operation. At a minimum, you should be aware of the possible requirements or permits:

	<u>Contact</u>	<u>Phone</u>
Fugitive Dust Regulations	Ken Almquist	(402) 471-3387
Construction Storm Water – General Permit	Emma Trewhitt	(402) 471-8330
Wastewater	Charles Duerschner	(402) 471-4206
Water Quality Section 404 Permitting	Robert Parker	(402) 471-2875
Waste Disposal	Erik Waiss	(402) 471-8308

Nebraska Title 129, Chapter 32 fugitive dust regulations shall apply to all construction activities.

No permit required. All wastes generated or discovered via project activity must be properly handled, contained, disposed, as per applicable regulations in Nebraska Title 128 and Title 132.

If you have questions about the permitting process, or any other questions, feel free to contact me at (402) 471-6974, or the individual listed above. For more information, please visit our website at deq.ne.gov.

Sincerely,

Tricia Scott
Field Services and Assistance
NE Department of Environmental Quality
1200 “N” Street, The Atrium, Suite 400
P.O. Box 98922, Lincoln, NE 68509-8922
Phone: 402.471.6974 | E-mail: tricia.scott@nebraska.gov



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Ms. Tricia Scott
Field Services and Assistance
NDEQ
1200 N Street
The Atrium, Suite 400
P.O. Box 98922
Lincoln, NE 68509-8922

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Ms. Scott,

This letter is in response to written comments received on December 15, 2016.

Platte County is aware of permits and regulations regarding fugitive dust, storm water, wastewater, water quality, and waste disposal that may be required as part of the proposed project. Platte County will obtain the necessary permits prior to construction and will comply with all applicable federal, state, and local legislation, as well as any general or special conditions required by pending permits.

Mitigation measures and environmental commitments, as well as Nebraska Department of Roads (NDOR) Standard Specifications and Special Provisions, have been incorporated into the Draft Environmental Assessment. These commitments will be implemented during the appropriate project phase. In addition to the mitigation measures, NDOR Standard Specifications and Special Provisions will be applied to provide specific methodology. Mitigation measures and environmental commitments related to fugitive dust, storm water, wastewater, water quality, and waste disposal area as follows:

Fugitive Dust

- Nebraska Air Quality Regulations (Nebraska Department of Environmental Quality [NDEQ], 13 May 2014) state that no person may cause or permit a road being constructed or repaired without applying reasonable measures to prevent particulate matter (commonly referred to as dust) from becoming airborne and remaining visible beyond the premises where it originates. Slight wetting of the soil during demolition and earthwork activities to prevent dust from impacting on-site workers and any potential off-site migration is recommended. Additionally, the Environmental Protection Agency (EPA) suggests the need for dust suppression when dry and dusty conditions are present to reduce the inhalation of dust, including the recommended use of dust masks by contractors. The Contractor is required by NDOR's Standard Specification Section 309 for dust control during construction.

Storm Water

- Platte County will obtain a Construction Storm Water (CSW) permit from NDEQ and produce an associated project-specific Storm Water Pollution Prevention Plan (SWPPP) before submitting the Notice of Intent (NOI). Platte County will incorporate soil erosion and sediment control practices as detailed in the CSW permit and SWPPP. Permanent drainage and water quality facilities (that is, Best Management Practices [BMPs]) may be included with the final design to mitigate adverse impacts caused by storm water runoff. These BMPs will protect water quality and provide a discharge velocity that is equal to or better than the current conditions. The project will comply with construction storm water permit requirements.
- The City of Columbus is required as part of their MS4 permit to report annually to NDEQ on the status of post-construction activities within its jurisdiction. National Pollutant Discharge Elimination System (NPDES) requirements include the evaluation of impaired and unique waters as part of the CSW NOI, SWPPP preparation, and MS4 compliance
- The project-specific SWPPP will outline mitigating measures during construction and maintenance requirements for all permanent BMPs. The SWPPP will include a detailed Erosion and Sediment Control Plan as part of the roadway design set. These plans will show temporary measures, such as silt fences, hay bales, soil retention blankets, inlet protection, and stabilized construction entrances. The design of measures to be taken will be determined during final design.

Water Quality

- Before any construction work, Platte County will obtain a Letter of Opinion of Non-Degradation from NDEQ for Impacts to Waters of the State (NDEQ, 22 March 2009). Although not anticipated, a Section 404 permit from the United States Army Corps of Engineers (USACE) will be obtained if impacts include Waters of the United States (WOUS)(USACE, 2012).
- At the discretion of NDEQ, impacted wetlands occurring within roadside ditches may be mitigated on-site at a 1:1 ratio, if the project design allows the creation of new ditch wetlands adjacent to the impacted areas. Appropriate mitigation sites will require adequate hydrology and will be seeded with a mix of hydrophytic grasses and sedges appropriate for the region to create in-kind replacement. Monitoring the progress of vegetation establishment and evaluating hydrology will be required to ensure the success of the mitigation wetland areas.

Wastewater and Waste Disposal

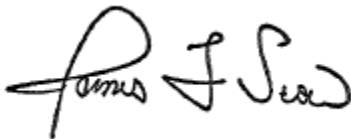
- If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material will stop until NDOR/Federal Highway Administration (FHWA) is notified and a plan to dispose of the hazardous materials has been developed. Then NDEQ shall be consulted and a remediation plan shall be developed for this project. The potential exists to have contaminants present resulting in minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the NDEQ shall be contacted for consultation and appropriate actions be taken. The Contractor is required by NDOR's Standard Specification Section 107 (legal relations and responsibilities to the public)(NDOR, 2007) to handle and dispose of contaminated material in accordance with applicable laws.
- Project plans and specifications will identify relocation of the overhead electrical utility lines and pole-mounted transformers, which may or may not contain polychlorinated biphenyl (PCB). Performance of the work set forth in the project plans and specifications will be conducted in accordance with any easement agreement among the utility companies, Platte County, and/or private landowners. Platte County or their representative will contact the utilities to schedule

performance of the work and would coordinate the work with the project construction activities per NDOR's Standard Specifications for Highway Construction, Subsections 105.06 and 107.16 (NDOR, 2007).

- The shallow soil (from ground surface to 3 feet bgs) showed low levels of arsenic and chromium contamination while the deeper soil showed very low levels of VOC contamination. During construction, any shallow soil that is excavated will either be returned to the excavation or be disposed of as a special waste under a special waste permit. No shallow soil will be hauled off for reuse somewhere else.
- The SVOC contamination in groundwater exceeded EPA's MCL for bis(2-ethylhexyl)phthalate (di(2-ethylhexyl)phthalate [DEHP]). Any groundwater recovered from this site during the construction will be containerized and discharged at a wastewater treatment plant. Coordination with the wastewater treatment plant will be required.
- It is acceptable for pile to be driven into the confining clay layer so long as the pile does not pierce through the lower depths of the clay, potentially creating a preferential pathway for the contaminated groundwater to spread to another aquifer. Pier design and construction shall be restricted to the depths of the confining clay later at approximately 70 to 90 feet bgs.
- Prior to construction activities, a Preconstruction Meeting will be held as required by Section 103.01 of the 2002 NDOR Construction Manual (NDOR, 2002). The purpose of the meeting is to discuss pertinent information to the project before construction begins, including hazardous materials reviews and health and safety issues.
- The following project activities will, to the extent possible, be restricted to the beginning and ending points of the project (stationing, reference posts, mile markers, and/or section-township-range references), within the right-of-way designated on the project plans: borrow, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage areas. The Contractor must environmentally clear/permit any project-related activities that occur outside these areas with the United States Fish and Wildlife Service (USFWS) and Nebraska Game and Parks Commission (NGPC), as well as any other appropriate agencies and submit those clearances/permits to the District Construction Project Manager before the start of the above listed project activities. The Contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan sheet or drawing showing the location and dimensions of the activity site, a minimum of four ground photos showing the existing conditions of the proposed activity site, depth to groundwater and depth of the planned pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental, which would coordinate with FHWA for acceptance, if needed. The Contractor must receive notice of acceptance from NDOR before starting the above-listed project activities.

