




<ul style="list-style-type: none">  Single Station  Station Pair  Alternate Station Pair 	<ul style="list-style-type: none">  Mixed Traffic  Contraflow Lane  Business Access & Transit Lane 	<ul style="list-style-type: none">  Water Resources  100-Year Floodplain  Parks  Trails 	<ul style="list-style-type: none">  National Register Historic Sites  Local Historic Landmarks  National Register Historic Districts  Area of Potential Effect
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**Central Omaha BRT
Corridor Map**



Right-of-Way Acquisition

The following preferred curb-running only stations will require right-of-way (ROW) acquisition.

Table 1: Preferred Stations (Curb-running) and R.O.W. Acquisition (no Median Stations)

Station Area Intersection	Station Location	R.O.W. Acquisition (sq. ft.)	No. of Properties Affected
90 th St./Dodge	NW & SE corners (w/queue jumps)	5641 sf	1
72 nd St./Dodge	NW & SE corners (w/queue jumps)	5891 + (station) 595 = 6486 sf	4
62 nd St./Dodge	NE corner	80' x 11.25' = 900 sf	1
50 th Ave./Dodge	SE corner	80' x 2.06' = 165 sf	1
42 nd St./Dodge	SW corner	80' x 5.63' = 450 sf	1
33 rd St./Dodge	NW & SW corners	80' x 7.26' = 581 sf 80' x 2.13' = 170 sf	2
Lincoln Blvd./ Dodge	SE corner	80' x 1.45' = 116 sf	1
Total R.O.W. Acquisition		14,509 sf = 0.33 ac.	11

The following median stations at 90th, 84th, and 72nd Streets, and preferred curb-running stations will require right-of-way (ROW) acquisition.

Table 2: Median Stations (72nd to 90th) with Preferred Stations (Curb-running) and R.O.W. Acquisition

Station Area Intersection	Station Location	R.O.W. Acquisition (sq. ft.)	No. of Properties Affected
90 th St./Dodge	Median (w/street widening)	14,922 sf	3
84 th St./Dodge	Median (w/street widening)	2,354 sf	1
72 nd St./Dodge	Median (w/street widening)	13,740 sf	4
62 nd St./Dodge	NE corner	80' x 11.25' = 900 sf	1
50 th Ave./Dodge	SE corner	80' x 2.06' = 165 sf	1
42 nd St./Dodge	SW corner	80' x 5.63' = 450 sf	1
33 rd St./Dodge	NW & SW corners	80' x 7.26' = 581 sf 80' x 2.13' = 170 sf	2
Lincoln Blvd./ Dodge	SE corner	80' x 1.45' = 116 sf	1
Total R.O.W. Acquisition		33,398 sf = 0.77 ac.	14

