Probable Class of NEPA Action Form

**Attach the DR 530 for an LPA project, DR-73 for a State project, and an aerial location map of the project which includes project start and end points.*

Date this DR-53 was Completed:	Control Number: *(NDOR Completes)*	Project No.: *(NDOR Completes)*
4/25/16	42758 & 42759	NH-80-5(80) & NH-80-5(81)

Project Name:
Elm Creek - Kearney & Odessa - Kearney (WB)

☐ LPA Project ☒ State Project

Local Public Agency or NDOR District and County Project Located In:
District 4, Buffalo County

Answer the following questions: (See *Instructions*)	**Yes**	**No**
1. Would the project construct a new roadway on a new location?	☐	☒
a. If yes, would the new roadway have 4 or more lanes?	☐	☐
2. Would the project create a new access controlled freeway facility?	☐	☒
3. Would the project include a new interchange?	☐	☒
4. Is it likely the project would disturb any ground outside the existing paved roadway surface?	☐	☒
5. Is it likely the project would add capacity *(adding thru lanes to a road, fly-by lane, passing lane, auxiliary or turn lane that is > or = 1 mile in length)* to an existing roadway?	☐	☒
6. Is it likely the project would close a road, bridge, or access for more than 3 consecutive days?	☐	☒
7. Is it likely the project would disturb natural ground *(soil)* below or beyond existing fill material?	☐	☒
8. Is it likely the project would require the acquisition of right-of-way *(ROW)*, including permanent easements and/or temporary construction easements?	☐	☒
a. If yes, is it likely more than 1.5 acres per linear mile of ROW or easements would be needed?	☐	☐
b. If yes, is it likely farmland would be purchased?	☐	☐
c. Is it likely the project would require homes, businesses, or farms to be relocated?	☐	☒
9. Is it likely the project would change access control rights to an existing roadway?	☐	☒
10. Is there known public opposition or controversy related to this project or is it anticipated?	☐	☒
11. Is additional outreach proposed beyond the program hearing/meeting?	☐	☒
12. Are there any Section 4(f) properties *(including: publicly owned parkland, trail, wildlife refuge, or known historic properties)* present along or within 0.25 mile of the project?	☒	☐
a. If yes, is it likely the project would impact a Section 4(f) property?	☐	☒
13. Based on past experiences or to your knowledge, is the project adjacent to structures that are 50 years old or older, or are there any known historic structures in the project area?	☐	☒
14. Would the project affect an eligible historic bridge?	☐	☒
15. Based on past experiences or to the best of your knowledge, are there any State or Federally listed Threatened or Endangered Species or critical habitat within the project area?	☒	☐
16. Are any of the following water bodies located within the project limits? ☒ Creek or Stream Channel ☒ Lake ☒ River ☒ Drainage Ditch ☐ N/A		
a. If any water bodies are in the project limits, then how often is water present in them? ☒ Always present ☒ Sometimes present ☒ Rarely present ☐ N/A		
b. Is it likely the project would impact any of the following? *(Check all that apply)* ☐ Creek or Stream Channel ☐ Lake ☐ River ☐ Drainage Ditch ☒ N/A		

17. To your knowledge, do any of the following exist within or adjacent to the project limits? *(Check all that apply)*
    - ☒ Above or below ground storage tanks
    - ☒ Past chemical spills or releases
    - ☐ Operational and/or closed dump or landfill
    - ☒ Industrial or commercial areas
    - ☐ None known

18. Do any of the following statements describe areas within the project limits? *(Check all that apply)*
    - ☒ There is standing water in the project area.
    - ☒ There area areas that hold water longer after it rains and/or do not drain well.
    - ☒ There are areas that appear to be soggy or swampy.
    - ☒ There are known wetlands in the project area.
    - ☒ Wetland plants are located in the project area *(e.g., cattails, reed-canary grass)*

    a. If any boxes were checked in 18 above, is it likely any of those areas would be impacted by project construction? ☐ Yes ☒ No

19. I have attached an aerial location map to this form which shows the project location and contains enough detail for someone from the public to find the project site. ☒ Yes

Please add any additional comments to support the information in this form. *(*Include any public involvement that has occurred.)*

T&E: Interior Least Tern, Piping Plover, Whooping Crane, River Otter, Small White Lady's Slipper

4(f): Blue Hole WMA, Blue Hole East WMA, Coot Shallows WMA, Union Pacific SRA, East Odessa WMA, Kea West Lake WMA, Kea Lake WMA

Document Preparer's Signature:

I certify the information in this form accurately reflects what I know about this project at this time.