Platte County appreciates your response regarding the proposed Columbus East Viaduct and Related Roadway Improvements project. Your comment will be part of the official project record.

Sincerely,



Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)

Mr. Terry Wicht – Platte County Highway Superintendent

Ms. Jane Cromwell – Platte County Highway Department

Mr. Glen Steffensmeier – NDOR Project Coordinator

Ms. Melissa Maiefski – The Federal Highway Administration

Mr. Kyle Anderson – Felsburg Holt & Ullevig



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

December 12, 2016

Planning, Programs, and Project Management Division

Mr. Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street, Suite 201
Lincoln, Nebraska 68608

Dear Mr. Haden:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated November 21, 2016 (received December 6, 2016) regarding the environmental review of the proposed Columbus East Viaduct and Related Roadway Improvements project in Columbus, Platte County, Nebraska. It is understood that the proposed project would improve access to the industrial area in the vicinity of East 29th Avenue and the mainline of the Union Pacific Rail Road (UPRR), reduce traffic congestion and associated delays at the UPRR crossings, and decrease the potential for train-vehicle collisions at the East 29th and East 14th Avenue railroad crossings. We offer the following comments for your consideration:

Your plans should be coordinated with the state water quality office that has jurisdiction within the area where the project is located to ensure compliance with federal and state water quality standards and regulations mandated by the Clean Water Act and administered by the U.S. Environmental Protection Agency. Please coordinate with the Nebraska Department of Environmental Quality concerning state water quality programs.

If you have not already done so, it is recommended you consult with the U.S. Fish and Wildlife Service and the Nebraska Game and Parks Commission regarding fish and wildlife resources. In addition, the Nebraska State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

Since the proposed project does not appear to be located within Corps owned or operated lands, your plans should be submitted to the local floodplain administrator for review and approval prior to construction. It should be ensured that the proposed project is in compliance with the floodplain management criteria of Platte County and the State of Nebraska. In addition, please coordinate with the following floodplain management office:

Nebraska Department of Natural Resources
Attention: Mr. Shuhai Zheng
301 Centennial Mall South, 4th Floor
P. O. Box 94876
Lincoln, Nebraska 68509-4876
shuhaizheng@nebraska.gov
Telephone: 402.471.3936
Fax: 402.471.2900

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. You can visit the Omaha District's Regulatory website for permit applications and related information. Please review the information on the provided website (<http://www.nwo.usace.army.mil/Missions/RegulatoryProgram.aspx>) to determine if this project requires a 404 permit. For a detailed review of the permit requirements, preliminary and final project plans should be sent to:

U.S. Army Corps of Engineers
Wehrspann Regulatory Office
Attention: Mr. John Moeschen, CENWO-OD-R-NE
8901 South 154th Street
Omaha, Nebraska 68138-3621

In addition, please update your records with our current mailing address:

U.S. Army Corps of Engineers, Omaha District
Planning Branch
Attention: Mr. Eric Laux, CENWO-PM-AC
1616 Capitol Ave.
Omaha, Nebraska 68102-4901

If you have any questions, please contact Ms. Amee Rief of my staff at (402) 995-2544 or amee.l.rief@usace.army.mil and reference PD# 6985 in the subject line.

Sincerely,



Eric A. Laux
Chief, Environmental Resources and Missouri River
Recovery Program Plan Formulation Section

Copy Furnished:
CENWO-OD-R-NE/Moeschen
CENWO-OD-R-NE/Gardner



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Ms. Amee Rief
USACE
Omaha District Planning Branch
1616 Capitol Avenue
Lincoln, NE 68102-4901

Re: PD# 6985
Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Ms. Rief,

This letter is in response to written comments received on December 12, 2016.

Platte County is aware of permits and regulations regarding water quality, threatened and endangered species, historic resources, floodplain, and Waters of the United States (WOUS). Platte County will obtain the necessary permits prior to construction and will comply with all applicable federal, state, and local legislation, as well as any general or special conditions required by pending permits.

Mitigation measures and environmental commitments, as well as Nebraska Department of Roads (NDOR) Standard Specifications and Special Provisions, have been incorporated into the Draft Environmental Assessment. These commitments will be implemented during the appropriate project phase. In addition to the mitigation measures, NDOR Standard Specifications and Special Provisions will be applied to provide specific methodology.

Agency coordination, mitigation measures, and environmental commitments related to water quality, threatened and endangered species, historic resources, floodplain, and WOUS are as follows:

Water Quality and WOUS

- A jurisdictional determination request was submitted to the United States Army Corps of Engineers (USACE) in November 2013 to determine whether wetlands and waters within the study area are WOUS (under the jurisdiction of the USACE) or Waters of the State (under the jurisdiction of Nebraska Department of Environmental Quality (NDEQ, 22 March 2009). A Preliminary Jurisdictional Determination was received 17 April 2014 indicating that the Loup Canal and abutting wetlands are jurisdictional wetlands or WOUS. The project will not impact these jurisdictional resources.
- Before any construction work, Platte County will obtain a Letter of Opinion of Non-Degradation from NDEQ for Impacts to WOUS (NDEQ, 22 March 2009). Although not anticipated, a Section 404 permit from the USACE will be obtained if impacts include WOUS (WOUS)(USACE, 2012).
- At the discretion of NDEQ, impacted wetlands occurring within roadside ditches may be mitigated on-site at a 1:1 ratio, if the project design allows the creation of new ditch wetlands adjacent to

the impacted areas. Appropriate mitigation sites will require adequate hydrology and will be seeded with a mix of hydrophytic grasses and sedges appropriate for the region to create in-kind replacement. Monitoring the progress of vegetation establishment and evaluating hydrology will be required to ensure the success of the mitigation wetland areas.

Threatened and Endangered Species

- A biological assessment was processed under the Nebraska Biological Evaluation Programmatic Agreement for Endangered and Threatened Species between NDOR, Federal Highway Administration (FHWA), United States Fish and Wildlife Service (USFWS), and Nebraska Game and Parks Commission (NGPC)(Signed 28 October 2013, reevaluated 4 February 2014). The activities of clearing and grubbing and culvert work that will occur as part of the project will have the potential to impact northern long-eared bats. Conservation conditions will be implemented to avoid adverse impacts to the species. Therefore, it is determined that the project may affect, but is not likely to adversely affect the northern long-eared bat, and will have no effect to all other state or federally listed species.
- Migratory birds likely to be present within the study area include urban tree-nesting, grassland ground-nesting, and urban ledge-nesting species. The primary areas of grassland habitat, in the southeast quadrant of the study area, are unlikely to be impacted, as the project will not disturb these habitats. Construction activity along the project is likely to remove trees, grassland, and wetland vegetation in ditches. This loss of habitat will most likely be temporary. Disturbed areas will be seeded with native vegetation and the existing East 29th Avenue alignment will most likely be reclaimed providing additional habitat for nesting and foraging. In addition, the construction of a bridge will result in nesting habitat for some ledge-nesting species (such as cliff swallows). Direct impacts to migratory birds from construction activities associated with the project are unlikely to be adverse.
- The project is unlikely to affect golden eagles because there is no suitable habitat in the project vicinity. The project and associated construction activities in the project area will have the potential to disturb bald eagles; however, significant adverse effects are unlikely due to the ongoing industrial disturbances already present in the area.