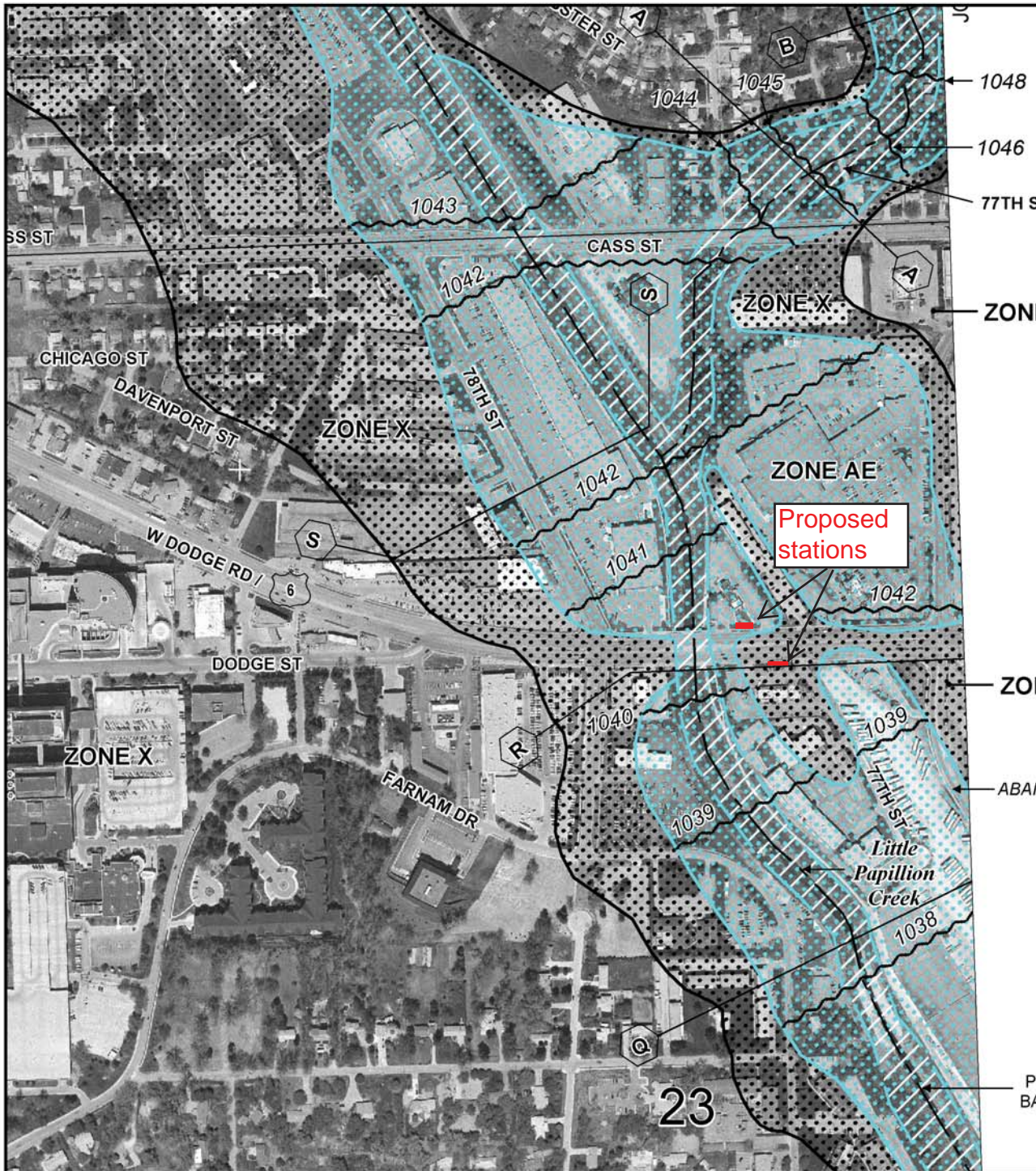
Table A - Noise Assessment Summary

Project: Omaha BRT

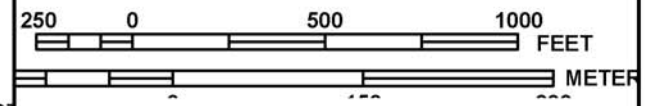
Receiver: All

Receiver	Land Use Category	Distance	Project Noise*	Noise Criteria			Sev. Impact	Impact?
				Existing Noise*	Mod. Impact			
1 R-1	2. Residential	158 ft	50.5 dBA	60 dBA	58 dBA	63 dBA		None
2 R-2	2. Residential	151 ft	46.5 dBA	60 dBA	58 dBA	63 dBA		None
R-2	2. Residential	153 ft	50.9 dBA	60 dBA	58 dBA	63 dBA		None
R-2 - Combined	2. Residential		52 dBA	60 dBA	58 dBA	63 dBA		None
3 R-3	2. Residential	144 ft	51.5 dBA	60 dBA	58 dBA	63 dBA		None
4 R-4	3. Institutional	119 ft	50.8 dBA	60 dBA	63 dBA	68 dBA		None
5 R-7	2. Residential	113 ft	54.1 dBA	60 dBA	58 dBA	63 dBA		None
6 R-8	2. Residential	113 ft	54.2 dBA	60 dBA	58 dBA	63 dBA		None
7 R-9	3. Institutional	35 ft	64.0 dBA	70 dBA	69 dBA	74 dBA		None
8 R-10	2. Residential	165 ft	50.0 dBA	60 dBA	58 dBA	63 dBA		None
9 R-11	3. Institutional	45 ft	61.3 dBA	70 dBA	69 dBA	74 dBA		None
10 R-12	2. Residential	175 ft	49.4 dBA	60 dBA	58 dBA	63 dBA		None
11 R-14	2. Residential	88 ft	52.3 dBA	65 dBA	61 dBA	66 dBA		None
12 R-15	2. Residential	138 ft	45.9 dBA	60 dBA	58 dBA	63 dBA		None
13 R-17	2. Residential	94 ft	56.2 dBA	65 dBA	61 dBA	66 dBA		None
14 R-18	3. Institutional	176 ft	46.5 dBA	60 dBA	63 dBA	68 dBA		None
15 R-19	2. Residential (indoor uses only)	32 ft	67.7 dBA	70 dBA	64 dBA	69 dBA		Moderate exterior / None interior
16 R-20	2. Residential (indoor uses only)	44 ft	64.5 dBA	70 dBA	64 dBA	69 dBA		Moderate exterior / None interior
17 R-5 - Corridor	1. Outdoor Quiet	24 ft	52.1 dBA	70 dBA	64 dBA	69 dBA		None
18 R-6 - Corridor	2. Residential	13 ft	59.4 dBA	70 dBA	64 dBA	69 dBA		None
19 R-21 - Corridor	3. Institutional	16 ft	54.5 dBA	70 dBA	69 dBA	74 dBA		None

*Ldn for Category 2. Leq for Categories 1 and 3.



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0218H

FIRM
FLOOD INSURANCE RATE MAP
**DOUGLAS COUNTY,
NEBRASKA
AND INCORPORATED AREAS**

PANEL 218 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
OMAHA, CITY OF	315274	0218	H

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



MAP NUMBER
31055C0218H

EFFECTIVE DATE
DECEMBER 2, 2005

Federal Emergency Management Agency

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

LEGEND - Flood Insurance Rate Map (FIRM)

LEGEND



SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.



FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.



OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
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OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.



COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS



OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.



1% annual chance floodplain boundary



0.2% annual chance floodplain boundary



Floodway boundary



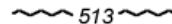
Zone D boundary



CBRS and OPA boundary



Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.



Base Flood Elevation line and value; elevation in feet*

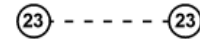
(EL 987)

Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988



Cross section line



Transect line

45° 02' 08", 93° 02' 12"

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

48 89 000m N

1000-meter Universal Transverse Mercator grid values, zone 14

DX5510 X

Bench mark (see explanation in Notes to Users section of this FIRM panel)