Ryan Walkowiak		4/25/2016
(Print Name)	*(Signature)*	*(Date)*

NDOR Environmental Analyst

(Organization and Title)

(402) 479-3547	ryan.walkowiak@nebraska.gov
(Phone – include Area Code)	*(Email)*

The following is for NDOR Use Only

*Environmental Justice/Title VI/*LEP

Civil Rights Staff completes the following:

Does the study area contain high concentrations of low-income or minority populations when compared to the area surrounding the study area and/or the city/county as a whole? ☐ Yes ☒ No

Does 5% or greater, or 1,000 persons or greater, or the affected population primarily speak a language other than English and also speak English "less than very well"? ☐ Yes ☒ No

If yes to any of the questions above, please describe what kind of analysis is recommended for the project based on the project scope and project description. ☐ Yes ☐ No

Chris Hassler — Hwy Civil Rights Coordinator — 5/10/2016
(Print Name) (Signature and Title) (Date)

Civil Rights Staff Comments: *(Early Guidance for the Project Proponent)*

Noise and Air Study

Noise & Air Section completes the following:

Is a noise analysis warranted* *(Type I Project)*? ☐ Yes ☒ No

Is an air analysis warranted? ☐ Yes ☒ No

MSAT Analysis Level (Check one) ☒ 1 ☐ 2 ☐ 3

If yes, please identify the type(s) of analysis required.

* Note to Project Sponsor: If the vertical or horizontal alignment is changed, or if the design capacity is modified after DR-53 approval, reconsult with the Noise and Air staff.

Will Packard — Hwy. Env. Specialist — 5/12/16
(Print Name) (Signature and Title) (Date)

Noise and Air Staff Comments: *(Early Guidance for the Project Proponent)*

Public Involvement

Public Involvement Coordinator completes the following:

Based on the NDOR PIP, the DR-53 Guidelines, or characteristics of the project scope, location or community, is additional outreach required beyond the project's program meeting or what is proposed? ☐ Yes ☒ No

If yes, what type of additional public involvement is recommended:

☐ Public Involvement Campaigns *(i.e., targeted mailings, new release, etc.)*
☐ Public Meeting
☐ Other

Sarah Kugler — Pub Inv. Mng — 5/12/2016
(Print Name) (Signature and Title) (Date)

Public Involvement Coordinator Comments: *(Early Guidance for the Project Proponent)*

Probable Class of NEPA Action

NDOR Environmental Section completes the following:

NDOR has reviewed this form and recommends the following Probable Class of NEPA Action for this project:

- [x] Programmatic Categorical Exclusion or Categorical Exclusion
- [ ] Environmental Assessment
- [ ] Environmental Impact Statement

ANTHONY MARSHALL	ENV. BIOLOGIST	5/12/2016
(Print Name)	*(Signature and Title)*	*(Date)*

NDOR Comments: *(Early Guidance for the Project Proponent)*

FHWA Concurrence on NDOR's Recommended Probable Class of NEPA Action for this project:

(Print Name)	*(Signature and Title)*	*(Date)*

FHWA concurrence is based on the information known at the time of coordination. This is the probable class of NEPA action and is subject to change as the proposed project progresses and more information is learned about the project, surrounding area, and impacted resources.

FHWA Comments: *(Early Guidance for the Project Proponent)*

Elm Creek

Kearney

Blue Hole WMA

M.M. 257.47

Coot Shallows WMA

Union Pacific SRA

M.M. 272.25

Kea West WMA

M.M. 263.31

Blue Hole East WMA

East Odessa WMA

Kea Lake WMA

183

L10E

030

L10B

040

010

080

L50A

044

Buffalo

Dawson

Phelps

Kearney

Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Miles

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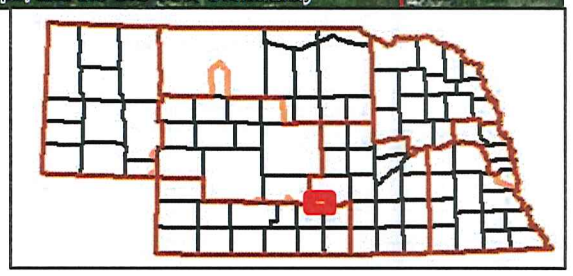
N

Elm Creek - Kearney
CN 42758
NH-80-5(50)