Historic Resources

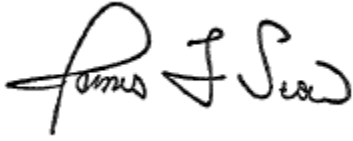
- The Highway Archaeology Program of the Nebraska State Historical Society (HAP-NSHS) evaluated the project for potential for archaeological and architectural resources. In 2013, historical resources were evaluated and determined to be unaffected. Concurrence was received from the State Historic Preservation Officer (SHPO) on 29 October 2013.
- No pre-construction mitigation is required. If archaeological or paleontological materials are discovered during construction, NDOR Standard Specifications for Highway Construction 107.10 (NDOR, 2007 pg. 60) states, "The Engineer would be promptly notified when any such articles are uncovered and the Contractor shall suspend operations in the area involved until such time that arrangements are made for their removal and preservation".

Floodplains

- This project does not require a floodplain development permit. Federal Emergency Management Agency (FEMA, 19 April 2010) has mapped the area surrounding the Platte River, including Lost Creek and the Loup Canal, approximately 1.5 miles east of the City of Columbus (Sections 22 and 23, Township 17 North, Range 1 East) as located in a Zone X area with reduced flood risk due to the levee.

Platte County appreciates your response regarding the proposed Columbus East Viaduct and Related Roadway Improvements project. Your comment will be part of the official project record.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Scow". The signature is fluid and cursive, with the first name "Jim" and last name "Scow" clearly distinguishable.

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig

From: Bob Niedbalski [mailto:BNiedbalski@paigeelectric.com]
Sent: Tuesday, December 06, 2016 10:32 AM
To: Rick.Haden <Rick.Haden@FHUENG.COM>
Cc: Anthony.Baumert <Anthony.Baumert@fhueng.com>; Matt.McFadden <Matt.McFadden@FHUENG.COM>; Kyle.Anderson <Kyle.Anderson@FHUENG.COM>
Subject: RE: Paige Electric Driveway access.

Rick,

For the record I just want to stress that Paige Electric must maintain our current access points. The drawing that you sent me allows us to continue to enter our driveway from the west as well as the south dock driveway and exit. Basically our trucks enter from the west driveway and que up to wait their turn at the dock, they then pull out onto East 15th Street to allow them to back into our docks. When they are finished they exit the south driveway. Our employees also need two ways to leave at the end of their 3:30 PM shift as it can be congested with trucks waiting to load. The way the preferred plan is should work for us.

If you have any questions for me please let me know.

Thank you,

Bob Niedbalski
Executive Vice President of Manufacturing
Paige Electric Co., L.P.
1679 East 29th Avenue
P.O. Box 38
Columbus, NE 68601

bniedbalski@paigeelectric.com

Phone 402-563-3545

Cell 402-910-1898

From: Rick.Haden [mailto:Rick.Haden@FHUENG.COM]
Sent: Tuesday, December 06, 2016 9:39 AM
To: Bob Niedbalski <BNiedbalski@paigeelectric.com>
Cc: Anthony.Baumert <Anthony.Baumert@fhueng.com>; Matt.McFadden <Matt.McFadden@FHUENG.COM>; Kyle.Anderson <Kyle.Anderson@FHUENG.COM>
Subject: RE: Paige Electric Driveway access.

Bob,
See attached plan showing your driveway on East 29th Avenue being reconstructed on the frontage road at the same location. The frontage road may or may not continue north past your drive, depending on Valmont's plans in the long term. We are not anticipating the need to do any work on E. 15th Street near your driveways, so they would remain as they are today.

We would welcome any written comments you may have for the record if you are unable to attend the public hearing.

Rick Haden
FELSBURG HOLT & ULLEVIG
connecting and enhancing communities
315 South 9th Street, Suite 201
Lincoln, NE 68508
Phone: 402.858.3281
Fax: 402.438.7532
Mobile: 402.430.4947
rick.haden@fhueng.com

From: Bob Niedbalski [<mailto:BNiedbalski@paigeelectric.com>]

Sent: Tuesday, December 06, 2016 9:07 AM

To: Rick.Haden <Rick.Haden@FHUENG.COM>

Subject: Paige Electric Driveway access.

Rick,

Please send me a view of our driveway access points.

Thank you,

Bob Niedbalski
Executive Vice President of Manufacturing
Paige Electric Co., L.P.
1679 East 29th Avenue
P.O. Box 38
Columbus, NE 68601

bniedbalski@paigeelectric.com

Phone 402-563-3545

Cell 402-910-1898



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Bob Niedbalski
Executive Vice President of Manufacturing
Paige Electric Co., L.P.
1679 East 29th Avenue
P.O. Box 39
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Niedbalski,

This letter is in response to written comments received on December 6, 2016.

It is anticipated that Paige Electric's current access points would be maintained. The south access point will remain unaltered at East 15th Street. The west access point will remain in the original location, but will connect to a proposed frontage road allowing access to East 29th Avenue.

Furthermore, potential design changes to accommodate access for Valmont Industries would shorten the frontage road on the west side of Paige Electric's property. The access road on the east side of East 29th Avenue south of the Union Pacific Railroad (UPRR) Mainline would extend from East 12th Street, continue north paralleling East 29th Avenue, and terminate after Paige Electric's access drive. All parts of this access road north of Paige Electric's access drive would be eliminated from the project. This potential project modification would maintain Paige Electric's access, and potentially decrease the amount of right-of way (ROW) required from Paige Electric's property. The attached concept drawing shows the approximate location of the proposed design changes.

Platte County will continue to coordinate with Paige Electric Co., L.P. to finalize details regarding the access improvements through the final design and ROW acquisition process.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)

