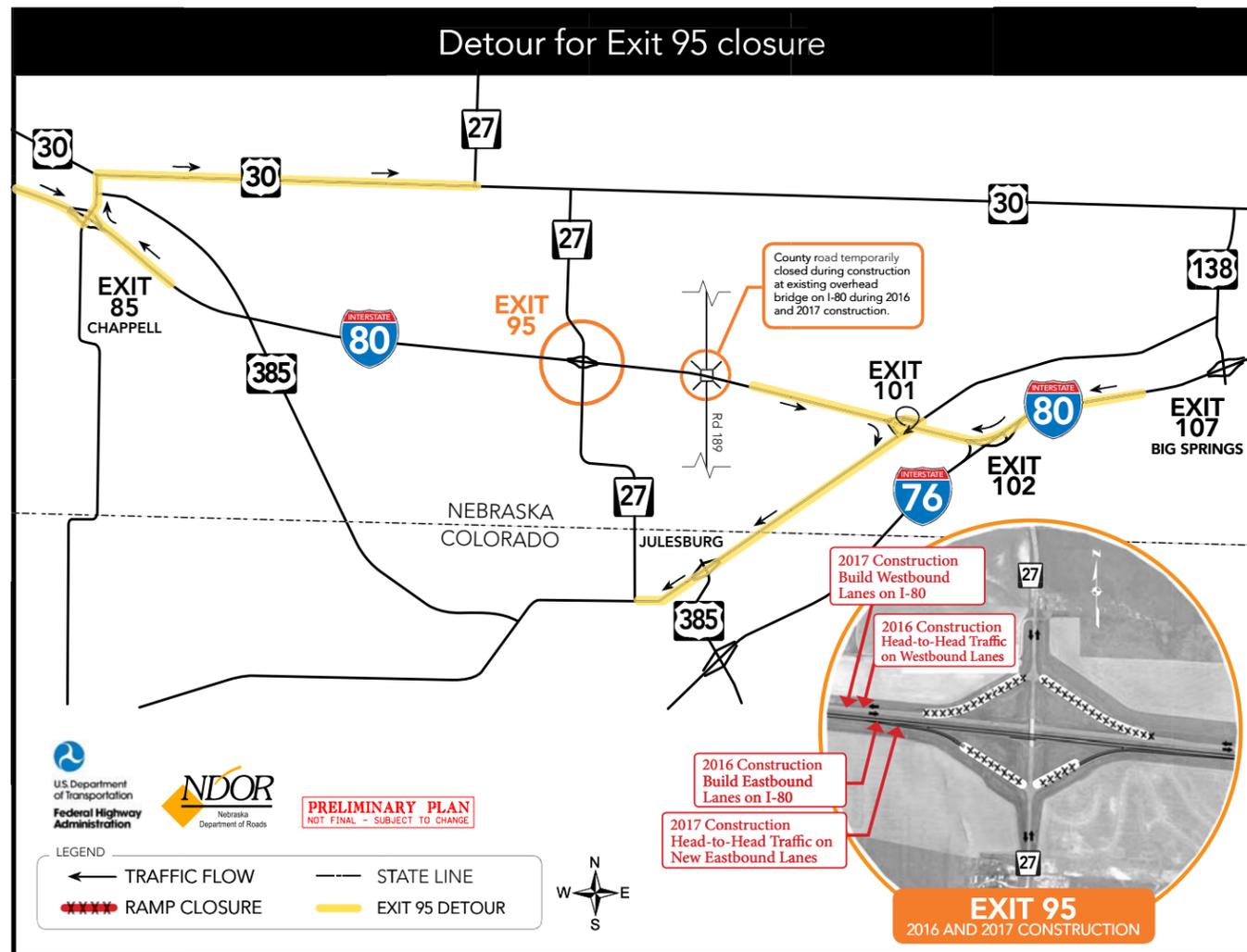


ramps at Exit 101 would be closed during both the 2016 and 2017 construction seasons. The westbound entrance ramp at Exit 101 would only be closed during the 2017 construction season. During construction of the east crossover, the I-76 eastbound to I-80 westbound ramp would be closed up to 45 calendar days. Traffic looking to enter the interstate during the temporary closure of the ramps at the I-80/N-27 or I-80/US-138 interchanges would be detoured, utilizing US-138, N-27 and U.S. Highway 30 (US-30), to Exit 85 or Exit 107 where full access to the interstate system would be provided.