• M1.5

River Mile

MAP REPOSITORIES
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP

DECEMBER 2, 2005

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

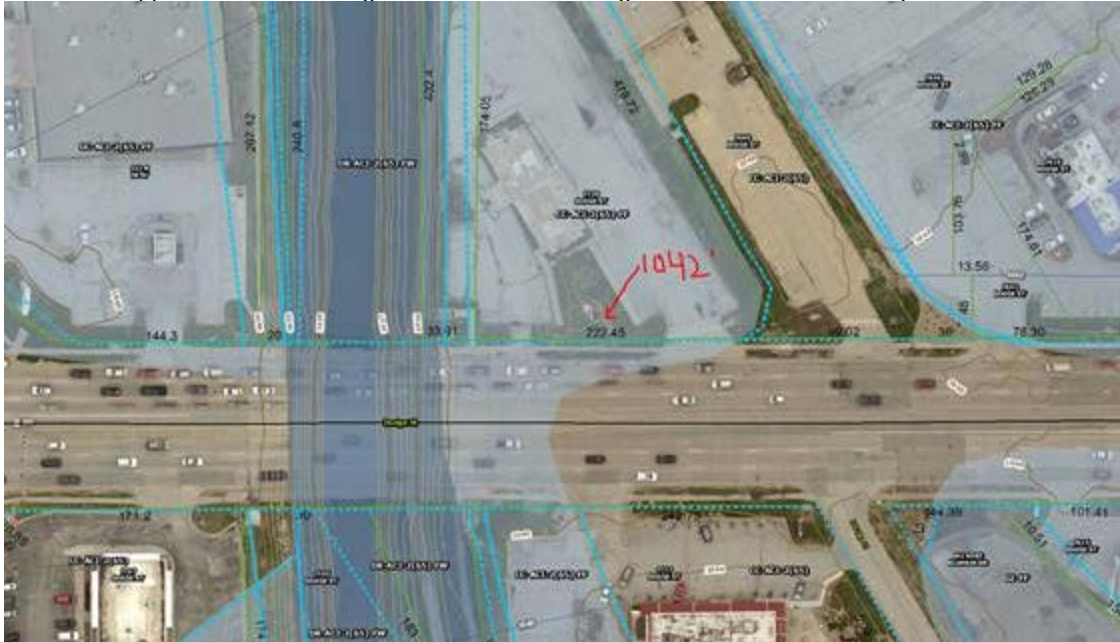
For Community map revision history prior to countywide mapping, refer to the community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

From: [Travis Gibbons](#)
To: [Tim Flagler](#)
Subject: Re: Omaha BRT - floodplain issue
Date: Tuesday, March 17, 2015 3:30:21 PM

Tim,

A preliminary look and an approximate Base Flood Elevation (BFE) is 1040.4 msl. Looking at 2 ft elevation contours it appears the area along the north side of Dodge Street is at 1042 msl. (See attached sketch)



Of course, due to the wide error of margin I would suggest having an elevation certificate performed and/or a site survey to get actual spot elevations.

Another matter I noticed is that the proposed bus shelter on the south side of Dodge Street is also located in the shaded X500 flood zone. This area is the future flood zone and is regulated just the same as properties within the special flood hazard area. It may not affect your grant application but the City of Omaha would require a flood plain development permit for that location as well.

If you have any additional questions please let me know.

Thank You,

Travis Gibbons

City Planner/Flood Plain Development Coordinator

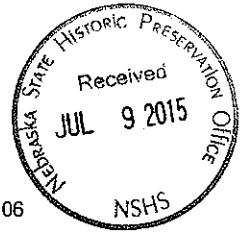
City of Omaha Planning Department
1819 Farnam Street, Suite 1110
Omaha, NE 68183
travis.gibbons@cityofomaha.org
402-444-5150 Ext. 2056



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

REGION VII
low a, Kansas,
Missouri, Nebraska

901 Locust Street
Suite 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)



July 08, 2015

1507-054.01

Mr. Michael J. Smith
State Historic Preservation Officer
Nebraska State Historical Society
1500 R Street
PO Box 82554
Lincoln, Nebraska 68501

CONCUR

Jill Dolberg for BP
DEPUTY STATE HISTORIC PRESERVATION OFFICER
DATE 7-9-15

Attention: Ms. Jill E. Dolberg, Review and Compliance Coordinator

RE: Central Omaha Bus Rapid Transit, Dodge Street/US Route 6, Douglas County, NE
Section 106 Consultation/36 CFR 800

Dear Mr. Smith:

The Federal Transit Administration (FTA) and the Transit Authority of the City of Omaha (Metro) are planning a Bus Rapid Transit (BRT) route along Dodge Street/US Route 6 in Omaha, Nebraska. As this project is anticipated to utilize federal funds, it constitutes an undertaking subject to review under Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800.