Mr. Terry Wicht – Platte County Highway Superintendent

Ms. Jane Cromwell – Platte County Highway Department

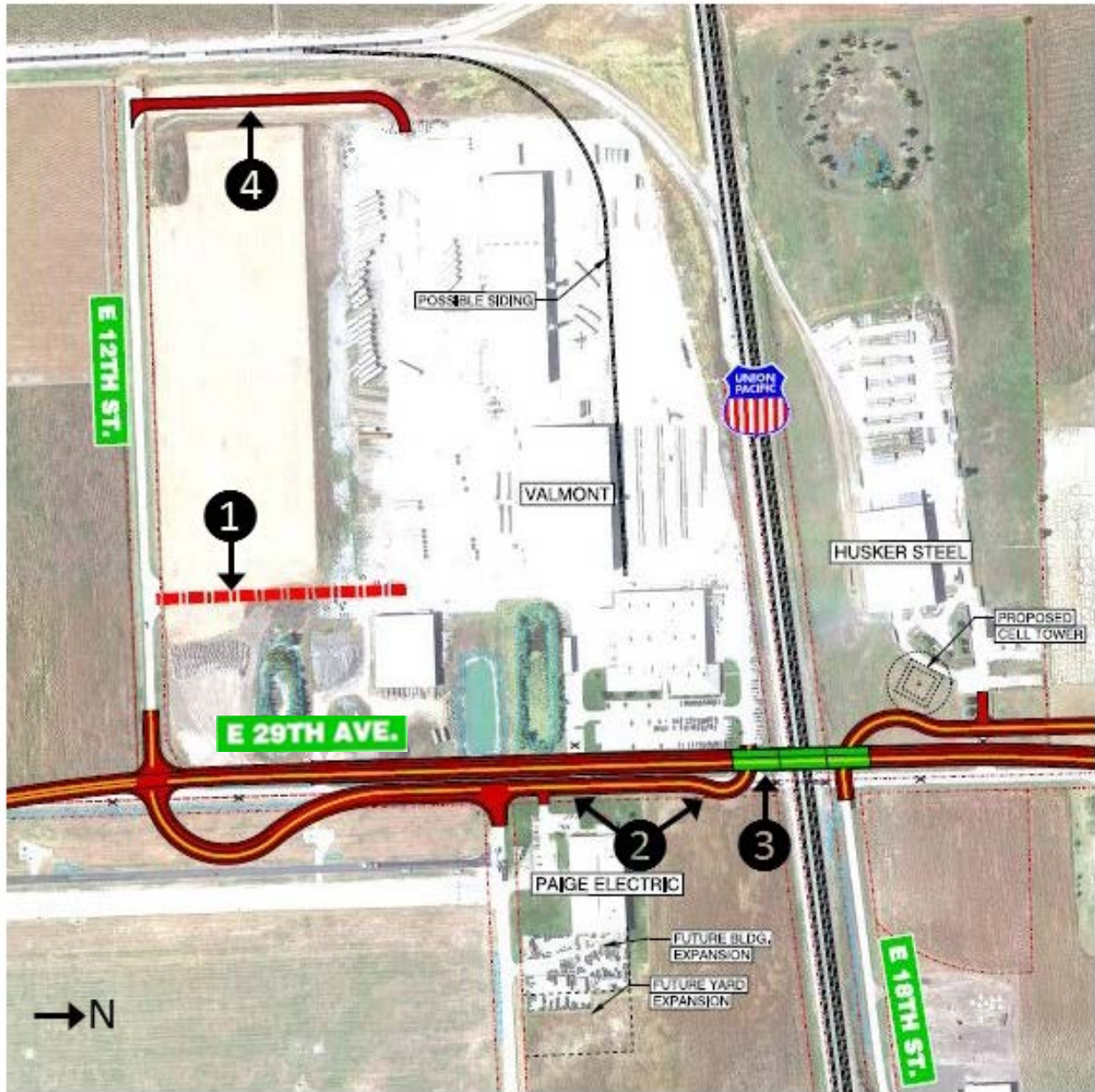
Mr. Glen Steffensmeier – NDOR Project Coordinator

Ms. Melissa Maiefski – The Federal Highway Administration

Mr. Kyle Anderson – Felsburg Holt & Ullevig

Access and Frontage Road Modifications:

(Nos. 1-4 below refer to Nos. 1-4 in the concept drawing below)



1. Proposed relocation of Valmont Industries' primary access. Exact location and design to be determined during the final design and right-of-way acquisition process.
2. The access road on the east side of East 29th Avenue south of the Union Pacific Railroad (UPRR) Mainline would extend from East 12th Street, continue north paralleling East 29th Avenue, and terminate after Paige Electric's access drive. All parts of this access road north of Paige Electric's access drive would be eliminated from the project.
3. The proposed viaduct bridge structure would be shortened since the bridge will no longer need to span an access road south of the (UPRR) Mainline tracks.
4. Proposed access located toward the rear of the Valmont property at the western end of East 12th Street would be eliminated.

MATT McFADDEN & I RETURN STEVE NIEWOJNER'S
CALL (402) 564-1400 TO DISCUSS POSSIBLE
CONSOLIDATION OF SIDUMP'R'S DRIVEWAYS ON
THE WEST SIDE OF E. 29TH AVE.

SIDUMP'R CURRENTLY HAS NO INTERNAL
CIRCULATION BETWEEN THEIR DRIVEWAYS
AND NEED TO HAVE TRUCKS ENTERING OFF OF THEIR
US HWY. 30, EXIT ^{DRIVE} ~~BY~~ THE NORTH ACCESS ON
E 29TH ST TO ENTER THE MIDDLE DRIVE AND
REACH THE DOCK AREA ON THE EAST SIDE OF
THEIR BLDG.

THEY WOULD BE IN FAVOR OF ELIMINATING
THE ^{NORTH} DRIVEWAY ON E. 29TH ST CLOSEST TO HWY. 30
IF THEY COULD HAVE A CONNECTION PROVIDED
BETWEEN THAT DRIVE AND THE MIDDLE DRIVE.

HE INDICATED THAT SOMEWHERE AROUND 50'-75'
EAST OF THE ROW OF TREES BY THEIR BLDG
IS WHAT HE PICTURED BUT WOULD BE WILLING
TO CONSIDER OTHER OPTIONS.

WE INDICATED THAT WE WOULD SKETCH UP
A COUPLE OF OPTIONS FOR HIS REVIEW.

VIA DUCT

Subject SIDLUND'S ELECTRIC

Checked

Sheet of

SERVICE.

MATT MCFADDEN & I RETURNED STEVE
NIEWOJNER'S CALL (402) 564-1400.

WE DISCUSSED HIS ELECTRIC SERVICE FROM
THE PRT SUBSTATION THAT WILL BE UNDER
THE NEW JUG HANDLE ON THE WEST SIDE OF
E. 29th AVE. HE SAID THAT HE FOUND PLANS
SHOWING (2) 4" CONDUITS COMING FROM THE
SUBSTATION TO A PULL BOX AND THEN
ON TO THEIR BLDG. HE WASN'T SURE IF THE
CONDUIT WAS STEEL OR PLASTIC. HE PULLED
THE LID ON THE PULL BOX BUT IT WAS FILLED
WITH WATER.

MATT INDICATED THAT WE WOULD CHECK THE
SURVEY TO SEE WHAT WAS SHOWN.



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Steve Niewohner
Sidump'r
2500 East 23rd Street
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Niewohner,

This letter is in response to email and verbal comments received on December 21, 2016.

It is Platte County's understanding that Sidump'r may be willing to close the northern most access drive along East 29th Avenue. Platte County would prefer that the northern most access be closed due to its proximity to the East 29th Avenue/US 30 intersection. Closing this access would limit conflicts and potential backups due to trucks attempting to leave Sidump'r property at East 29th Avenue, particularly those trucks and other vehicles needing to turn northbound on East 29th Avenue to access US Hwy 30.

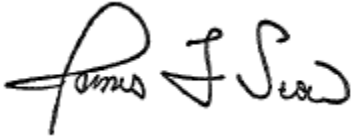
Platte County would prefer to consolidate access points on the east side of Sidump'r property by routing Sidump'r traffic to the proposed frontage road along on the west side of the proposed East 29th Avenue alignment. Accommodations could be made to facilitate a connection between the drive on the north of the property, running along the east side of the property eventually connecting to the proposed frontage road. Such a connection would potentially allow for the closing of the two northern most access drives along East 29th Avenue, and provide continuous circulation on the north and east sides of the Sidump'r building from US 30 to East 29th Avenue. The attached concept drawing shows the proposed location of these access modifications.

Platte County is committed to maintaining appropriate access and circulation options, and will continue to coordinate with Sidump'r to finalize details regarding the access and circulation improvements through the final design and right-of-way acquisition process.