Buffalo County

☑ New ☐ Revised

State of Nebraska
Department of Roads

Project Initiation Request

TO BE COMPLETED BY PROGRAM MANAGEMENT SECTION		
FUNDING	Control No.:	42758
☐ Federal ☑ State ☑ Asset Preservation ☐ Capital Improvement	Project No.:	RD-80-5(1021)
	Project Name:	Elm Creek - Kearney

APPROVALS

District Engineer	Date	Requested Fiscal Year	☐ Consider Safety Funds
Wahlgren, Wes	10/18/2013	2016	☐ City/Local Participation

Approved by Deputy Director-Engineering	Date	Approved by Program Management Engineer	Date
Syslo, Mick	10/21/2013	Starr, Amy	10/17/2013

Name of Estimator:	Keller, Kyle	Date:	10/7/2013	Estimate:	$181,336.00

PROJECT LIMITS

Highway No.	From Ref. Post	To Ref. Post	Length	Lane Direction	County	NHS	National Functional Classification
080	257.470	272.250	14.780	Ascending	Buffalo	Yes	RURAL-PRINCIPAL ARTERIAL-INTERSTATE
080	257.470	263.310	5.480	Descending	Buffalo	Yes	RURAL-PRINCIPAL ARTERIAL-INTERSTATE

EXISTING CROSS SECTION

Segment	Traveled Way Width	Total Shoulder Width	Surfaced Shoulder Width	Surface Description
080 256.640 - 257.470 A	48.000	12.500	10.000	COMPOSITE
080 257.470 - 263.310 A	48.000	12.000	10.000	COMPOSITE
080 263.310 - 272.250 A	48.000	12.000	10.000	COMPOSITE
080 272.250 - 279.480 A	48.000	12.500	10.000	CONCRETE
080 256.640 - 257.470 D	48.000	12.500	10.000	COMPOSITE
080 263.310 - 272.220 D	48.000	12.000	12.000	CONCRETE
080 257.470 - 263.310 D	48.000	12.000	10.000	COMPOSITE

PAVEMENT DATA

POP as of date: 4/12/2013

Segment	NSI	PSI	Rut Depth	Faulting	Age	Optimum Year	Critical Year
080 256.640 - 257.470 A	97.99	4.40	2.50	0.0	2	2023	2027
080 257.470 - 263.310 A	92.56	4.30	3.16	0.0	4	2021	2025
080 263.310 - 272.250 A	96.32	4.30	3.24	0.0	4	2023	2027
080 272.250 - 279.480 A	79.34	4.30	0.00	0.1	28	2020	2026
080 256.640 - 257.470 D	97.03	4.40	3.86	0.0	2	2023	2027
080 263.310 - 272.220 D	99.97	4.60	0.00	0.0	3	2033	2039
080 257.470 - 263.310 D	97.11	4.30	3.39	0.0	4	2023	2027

PROJECT TRAFFIC DATA

Highway No.	From Ref. Post	To Ref. Post	ADT	3R Year	20-Year ADT	% Trucks
080	257.470	272.250	8829	12710	15695	40
080	257.470	263.310	8829	12710	15695	40

Safety Analysis Required: ☐ Yes ☐ No

Crash History and Safety Analysis Completion Date:

BRIDGE DATA

Structure No.	Type	Length	Clear Rdwy. Width	No. of Barrels	Span	Rise	Sufficiency Rating	Strategy
S080 25850L	ps grdr simple	86.000	37.400	0	0	0	96.400	UIP
Work Description:	UIP							
S080 25850R	ps grdr simple	86.000	37.400	0	0	0	96.400	UIP
Work Description:	UIP							
S080 25947L	ps grdr simple	71.000	37.400	0	0	0	96.400	UIP
Work Description:	UIP							
S080 25947R	ps grdr simple	71.000	37.400	0	0	0	96.400	UIP
Work Description:	UIP							
S080 26063L	ps grdr simple	61.000	37.500	0	0	0	96.400	UIP
Work Description:	UIP							
S080 26063R	ps grdr simple	61.000	37.500	0	0	0	96.400	UIP
Work Description:	UIP							

Bridge Division reviewed these structures on:

PURPOSE & NEED

The purpose of this project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public.

The need for this project is based on information from the NDOR's Pavement Management System, Materials & Research Pavement Design section and District 4. These entities have determined that pavement preservation activities are required on this eastbound and westbound segment of Interstate 80 (I-80) in order to extend the life of the pavement. This project is needed to prevent infiltration of moisture into the existing pavement, resulting in premature deterioration of the pavement, base and subgrade.