The proposed BRT route will begin at the existing bus transit center at the Westroads Mall and will travel approximately 8 miles on existing Dodge Street to a downtown loop along Dodge, 10th, Farnam, and 13th streets. The BRT route will require the construction of 27 stations with shelter, signage, and associated transit amenities. A typical station will be approximately 60 to 80 feet long by 12 feet wide (refer to enclosed station concepts). Minor acquisitions of new right-of-way will be required for some station locations.

FTA defines the area of potential effect (APE) to consist of the existing Dodge Street corridor with bump-out areas of approximately 100 feet to encompass the proposed BRT station locations (refer to Figure 3 in the enclosed report). The APE was reviewed for historic properties listed or eligible for listing in the National Register of Historic Places (NRHP) through records search and field survey. No recorded NRHP eligible or listed archeological resources were identified within the APE. In addition, all construction activities will occur within the previously disturbed transportation right-of-way and areas disturbed by other urban development. As a result, there will be no impact on archeological resources.

A total of 36 above-ground properties within the APE were evaluated for NRHP status. Of these properties, nine are currently individually listed in the NRHP, nine other properties are located within the NRHP listed Dundee/Happy Hollow Historic District, two properties are located within the NRHP listed Park and Boulevard Historic District, and one property is a local landmark. The remaining fifteen properties are recommended as not eligible. (Refer to enclosed report for additional information).

The proposed project will not involve any direct alteration of historic properties. The proposed BRT stations are small scale structures with reversible features such as canopies, benches, informational signage that are similar to transit and roadway features already occur along the transportation corridor and urban environment, and thus, will not be visually intrusive nor diminish the character defining features of historic properties within the APE. Based on the above, FTA has determined a finding of "***no adverse effect***" is appropriate for this undertaking, pursuant to 36 CFR 800.5.

Please review the enclosed report and information provided in this letter. If you agree with our determination of the APE, eligibility recommendations, and the determination of project's effect, please respond within 30 days with a concurrence. Should you require additional information or have any questions, please contact Ms. Dee Phan at (816) 329-3934 or email dee.phan@dot.gov.

Sincerely,



Mokhtee Ahmad
Regional Administrator

Enclosures: Cultural Resources Report
Station Concepts

Cc (by email): Curt Simon, Omaha Metro
Lauren Cencic, Omaha Metro



2222 Cuming Street, Omaha, Nebraska 68102-4392
(402) -341-0800 ■ Fax (402)-342-0949 ■ TDD: 4(402)-341-0807

Operated by Transit Authority of the City of Omaha

July 22, 2015

Mr. Brook Bench, Director
Omaha Parks, Recreation & Public Property Department
1819 Farnam St., Suite 701
Omaha, NE 68183

Dear Brook,

As you are aware, Omaha Metro, in cooperation with the City of Omaha, MAPA and the Federal Transit Administration (FTA), is proposing the implementation of a Bus Rapid Transit (BRT) route along the Dodge Street corridor (see enclosed Corridor Map).

The proposed BRT project will travel primarily along Dodge Street, from the west terminus at the existing bus transit center at the Westroads Mall, to the east terminus that includes a downtown loop along Dodge, 10th, Farnam, and 13th Streets. The service will include approximately 8 BRT transit vehicles that will either be 40-foot standard or 60-foot articulated buses. The project will include approximately 27 station stops located from ¼-mile to ¾-mile apart. A typical station will be 60 to 80 feet long by approximately 12 feet wide, but may vary in width depending on existing right-of-way. Station stops have been preliminarily designed and will include amenities such as a shelter (12 to 14 feet in height), bench, sign panel/vertical marker (18 feet in height), information panel, trash receptacle, and lighting; as well as a 60 to 80-foot by 10-foot concrete bus pad (see enclosed concept graphic). It is anticipated that no additional right-of-way will be acquired at most station locations. However, some station locations may require acquisition of adjacent property where right-of-way is narrow. Other physical infrastructure improvements will include queue jumps at 72nd and 90th Streets, requiring right-of-way acquisition. Alternative median-running station locations would include median stops and street widening at 90th, 84th, and 72nd Streets which will require additional right-of-way. In addition, the project will include traffic signal priority (TSP) at 16 intersections which will be within existing right-of-way.