Platte County is aware that there may be electric utility lines within the vicinity of the proposed access drive and is will take this into account as the project moves forward. Currently there are no utility lines shown in this vicinity on the preliminary design plans, but survey data used for preliminary design did not include all the extent of the property.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Scow". The signature is written in a cursive, flowing style.

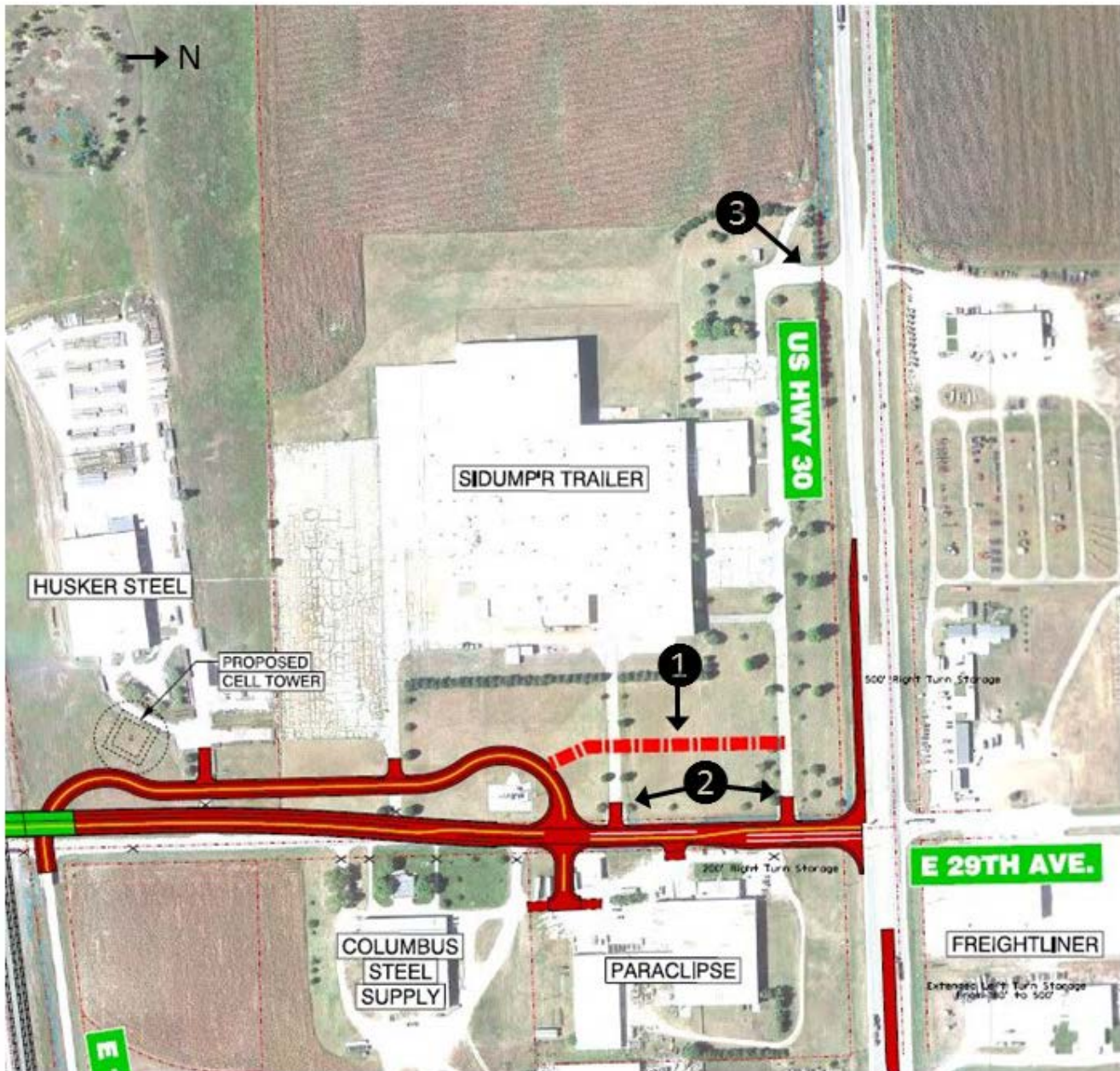
Mr. Jim Scow
Platte County Board of Supervisors
District 3

Attachment:
Sidump'r Access Modifications

Cc:
Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig

Sidump'r Access Modifications:

(Nos. 1-3 below refer to Nos. 1-3 in the concept drawing below)



1. Proposed access drive connecting the circulator road on the north side of the property to the frontage road providing access to Easy 29th Avenue. Exact location and design to be determined during the final design and right-of-way acquisition process.
2. Two existing access drives fronting East 29th Avenue could be eliminated.
3. The existing access on US 30 would be maintained, allowing for truck traffic to enter Sidump'r at the northwest access on US 30, proceed to the loading docks on the north side of the building, and exit on the east side of the property at East 29th Avenue.

December 13, 2016

Project: Columbus East Viaduct and Related Roadway Improvement

Project No. RRZ-71(33)

Control No. 32190

Public Hearing Verbal Comment Notes:

Mr. Bill Suiter

Paraclipse

Production Manager

2271 East 29th Avenue

Columbus, NE 68601

Bill at Paraclipse:

The garage door on the north bay houses a 5-Ton Bridge Crane that they use for loading and unloading trucks. Trucks need to access the loading bay on the north side of their building that currently lines up with their northern drive. This bay has a large overhead crane in it that they use to load & unload material. It was explained that the proposed access drives were designed in a manner to be able to handle these trucks. He said he would share the information with his management and have them prepare a written comment if needed.



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Bill Suiter
Paraclipse
Production Manager
2271 East 29th Avenue
Columbus, NE 68601

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Suiter,

Thank you for attending the December 13, 2016 public hearing for the above referenced project. This letter is in response to verbal comments received on December 13, 2016.

It is Platte County's understanding that Paraclipse requires trucks to access the north bay and garage door of the facility for loading and unloading purposes.

Currently, the preferred alternative would close the northernmost access fronting East 29th Avenue. Although this access would no longer be available, two additional access points would be improved providing access for large trucks to circulate along the western edge of the property to access the north bay and garage door.

Should an access still be required at the northernmost edge of the property along East 29th Avenue, an access point could be maintained but closed to everyday traffic. The access point would normally be closed with a gate or chain, and opened only when needed by trucks entering or leaving the property.

Platte County is committed to maintaining appropriate access and circulation options, and will continue to coordinate with Paraclipse to finalize details regarding the access and circulation improvements through the final design and right-of-way acquisition process.

Platte County appreciates your comment in support of the project. Your comment will be part of the official project record.