PROJECT DESCRIPTION

This project will crack seal 14.78 miles of I-80 located in Buffalo County, starting just west of the I-80 interchange number 257 (Elm Creek-Holdrege) at mile marker (MM) 257+47 and extending east to MM 236+31 westbound, west of interchange number 263 (Odessa) and MM 272+25 eastbound, west of the I-80 interchange number 272 (Kearney).

The existing roadway on these segments consists of four 12 foot wide asphalt lanes separated by a depressed grass median, 5 foot wide inside shoulders, of which 3 feet is surfaced with asphalt, and 12 foot wide outside shoulders, of which 10 feet is surfaced with asphalt.

The improvements on this project consist of crack sealing the existing roadway and surfaced shoulders.

Scope details include:
- Grading beyond the hinge point will not be required for this project.
- This project will be constructed under traffic with lane closures controlled with approved temporary traffic control.
- This project is located within a Municipal Separate Storm Sewer System (MS4) community. Post construction storm water management best management practices may be necessary. Additional consultation with the Roadside Stabilization Unit may be required.
- Access to adjacent properties will be maintained during construction.
- No additional property rights will be required to build this project.

PROPOSED DESIGN STANDARDS

Preventative Maintenance ☑ Yes ☐ No 3R Standards ☐ Yes ☑ No New & Reconstruction ☐ Yes ☑ No

PAVEMENT STRATEGY

Sealing Cracks.

PRELIMINARY GIS ENVIRONMENTAL REVIEW

GIS Environmental Review Required?	☑ Yes ☐ No
Completion Date: 9/26/2013	

SUPPORTING DATA

Survey Needed:	☐ Yes ☑ No
Additional ROW Needed:	☐ Yes ☑ No
City Agreement:	☐ Yes ☑ No
Railroad Agreement:	☐ Yes ☑ No ☐ Special Provisions
Lighting *(Check Warrants)*:	☐ Yes ☑ No
Within MPA or 1st Class City:	☐ MPA ☐ 1st Class City ☑ Not Applicable
Within MS4 Location:	☑ Yes ☐ No

ADDITIONAL INFORMATION

Revised DR-73 Project Comments:

PROGRAM MANAGEMENT

Programmed Fiscal Year:	2016	Programmed Letting Date:	7/30/2015
Begin Construction Date:		End Construction Date:	
Clarity Project Manager:	Peterson, Lloyd	Design Assignment:	Linda Masek

DR-73 Scoping Report

October 7, 2013

Elm Creek – Kearney	RD-80-5(1021)	CN 42758	Buffalo County
Letting: 07/30/2015	FY 16	RP 257+47 –RP 272+25 EB RP 257+47 – RP 263+31 WB	14.78 miles

Purpose & Need

The purpose of this project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public.

The need for this project is based on information from the NDOR's Pavement Management System, Materials & Research Pavement Design section and District 4. These entities have determined that pavement preservation activities are required on this eastbound and westbound segment of Interstate 80 (I-80) in order to extend the life of the pavement. This project is needed to prevent infiltration of moisture into the existing pavement, resulting in premature deterioration of the pavement, base and subgrade.

Project Description

This project will crack seal 14.78 miles of I-80 located in Buffalo County, starting just west of the I-80 interchange number 257 (Elm Creek-Holdrege) at mile marker (MM) 257+47 and extending east to MM 263+31 westbound, west of interchange number 263 (Odessa) and MM 272+25 eastbound, west of the I-80 interchange number 272 (Kearney).