One of the proposed stations will be located adjacent to the Gene Leahy Mall (a Section 4(f) property) at 11th & Farnam (see enclosed enlargement), but entirely within existing street right-of-way. The station is proposed to be located on the west side of the intersection to preserve the view of the arch at the north terminus of 11th Street. Since the station platform is far enough away from the park boundary, there will be no acquisition

of park property and no adverse effects to the activities, features, or attributes of the park which would constitute a Section 4(f) "use". In addition, there will be no temporary occupancy (construction or staging areas) on park property.

The station platform will permanently displace 8 of the angled parking spaces along Farnam Street. Other parking spaces adjacent to the station platform may be used for construction equipment or staging, but those spaces will again be functional once construction is complete. Those parking spaces, as well as any other temporarily disturbed areas adjacent to the station area will be restored to a condition that is at least as good as pre-construction conditions.

Some temporary closures of the traffic lane adjacent to the station may periodically occur, as well as temporary closure of the sidewalk and ramp near the east side of the station. However, these closures would cease when construction is complete and all other access areas along the remainder of the park would remain open.

In addition, we realize that Turner Park, Memorial Park, and Elmwood Park are Section 4(f) properties adjacent to the project corridor. Although no stations or queue jump areas will be located directly adjacent to these parks, a station near Turner Park will be located at the southeast corner of Lincoln Boulevard and Dodge, and a triangular concrete island in the street right-of-way at the northeast corner of the "S" curve will be removed (see enclosed enlargement). However, neither Turner Park nor the other two park properties will be permanently or temporarily affected by construction of the project elements.

As the official having jurisdiction over the Section 4(f) properties, we are asking for your concurrence with the conditions listed above. I look forward to your response, and if you have any questions or require additional information, please send an email csimon@ometro.com or call me at 402-951-6500.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Simon", with a stylized flourish at the end.

Curt Simon
Executive Director

Cc: K. Smith
L. Cencic
D. Miller



City of Omaha
Jean Stothert, Mayor

**Parks, Recreation &
Public Property Department**

Omaha/Douglas Civic Center
1819 Farnam Street, Suite 701
Omaha, Nebraska 68183-0701
(402) 444-5900
FAX (402) 444-4921

Brook Bench
Director

August 13, 2015

Mr. Curt Simon
Executive Director, Metro Transit
2222 Cuming Street
Omaha, NE 68102

Re: Metro BRT Project – Section 4(f) considerations

Dear Curt,

I have reviewed the information provided with your letter of July 22, 2015 and concur with the conditions that you have outlined for station stops. We look forward to working with you as this project progresses.

Sincerely,

Brook Bench, Director
Omaha Parks, Recreation & Public Property Department



2200 N. 33rd St. • P.O. Box 30370 • Lincoln, NE 68503-0370 • Phone: 402-471-0641

April 17, 2015

Lauren Cencic
Metro
2222 Cuming Street
Omaha, NE 68102-4392

**RE: Central Omaha Bus Rapid Transit route, mainly along Dodge Street in the City of Omaha,
Douglas County**

Dear Ms. Cencic:

Nebraska Game and Parks Commission (NGPC) staff members have reviewed the information for the proposal identified above. This review was requested pursuant to the National Environmental Policy Act (NEPA).

Based on our review, we have determined that the project as described will have no adverse impacts on resources within our agency's areas of concern, including state-listed threatened and endangered species, fish and wildlife resources and their habitats, or NGPC properties.

Thank you for the opportunity to review this proposal. Please contact me if you have any questions regarding these comments at 402-471-5423 or carey.grell@nebraska.gov.

Sincerely,

A handwritten signature in purple ink that reads "Carey Grell". The signature is written in a cursive, flowing style.

Carey Grell
Environmental Analyst
Planning and Programming Division