Sincerely,

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)

Mr. Terry Wicht – Platte County Highway Superintendent

Ms. Jane Cromwell – Platte County Highway Department

Mr. Glen Steffensmeier – NDOR Project Coordinator

Ms. Melissa Maiefski – The Federal Highway Administration

Mr. Kyle Anderson – Felsburg Holt & Ullevig

APPENDIX C
Agency Correspondence

The following agencies and stakeholders were e-mailed on August 22, 2014 the public notice and notified of the public hearing for the MAPA-5127(1) 156th Street Improvements – Phase 2; CN 22376:

Bob Puschendorf – Deputy State Historic Preservation Officer at State of Nebraska
Brook Stansberry – U.S. Fish and Wildlife Service
Carey Grell – Nebraska Game and Parks Commission
Dionne Gioia – ISDA – APHIS Wildlife Services, Nebraska
Eliodora Chamberlain – U.S. Environmental Protection Agency
Frank Albrecht – Nebraska Game and Parks Commission
Jason Garber – Nebraska Department of Environmental Quality
Jill Dolberg – Nebraska State Historical Society
John Cochnar – U.S. Fish and Wildlife Service
John Moeschen – U.S. Army Corps of Engineers
Michelle Koch – Nebraska Game and Parks Commission
Phil Rezac – U.S. Army Corps of Engineers
Rob Bozell – Nebraska State Historical Society
Shane Tucker - UNL
Ted LaGrange - Nebraska Game and Parks Commission
Emily Smith DeLeon – Winnebago Tribe of Nebraska
Jason Olsufka – Ponca Tribe of Nebraska
Randy Teboe – Ponca Tribe of Nebraska
Calvin Harlan – Omaha Tribe of Nebraska
Pawnee Nation
Dee Phan – Federal Transit Administration
Reggie Robinson – U.S. Department of Housing and Urban Development
Earl Redrick - U.S. Department of Housing and Urban Development
Camas Steuter – Nebraska Health and Human Services
Larry Johnson – Nebraska Trucking Association
Rebecca Valdez – Urban League of Nebraska
Leon Milobar – Nebraska Small Business Administration
Brian Dunnigan – Nebraska Department of Natural Resources
Curt Simon – Omaha Metro Transit
Greg Youell – MAPA
Michael Felschow – MAPA
Aimee Melton – City of Omaha
Carrie Murphy – City of Omaha
Marlin Petermann – Papio-Missouri Natural Resource District
Trina Westman – City of Omaha, Landmarks Heritage Preservation Commission Administrator
Julye Ward – Nebraska Department of Education
Pepperwood HOA and SID 206
Farmington Woods Neighborhood HOA
Bent Creek HOA
Diamond Head HOA and SID 350
Huntington Park HOA
Barrington Park HOA
Erik Chaussee – Principal, Grace Abbott Elementary School
Dr. Susie Melliger – Principal, Aldrich Elementary School
Denise McCown – Principal, Picotte Elementary School

From: Rick.Haden
Sent: Thursday, December 15, 2016 11:54 AM
To: Anthony.Baumert <Anthony.Baumert@fhueng.com>
Subject: FW: EPA NEPA Program Comments on Columbus East Viaduct and Related Roadway Improvement Draft EA

Tony.
FYI and File.

Rick Haden
FELSBURG HOLT & ULLEVIG
connecting and enhancing communities
315 South 9th Street, Suite 201
Lincoln, NE 68508
Phone: [402.858.3281](tel:402.858.3281)
Fax: [402.438.7532](tel:402.438.7532)
Mobile: [402.430.4947](tel:402.430.4947)
rick.haden@fhueng.com

From: Shepard, Larry [<mailto:Shepard.Larry@epa.gov>]
Sent: Thursday, December 15, 2016 11:43 AM
To: Rick.Haden <Rick.Haden@FHUENG.COM>
Subject: EPA NEPA Program Comments on Columbus East Viaduct and Related Roadway Improvement Draft EA

Thank you for forwarding the above referenced document to us for our review. We have no comments regarding this project. We do appreciate the coordination.



Larry Shepard
NEPA Team
U.S. Environmental Protection Agency
Region 7
11201 Renner Blvd.
Lenexa, Kansas 66219
913-551-
shepard.larry@epa.gov



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Mr. Larry Shepard
NEPA Team
USEPA Region 7
11201 Renner Blvd.
Lenexa KS, 66219

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Mr. Shepard,

This letter is in response to written comments received on December 15, 2016.

Platte County appreciates your response regarding the proposed Columbus East Viaduct and Related Roadway Improvements project. Your comment will be part of the official project record.

Sincerely,

A handwritten signature in black ink that reads "Jim Scow". The signature is written in a cursive, flowing style.

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig

From: Scott, Tricia [<mailto:tricia.scott@nebraska.gov>]
Sent: Friday, December 16, 2016 1:09 PM
To: Rick.Haden <Rick.Haden@FHUENG.COM>
Subject: Columbus East Viaduct and Related Roadway Improvements Draft EA

16 December 2016

Felsburg Holt & Ullevig
ATTN: Mr. Rick Haden

RE: Columbus East Viaduct and Related Roadway Improvements Draft EA

Dear Mr. Haden:

The Nebraska Department of Environmental Quality (NDEQ) has reviewed the above referenced project. As with any project, permits may be required prior to beginning construction or operation. At a minimum, you should be aware of the possible requirements or permits:

	<u>Contact</u>	<u>Phone</u>
Fugitive Dust Regulations	Ken Almquist	(402) 471-3387
Construction Storm Water – General Permit	Emma Trewhitt	(402) 471-8330
Wastewater	Charles Duerschner	(402) 471-4206
Water Quality Section 404 Permitting	Robert Parker	(402) 471-2875
Waste Disposal	Erik Waiss	(402) 471-8308

Nebraska Title 129, Chapter 32 fugitive dust regulations shall apply to all construction activities.

No permit required. All wastes generated or discovered via project activity must be properly handled, contained, disposed, as per applicable regulations in Nebraska Title 128 and Title 132.

If you have questions about the permitting process, or any other questions, feel free to contact me at (402) 471-6974, or the individual listed above. For more information, please visit our website at deq.ne.gov.

Sincerely,

Tricia Scott
Field Services and Assistance
NE Department of Environmental Quality
1200 “N” Street, The Atrium, Suite 400
P.O. Box 98922, Lincoln, NE 68509-8922
Phone: 402.471.6974 | E-mail: tricia.scott@nebraska.gov



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Ms. Tricia Scott
Field Services and Assistance
NDEQ
1200 N Street
The Atrium, Suite 400
P.O. Box 98922
Lincoln, NE 68509-8922

Re: Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Ms. Scott,

This letter is in response to written comments received on December 15, 2016.

Platte County is aware of permits and regulations regarding fugitive dust, storm water, wastewater, water quality, and waste disposal that may be required as part of the proposed project. Platte County will obtain the necessary permits prior to construction and will comply with all applicable federal, state, and local legislation, as well as any general or special conditions required by pending permits.

Mitigation measures and environmental commitments, as well as Nebraska Department of Roads (NDOR) Standard Specifications and Special Provisions, have been incorporated into the Draft Environmental Assessment. These commitments will be implemented during the appropriate project phase. In addition to the mitigation measures, NDOR Standard Specifications and Special Provisions will be applied to provide specific methodology. Mitigation measures and environmental commitments related to fugitive dust, storm water, wastewater, water quality, and waste disposal area as follows:

Fugitive Dust

- Nebraska Air Quality Regulations (Nebraska Department of Environmental Quality [NDEQ], 13 May 2014) state that no person may cause or permit a road being constructed or repaired without applying reasonable measures to prevent particulate matter (commonly referred to as dust) from becoming airborne and remaining visible beyond the premises where it originates. Slight wetting of the soil during demolition and earthwork activities to prevent dust from impacting on-site workers and any potential off-site migration is recommended. Additionally, the Environmental Protection Agency (EPA) suggests the need for dust suppression when dry and dusty conditions are present to reduce the inhalation of dust, including the recommended use of dust masks by contractors. The Contractor is required by NDOR's Standard Specification Section 309 for dust control during construction.