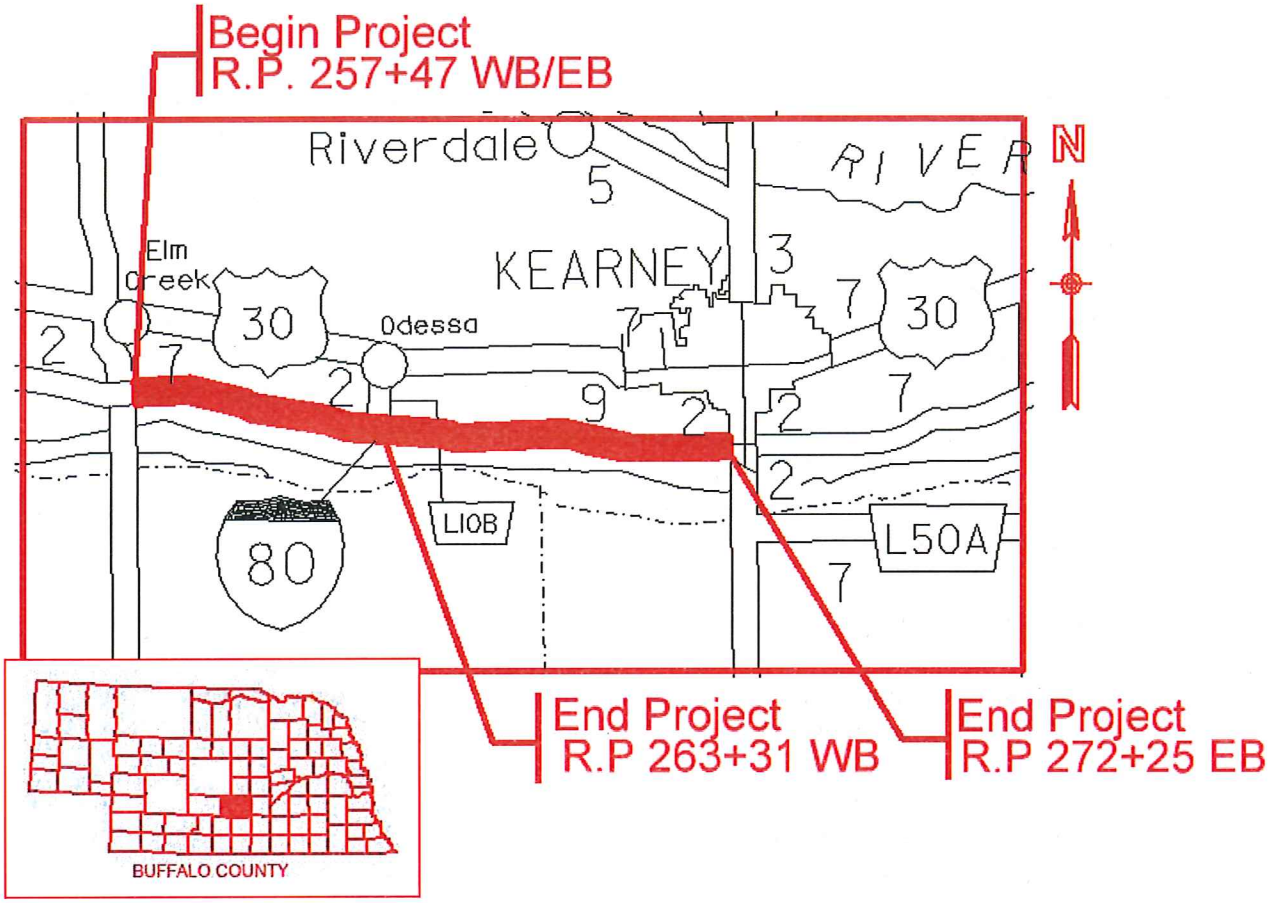
The existing roadway on these segments consists of four 12 foot wide asphalt lanes separated by a depressed grass median, 5 foot wide inside shoulders, of which 3 feet is surfaced with asphalt, and 12 foot wide outside shoulders, of which 10 feet is surfaced with asphalt.

The improvements on this project consist of crack sealing the existing roadway and surfaced shoulders.

Scope details include:

- Grading beyond the hinge point will not be required for this project.
- This project will be constructed under traffic with lane closures controlled with approved temporary traffic control.
- This project is located within a Municipal Separate Storm Sewer System (MS4) community. Post construction storm water management best management practices may be necessary. Additional consultation with the Roadside Stabilization Unit may be required.
- Access to adjacent properties will be maintained during construction.
- No additional property rights will be required to build this project.

The estimated cost for this project is: **$ 181,336.**



Existing Typical Cross Section

Location	Lane Width & Type	Inside Shoulder Width & Type	Outside Shoulder Width & Type
RP 257+47 – RP 272+25	4 - 12' Asphalt (median divided)	5' (3' Asphalt)	12' (10' Asphalt)

Pavement Recommendation

A Crack Seal preventative maintenance strategy will be conducted on the roadway segment from RP 257+47 to RP 272+25 eastbound and RP 257+47 to RP 263+31 westbound.

Environmental Review

A preliminary wetland/water resource review has been conducted via GIS desktop review by the Environmental Permits Unit. From this review, wetland and/or water resources have been identified within the project study area. Impacts to these resources are not anticipated based on the current scope of the project. The project does appear to have a "Zone A" floodplain within the project study area, but due to the scope of work a floodplain permit authorization will not be required.