RIGHT-OF-WAY: The proposed projects would not require the acquisition of additional property rights with the exception of easements that will be acquired from UPRR to construct crash walls at bridge piers adjacent to the tracks. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS: Wetland impacts are anticipated and would be mitigated.

ESTIMATED COST: The estimated cost of the proposed project is approximately \$39 million and would derive from federal and state funding sources.



<p>Send comments to: NDOR Public Involvement Sarah Kugler P.O. Box 94759; 1500 Hwy. 2 Lincoln, NE 68509-9983 402-479-4871 sarah.kugler@nebraska.gov</p>	<p>For more information: NDOR District 5 Engineer Doug Hoevet P.O. Box 220; 140375 Rundell Rd. Gering, NE 69341 308-436-6587 doug.hoevet@nebraska.gov</p>
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NH-80-2(95) N-27 – South Platte River; C.N. 51444
NH-80-2(101) N-27 – South Platte River Crossovers; C.N. 51444A

LOCATION: The proposed projects would reconstruct a portion of Interstate 80 (I-80) located in Deuel County. The proposed projects would start 0.77 miles west of the I-80/Nebraska Highway 27 (N-27) Interchange (Exit 95), at mile marker (MM) 94+25, and extend east to MM 102+26, approximately 0.51 miles west of the I-80/Interstate 76 (I-76) Interchange (Exit 102). This would include the bridges over the South Platte River, County Road 189 (CR-189), U.S. Highway 138 (US-138) and the Union Pacific Railroad (UPRR). Construction may begin and/or end approximately 1,800 feet ahead of or beyond the actual project limits to accommodate construction of median crossovers.

PURPOSE AND NEED: The purpose of the proposed projects is to preserve the I-80 transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for the proposed projects is based on the conditions of the bridges, ramps, and roadway.

SCOPE OF WORK: Proposed improvements on these projects would include removal and replacement of the existing pavement and foundation course, on the driving lanes and shoulders, with doweled concrete on a foundation course. Median crossovers would be constructed with curb and flume added as necessary. Culverts would be extended, bridges would be widened and repaired, guardrail would be removed and replaced, and crash walls at pier locations adjacent to railroad tracks would be provided. Additional work would include reconstructing ramps along Interchanges 95, 101 and at the Scenic View Turnout (MM 99+29), through the gore area, with the remainder of the ramp lengths milled and resurfaced with asphalt. The parking area at the Scenic View Turnout would be resurfaced with the addition of ADA curb ramps.

TRAFFIC VOLUMES:

C.N. 51444	I-80 MM 94+25 – MM 102+08			
	Year	2016	2026	2036
Vehicles Per Day (ADT)	7910	8640	9360	
% Heavy Trucks	60%	60%	60%	