Storm Water

- Platte County will obtain a Construction Storm Water (CSW) permit from NDEQ and produce an associated project-specific Storm Water Pollution Prevention Plan (SWPPP) before submitting the Notice of Intent (NOI). Platte County will incorporate soil erosion and sediment control practices as detailed in the CSW permit and SWPPP. Permanent drainage and water quality facilities (that is, Best Management Practices [BMPs]) may be included with the final design to mitigate adverse impacts caused by storm water runoff. These BMPs will protect water quality and provide a discharge velocity that is equal to or better than the current conditions. The project will comply with construction storm water permit requirements.
- The City of Columbus is required as part of their MS4 permit to report annually to NDEQ on the status of post-construction activities within its jurisdiction. National Pollutant Discharge Elimination System (NPDES) requirements include the evaluation of impaired and unique waters as part of the CSW NOI, SWPPP preparation, and MS4 compliance
- The project-specific SWPPP will outline mitigating measures during construction and maintenance requirements for all permanent BMPs. The SWPPP will include a detailed Erosion and Sediment Control Plan as part of the roadway design set. These plans will show temporary measures, such as silt fences, hay bales, soil retention blankets, inlet protection, and stabilized construction entrances. The design of measures to be taken will be determined during final design.

Water Quality

- Before any construction work, Platte County will obtain a Letter of Opinion of Non-Degradation from NDEQ for Impacts to Waters of the State (NDEQ, 22 March 2009). Although not anticipated, a Section 404 permit from the United States Army Corps of Engineers (USACE) will be obtained if impacts include Waters of the United States (WOUS)(USACE, 2012).
- At the discretion of NDEQ, impacted wetlands occurring within roadside ditches may be mitigated on-site at a 1:1 ratio, if the project design allows the creation of new ditch wetlands adjacent to the impacted areas. Appropriate mitigation sites will require adequate hydrology and will be seeded with a mix of hydrophytic grasses and sedges appropriate for the region to create in-kind replacement. Monitoring the progress of vegetation establishment and evaluating hydrology will be required to ensure the success of the mitigation wetland areas.

Wastewater and Waste Disposal

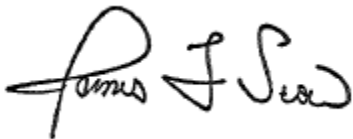
- If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material will stop until NDOR/Federal Highway Administration (FHWA) is notified and a plan to dispose of the hazardous materials has been developed. Then NDEQ shall be consulted and a remediation plan shall be developed for this project. The potential exists to have contaminants present resulting in minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the NDEQ shall be contacted for consultation and appropriate actions be taken. The Contractor is required by NDOR's Standard Specification Section 107 (legal relations and responsibilities to the public)(NDOR, 2007) to handle and dispose of contaminated material in accordance with applicable laws.
- Project plans and specifications will identify relocation of the overhead electrical utility lines and pole-mounted transformers, which may or may not contain polychlorinated biphenyl (PCB). Performance of the work set forth in the project plans and specifications will be conducted in accordance with any easement agreement among the utility companies, Platte County, and/or private landowners. Platte County or their representative will contact the utilities to schedule

performance of the work and would coordinate the work with the project construction activities per NDOR's Standard Specifications for Highway Construction, Subsections 105.06 and 107.16 (NDOR, 2007).

- The shallow soil (from ground surface to 3 feet bgs) showed low levels of arsenic and chromium contamination while the deeper soil showed very low levels of VOC contamination. During construction, any shallow soil that is excavated will either be returned to the excavation or be disposed of as a special waste under a special waste permit. No shallow soil will be hauled off for reuse somewhere else.
- The SVOC contamination in groundwater exceeded EPA's MCL for bis(2-ethylhexyl)phthalate (di(2-ethylhexyl)phthalate [DEHP]). Any groundwater recovered from this site during the construction will be containerized and discharged at a wastewater treatment plant. Coordination with the wastewater treatment plant will be required.
- It is acceptable for pile to be driven into the confining clay layer so long as the pile does not pierce through the lower depths of the clay, potentially creating a preferential pathway for the contaminated groundwater to spread to another aquifer. Pier design and construction shall be restricted to the depths of the confining clay later at approximately 70 to 90 feet bgs.
- Prior to construction activities, a Preconstruction Meeting will be held as required by Section 103.01 of the 2002 NDOR Construction Manual (NDOR, 2002). The purpose of the meeting is to discuss pertinent information to the project before construction begins, including hazardous materials reviews and health and safety issues.
- The following project activities will, to the extent possible, be restricted to the beginning and ending points of the project (stationing, reference posts, mile markers, and/or section-township-range references), within the right-of-way designated on the project plans: borrow, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage areas. The Contractor must environmentally clear/permit any project-related activities that occur outside these areas with the United States Fish and Wildlife Service (USFWS) and Nebraska Game and Parks Commission (NGPC), as well as any other appropriate agencies and submit those clearances/permits to the District Construction Project Manager before the start of the above listed project activities. The Contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan sheet or drawing showing the location and dimensions of the activity site, a minimum of four ground photos showing the existing conditions of the proposed activity site, depth to groundwater and depth of the planned pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental, which would coordinate with FHWA for acceptance, if needed. The Contractor must receive notice of acceptance from NDOR before starting the above-listed project activities.

Platte County appreciates your response regarding the proposed Columbus East Viaduct and Related Roadway Improvements project. Your comment will be part of the official project record.

Sincerely,



Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)

Mr. Terry Wicht – Platte County Highway Superintendent

Ms. Jane Cromwell – Platte County Highway Department

Mr. Glen Steffensmeier – NDOR Project Coordinator

Ms. Melissa Maiefski – The Federal Highway Administration

Mr. Kyle Anderson – Felsburg Holt & Ullevig



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
1616 CAPITOL AVENUE
OMAHA NE 68102-4901

December 12, 2016

Planning, Programs, and Project Management Division

Mr. Rick Haden
Felsburg Holt & Ullevig
315 South 9th Street, Suite 201
Lincoln, Nebraska 68608

Dear Mr. Haden:

The U.S. Army Corps of Engineers, Omaha District (Corps) has reviewed your letter dated November 21, 2016 (received December 6, 2016) regarding the environmental review of the proposed Columbus East Viaduct and Related Roadway Improvements project in Columbus, Platte County, Nebraska. It is understood that the proposed project would improve access to the industrial area in the vicinity of East 29th Avenue and the mainline of the Union Pacific Rail Road (UPRR), reduce traffic congestion and associated delays at the UPRR crossings, and decrease the potential for train-vehicle collisions at the East 29th and East 14th Avenue railroad crossings. We offer the following comments for your consideration:

Your plans should be coordinated with the state water quality office that has jurisdiction within the area where the project is located to ensure compliance with federal and state water quality standards and regulations mandated by the Clean Water Act and administered by the U.S. Environmental Protection Agency. Please coordinate with the Nebraska Department of Environmental Quality concerning state water quality programs.