State and Federal listed threatened and endangered species identified within Buffalo County includes the Interior Least Tern, Piping Plover, River Otter, Small White Lady's Slipper, and Whooping Crane. Of the species, the Interior Least Tern, Piping Plover, River Otter, and Whooping Crane have been identified within 5 miles of the project.

The project is not within a wellhead protection area as identified by the Nebraska Department of Environmental Quality.

This project is located within a Municipal Separate Storm Sewer System (MS4) community.

The Nebraska Department of Environmental Quality Interactive Mapping Application was used to search adjacent properties for all DEQ Program site locations.

- Clean Air Act (AIR)
- Integrated Waste Management (IWM)
- Leaking Storage Tanks (LST)
- Livestock Waste Control (LWC)
- Onsite Wastewater Treatment (OWT)
- NPDES Permits and Compliance (PCS)
- Petroleum Release Remediation (PRR)
- SARA Title III (TL3)
- Underground Injection Control (UIC)

DEQ lists indicate there are permitted or non-permitted landfill sites near this project.

Properties defined as 4(f) or 6(f) defined were identified within or adjacent to this project.

- Blue Hole WMA
- Blue Hole East WMA
- Coot Shallows WMA
- East Odessa WMA

- Kea West WMA
- Kea Lake WMA
- The Great Plain Historical Marker
- Nebraska Wind Sculpture
- Union Pacific State Recreation Area

No historic bridges were identified on this project. No Historical Register or eligible sites are listed within the project footprint.

Agreements

Agreements will not be required for this project.

Public Involvement

Throughout the life of a transportation project, there are multiple opportunities for public involvement and coordination in the decision-making process.

This project will be available for public comment during the biennial District Surface Transportation Program Hearing, at which the One- and Five-Year Highway Program will be presented. This hearing is held in conjunction with the State Highway Commission meeting. The two-year calendar for the date and location of the hearing is made available on the NDOR website. The hearing for this District will be advertised three weeks prior, and the NDOR will prepare a press release notifying the public of the opportunity for public comment two weeks in advance. Furthermore, individual postcards will be mailed to a database of interested citizens and project stakeholders three weeks before the hearing. The Surface Transportation Program book is available at all times for public comment via the NDOR website, and is also available in hardcopy for review at the District office and Central Headquarters.

No additional public involvement is anticipated at this time.

Schedule

Based on the current scope of this project and the associated impacts, a Maintenance schedule can be used.

☑ New ☐ Revised

State of Nebraska
Department of Roads

Project Initiation Request

TO BE COMPLETED BY PROGRAM MANAGEMENT SECTION		
FUNDING	Control No.:	42759
☐ Federal ☑ State ☑ Asset Preservation ☐ Capital Improvement	Project No.:	RD-80-5(1022)
	Project Name:	Odessa - Kearney (WB)

APPROVALS

District Engineer	Date	Requested Fiscal Year	☐ Consider Safety Funds
Wahlgren, Wes	12/17/2013	2017	☐ City/Local Participation
Approved by Deputy Director-Engineering	Date	Approved by Program Management Engineer	Date
Syslo, Mick	1/8/2014	Starr, Amy	12/16/2013

Name of Estimator:	Ottemann, Mark	Date:	11/12/2013	Estimate:	$333,610.00

PROJECT LIMITS

Highway No.	From Ref. Post	To Ref. Post	Length	Lane Direction	County	NHS	National Functional Classification
080	263.310	272.230	8.920	Descending	Buffalo	Yes	RURAL-PRINCIPAL ARTERIAL-INTERSTATE

EXISTING CROSS SECTION

Segment	Traveled Way Width	Total Shoulder Width	Surfaced Shoulder Width	Surface Description
080 263.310 - 272.220 D	48.000	12.000	12.000	CONCRETE
080 272.220 - 279.480 D	48.000	12.500	10.000	CONCRETE
080 257.470 - 263.310 D	48.000	12.000	10.000	COMPOSITE

PAVEMENT DATA

POP as of date: 4/12/2013

Segment	NSI	PSI	Rut Depth	Faulting	Age	Optimum Year	Critical Year
080 263.310 - 272.220 D	99.97	4.60	0.00	0.0	3	2033	2039
080 272.220 - 279.480 D	92.17	4.20	0.00	0.1	28	2029	2035
080 257.470 - 263.310 D	97.11	4.30	3.39	0.0	4	2023	2027

PROJECT TRAFFIC DATA

Highway No.	From Ref. Post	To Ref. Post	ADT	3R Year	20-Year ADT	% Trucks
080	263.310	272.230	8683	12365	15674	42

Safety Analysis Required: ☐ Yes ☐ No

Crash History and Safety Analysis Completion Date:

BRIDGE DATA

Structure No.	Type	Length	Clear Rdwy. Width	No. of Barrels	Span	Rise	Sufficiency Rating	Strategy

Bridge Division reviewed these structures on:

PURPOSE & NEED

The purpose of this project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public.