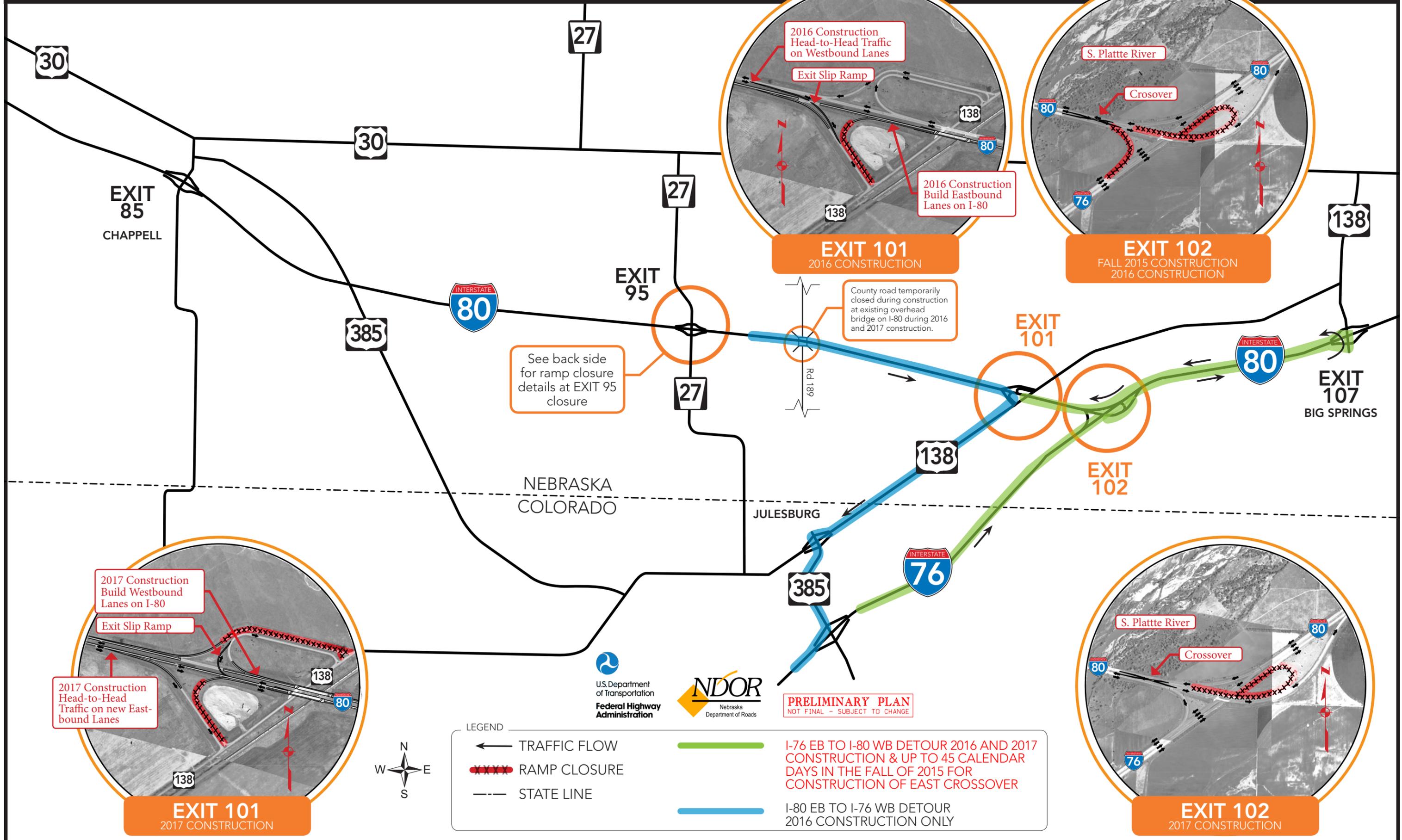
C.N. 51444A	I-80 MM 94+25 – MM 102+08		
	Year	2015	2025
Vehicles Per Day (ADT)	7845	8565	
% Heavy Trucks	60%	60%	

CONSTRUCTION SCHEDULE: Construction of the projects could begin as early as fall of 2015 with the project to reconstruct the segment of I-80 beginning in the spring of 2016. Work on the projects would be complete by fall of 2017.

ACCOMMODATION OF TRAFFIC: The proposed projects would be constructed under traffic with lane closures accommodated by temporary median crossovers and approved temporary traffic control; however, the proposed improvements would require temporary closure of two ramps at the I-80/I-76 Interchange. **During fall 2015 construction of the east crossover, the I-76 eastbound to I-80 westbound ramp would be closed up to 45 calendar days.** During the 2016 construction season, the I-80 eastbound to I-76 westbound ramp and the I-76 eastbound to I-80 westbound ramps would be closed. During the 2017 construction season, the I-76 eastbound to I-80 westbound ramp would be closed. During the ramp closures at the I-80/I-76 Interchange, interstate traffic would be detoured east on I-80 to Exit 107, the Big Springs Interchange or would be detoured at Exit 101 onto US-138 and west to Julesburg, Colorado, where they would re-enter I-76 westbound.

In addition to the ramp closures at the I-80/I-76 Interchange, the ramps at the I-80/N-27 Interchange, Exit 95, would be closed during construction of the project. During the time ramps at the I-80/N-27 Interchange are closed, traffic looking to exit would be detoured to interchanges at Exit 85 or Exit 101. The I-80/US-138 Interchange, Exit 101, would have exit ramps available at all times during construction of the project. Entrance ramps at Exit 101 for eastbound and westbound traffic would be closed during portions of the construction. The eastbound entrance

Detour for I-80/I-76 Interchange Ramp Closures



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

LEGEND

- ← TRAFFIC FLOW
- XXXX RAMP CLOSURE
- STATE LINE

- I-76 EB TO I-80 WB DETOUR 2016 AND 2017 CONSTRUCTION & UP TO 45 CALENDAR DAYS IN THE FALL OF 2015 FOR CONSTRUCTION OF EAST CROSSOVER
- I-80 EB TO I-76 WB DETOUR 2016 CONSTRUCTION ONLY