If you have not already done so, it is recommended you consult with the U.S. Fish and Wildlife Service and the Nebraska Game and Parks Commission regarding fish and wildlife resources. In addition, the Nebraska State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

Since the proposed project does not appear to be located within Corps owned or operated lands, your plans should be submitted to the local floodplain administrator for review and approval prior to construction. It should be ensured that the proposed project is in compliance with the floodplain management criteria of Platte County and the State of Nebraska. In addition, please coordinate with the following floodplain management office:

Nebraska Department of Natural Resources
Attention: Mr. Shuhai Zheng
301 Centennial Mall South, 4th Floor
P. O. Box 94876
Lincoln, Nebraska 68509-4876
shuhaizheng@nebraska.gov
Telephone: 402.471.3936
Fax: 402.471.2900

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. You can visit the Omaha District's Regulatory website for permit applications and related information. Please review the information on the provided website (<http://www.nwo.usace.army.mil/Missions/RegulatoryProgram.aspx>) to determine if this project requires a 404 permit. For a detailed review of the permit requirements, preliminary and final project plans should be sent to:

U.S. Army Corps of Engineers
Wehrspann Regulatory Office
Attention: Mr. John Moeschen, CENWO-OD-R-NE
8901 South 154th Street
Omaha, Nebraska 68138-3621

In addition, please update your records with our current mailing address:

U.S. Army Corps of Engineers, Omaha District
Planning Branch
Attention: Mr. Eric Laux, CENWO-PM-AC
1616 Capitol Ave.
Omaha, Nebraska 68102-4901

If you have any questions, please contact Ms. Amee Rief of my staff at (402) 995-2544 or amee.l.rief@usace.army.mil and reference PD# 6985 in the subject line.

Sincerely,



Eric A. Laux
Chief, Environmental Resources and Missouri River
Recovery Program Plan Formulation Section

Copy Furnished:
CENWO-OD-R-NE/Moeschen
CENWO-OD-R-NE/Gardner



Platte County Clerk
Diane C Pinger
2610 14th Street
Columbus NE 68601

Board of Supervisors
2610 14th Street
Columbus NE 68601

Mr. Jim Scow
Platte County Board of Supervisors
2610 14th Street
Columbus, NE 68601

April 3, 2017

Ms. Amee Rief
USACE
Omaha District Planning Branch
1616 Capitol Avenue
Lincoln, NE 68102-4901

Re: PD# 6985
Columbus East Viaduct and Related Roadway Improvements
Project No. RRZ-71(33), Control No. 32190

Dear Ms. Rief,

This letter is in response to written comments received on December 12, 2016.

Platte County is aware of permits and regulations regarding water quality, threatened and endangered species, historic resources, floodplain, and Waters of the United States (WOUS). Platte County will obtain the necessary permits prior to construction and will comply with all applicable federal, state, and local legislation, as well as any general or special conditions required by pending permits.

Mitigation measures and environmental commitments, as well as Nebraska Department of Roads (NDOR) Standard Specifications and Special Provisions, have been incorporated into the Draft Environmental Assessment. These commitments will be implemented during the appropriate project phase. In addition to the mitigation measures, NDOR Standard Specifications and Special Provisions will be applied to provide specific methodology.

Agency coordination, mitigation measures, and environmental commitments related to water quality, threatened and endangered species, historic resources, floodplain, and WOUS are as follows:

Water Quality and WOUS

- A jurisdictional determination request was submitted to the United States Army Corps of Engineers (USACE) in November 2013 to determine whether wetlands and waters within the study area are WOUS (under the jurisdiction of the USACE) or Waters of the State (under the jurisdiction of Nebraska Department of Environmental Quality (NDEQ, 22 March 2009). A Preliminary Jurisdictional Determination was received 17 April 2014 indicating that the Loup Canal and abutting wetlands are jurisdictional wetlands or WOUS. The project will not impact these jurisdictional resources.
- Before any construction work, Platte County will obtain a Letter of Opinion of Non-Degradation from NDEQ for Impacts to WOUS (NDEQ, 22 March 2009). Although not anticipated, a Section 404 permit from the USACE will be obtained if impacts include WOUS (WOUS)(USACE, 2012).
- At the discretion of NDEQ, impacted wetlands occurring within roadside ditches may be mitigated on-site at a 1:1 ratio, if the project design allows the creation of new ditch wetlands adjacent to

the impacted areas. Appropriate mitigation sites will require adequate hydrology and will be seeded with a mix of hydrophytic grasses and sedges appropriate for the region to create in-kind replacement. Monitoring the progress of vegetation establishment and evaluating hydrology will be required to ensure the success of the mitigation wetland areas.

Threatened and Endangered Species

- A biological assessment was processed under the Nebraska Biological Evaluation Programmatic Agreement for Endangered and Threatened Species between NDOR, Federal Highway Administration (FHWA), United States Fish and Wildlife Service (USFWS), and Nebraska Game and Parks Commission (NGPC)(Signed 28 October 2013, reevaluated 4 February 2014). The activities of clearing and grubbing and culvert work that will occur as part of the project will have the potential to impact northern long-eared bats. Conservation conditions will be implemented to avoid adverse impacts to the species. Therefore, it is determined that the project may affect, but is not likely to adversely affect the northern long-eared bat, and will have no effect to all other state or federally listed species.
- Migratory birds likely to be present within the study area include urban tree-nesting, grassland ground-nesting, and urban ledge-nesting species. The primary areas of grassland habitat, in the southeast quadrant of the study area, are unlikely to be impacted, as the project will not disturb these habitats. Construction activity along the project is likely to remove trees, grassland, and wetland vegetation in ditches. This loss of habitat will most likely be temporary. Disturbed areas will be seeded with native vegetation and the existing East 29th Avenue alignment will most likely be reclaimed providing additional habitat for nesting and foraging. In addition, the construction of a bridge will result in nesting habitat for some ledge-nesting species (such as cliff swallows). Direct impacts to migratory birds from construction activities associated with the project are unlikely to be adverse.
- The project is unlikely to affect golden eagles because there is no suitable habitat in the project vicinity. The project and associated construction activities in the project area will have the potential to disturb bald eagles; however, significant adverse effects are unlikely due to the ongoing industrial disturbances already present in the area.

Historic Resources

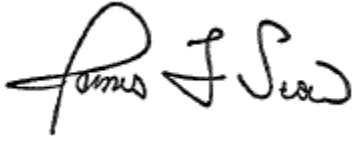
- The Highway Archaeology Program of the Nebraska State Historical Society (HAP-NSHS) evaluated the project for potential for archaeological and architectural resources. In 2013, historical resources were evaluated and determined to be unaffected. Concurrence was received from the State Historic Preservation Officer (SHPO) on 29 October 2013.
- No pre-construction mitigation is required. If archaeological or paleontological materials are discovered during construction, NDOR Standard Specifications for Highway Construction 107.10 (NDOR, 2007 pg. 60) states, "The Engineer would be promptly notified when any such articles are uncovered and the Contractor shall suspend operations in the area involved until such time that arrangements are made for their removal and preservation".

Floodplains

- This project does not require a floodplain development permit. Federal Emergency Management Agency (FEMA, 19 April 2010) has mapped the area surrounding the Platte River, including Lost Creek and the Loup Canal, approximately 1.5 miles east of the City of Columbus (Sections 22 and 23, Township 17 North, Range 1 East) as located in a Zone X area with reduced flood risk due to the levee.

Platte County appreciates your response regarding the proposed Columbus East Viaduct and Related Roadway Improvements project. Your comment will be part of the official project record.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Scow". The signature is fluid and cursive, with the first name "Jim" and last name "Scow" clearly distinguishable.

Mr. Jim Scow
Platte County Board of Supervisors
District 3

Cc:

Ms. Diane C. Pinger – Platte County Clerk (for distribution to Platte County Board of Supervisors)
Mr. Terry Wicht – Platte County Highway Superintendent
Ms. Jane Cromwell – Platte County Highway Department
Mr. Glen Steffensmeier – NDOR Project Coordinator
Ms. Melissa Maiefski – The Federal Highway Administration
Mr. Kyle Anderson – Felsburg Holt & Ullevig