The need for this project is based on information from the NDOR's Pavement Management System, Materials & Research Pavement Design section and District 4. These entities have determined that pavement preservation activities are required on this segment of I-80 in order to extend the life of the pavement. This project is needed to retard infiltration of moisture into the existing pavement, resulting in premature deterioration of the pavement, base and subgrade.

PROJECT DESCRIPTION

This project will joint seal 8.91 miles of the westbound lanes of I-80 located in Buffalo County, starting at the westbound entrance ramp for the Odessa interchange at mile marker (MM) 263+31, and extending east to the westbound exit ramp for the Kearney interchange at MM 272+23. The existing roadway on this segment of westbound I-80 consists of two 12 foot wide concrete lanes and a 12 foot wide outside shoulder, of which 12 feet is paved with concrete. The inside shoulders are 5 foot wide, of which 4 feet is paved with concrete.

The improvements on this project consist of sealing the joints.
• No additional property rights will be required to build this project.
• This project will be constructed under traffic with lane closures controlled with approved temporary traffic control.

PROPOSED DESIGN STANDARDS

Preventative Maintenance ☑ Yes ☐ No 3R Standards ☐ Yes ☑ No New & Reconstruction ☐ Yes ☑ No

PAVEMENT STRATEGY

Sealing Joints.

PRELIMINARY GIS ENVIRONMENTAL REVIEW

GIS Environmental Review Required? ☑ Yes ☐ No

Completion Date: 9/27/2013

SUPPORTING DATA

Survey Needed: ☐ Yes ☑ No

Additional ROW Needed: ☐ Yes ☑ No

City Agreement: ☐ Yes ☑ No

Railroad Agreement: ☐ Yes ☑ No ☐ Special Provisions

Lighting *(Check Warrants)*: ☐ Yes ☑ No

Within MPA or 1st Class City: ☐ MPA ☐ 1st Class City ☑ Not Applicable

Within MS4 Location: ☐ Yes ☑ No

ADDITIONAL INFORMATION

Revised DR-73 Project Comments:

PROGRAM MANAGEMENT

Programmed Fiscal Year:	2017	Programmed Letting Date:	7/28/2016
Begin Construction Date:		End Construction Date:	
Clarity Project Manager:	Peterson, Lloyd	Design Assignment:	Linda Masek

DR-73 Scoping Report

December 12, 2013

Odessa – Kearney (WB)	RD-80-5(1022)	CN 42759	Buffalo County
Letting: 07/28/2016	FY 16	RP 263+31 – RP 272+23	8.92 miles

Purpose & Need

The purpose of this project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public.

The need for this project is based on information from the NDOR's Pavement Management System, Materials & Research Pavement Design section and District 4. These entities have determined that pavement preservation activities are required on this segment of I-80 in order to extend the life of the pavement. This project is needed to retard infiltration of moisture into the existing pavement, resulting in premature deterioration of the pavement, base and subgrade.

Project Description

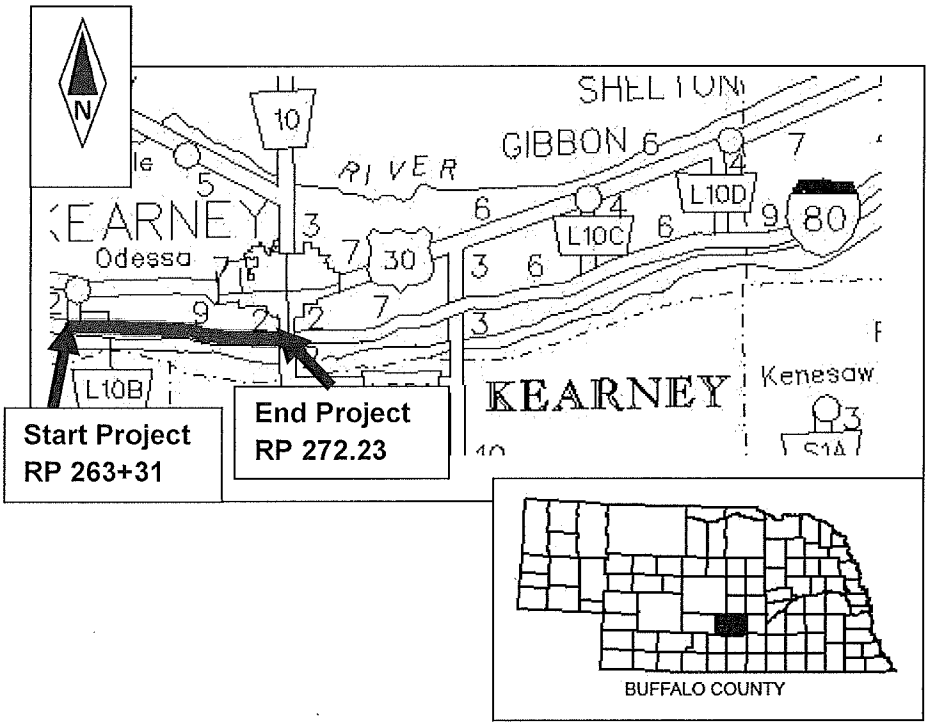
This project will joint seal 8.91 miles of the westbound lanes of I-80 located in Buffalo County, starting at the westbound entrance ramp for the Odessa interchange at mile marker (MM) 263+31, and extending east to the westbound exit ramp for the Kearney interchange at MM 272+23.

The existing roadway on this segment of westbound I-80 consists of two 12 foot wide concrete lanes and a 12 foot wide outside shoulder, of which 12 feet is paved with concrete. The inside shoulders are 5 foot wide, of which 4 feet is paved with concrete.

The improvements on this project consist of sealing the joints.

- No additional property rights will be required to build this project.
- This project will be constructed under traffic with lane closures controlled with approved temporary traffic control.

The estimated cost for this project is: **$333,610** *(Roadway & Other Appurtenances)*



Existing Typical Cross Section

Location	Lane Width & Type	Shoulder Width & Type
RP 263+31 to RP 272+23 (WB)	2-12' Concrete	12'(12' Concrete) outside, 5'(4' Concrete) inside

Pavement Recommendation

Joint seal the existing concrete pavement.

Environmental Review

A preliminary wetland/water resource review has been conducted via GIS desktop review by the Environmental Permits Unit. From this review, wetland and/or water resources have been identified within the project study area. Impacts to these resources are not anticipated based on the current scope of the project. The project does appear to have a "Zone A" floodplain within the project study area; however, a floodplain permit authorization will not be required from the local authority due to the scope of work.

State and Federal listed threatened and endangered species identified within Buffalo County include Interior Least Tern, Small White Lady's Slipper, Piping Plover, River Otter, and Whooping Crane. Of these species, the Interior Least Tern, Piping Plover, River Otter, and Whooping Crane have been identified within 5 miles of the project.

The project is not within a wellhead protection area as identified by the Nebraska Department of Environmental Quality.

The Nebraska Department of Environmental Quality Interactive Mapping Application was used to search adjacent properties for all DEQ Program site locations. This search produced at least one location that is classified as "Active" in each of the following programs:

- Clean Air Act (AIR)
- Integrated Waste Management (IWM)
- Leaking Storage Tanks (LST)
- Livestock Waste Control (LWC)
- Onsite Wastewater Treatment (OWT)
- NPDES Permits and Compliance (PCS)
- Petroleum Release Remediation (PRR)
- SARA Title III (TL3)
- Underground Injection Control (UIC)

DEQ lists indicate there are no permitted or non-permitted landfill sites near this project.

No 4(f) or 6(f) defined properties were identified within or adjacent to this project.

No historic bridges were identified on this project. No Historical Register or eligible sites are listed within the project footprint.

Public Involvement

Throughout the life of a transportation project, there are multiple opportunities for public involvement and coordination in the decision-making process.

This project will be available for public comment during the biennial District Surface Transportation Program Hearing, at which the One- and Five-Year Highway Program will be

presented. This hearing is held in conjunction with a State Highway Commission meeting. The two-year calendar for the date and location of the hearing will be made available on the NDOR website. The hearing for this District will be advertised three weeks prior, and the NDOR will prepare a press release notifying the public of the opportunity for public comment two weeks in advance. Furthermore, individual postcards will be mailed to a database of interested citizens and project stakeholders three weeks before the hearing. The Surface Transportation Program book is available at all times for public comment via the NDOR website, and is also available in hardcopy for review at the District office and Central Headquarters.

No additional public involvement events are anticipated at this time.

Schedule

Based on the current scope of this project and the associated impacts, a Maintenance schedule can be used.