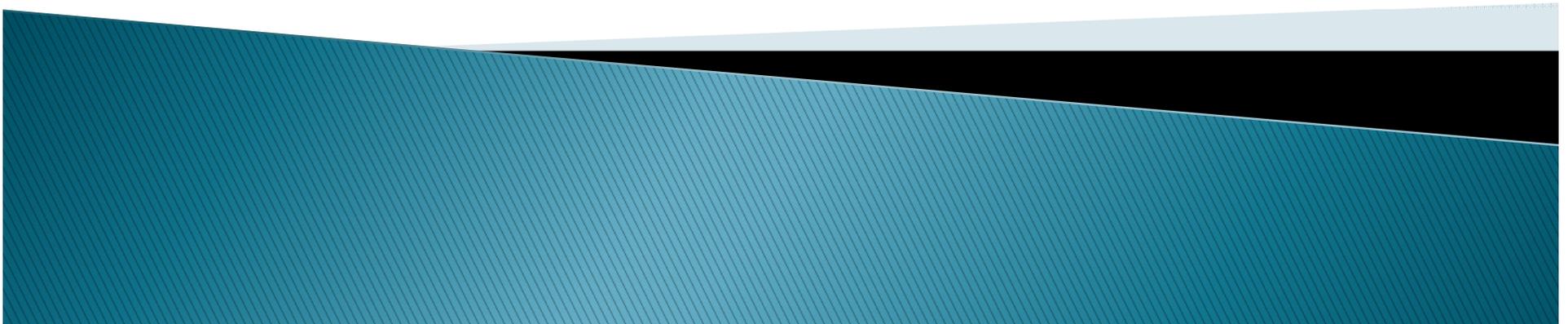


PIH and
NEPA, LPA
(Insert tab
here)

Plan-in-Hand Report

Aligning With Required NEPA Permitting
Information



Revised Plan-In-Hand Report

- Modifying to align with the new CE Smart Form:
 - Want to make sure we capture information needed to complete the CE Smart Form
 - The PIH report sections that contain information needed in the CE Smart Form are identified by the corresponding section numbers in the CE Smart Form itself
 - The PIH report will be the Scoping Document



▶ SmartForm



CE Smartform

Guidance ▾

About

Contact

Hello, DORDOMNT1\DOR12097!

Project Name: Pavement Marking Platte County (LET)

Control Number: 00793C

Recommended CE Level: 1



Form Admin

Project Info

ROW & Property

Water & Ecological

Human & Social

Other Impacts

Indirect & Cumulative

Mitigation

ROW & Property Impacts

ROW & Easements

Section 4(f)

Section 6(f)

Non-Threshold Impacts

1.1 Will the action require the acquisition of new temporary or permanent right-of-way (including easements)?

Yes No N/A

1.2 Will the action result in acquisition of greater than 2 acres per linear mile (estimated) or the removal of major property improvements?

Yes No

1.3 Describe type of property required for ROW and/or potential impacts to major property improvements:

1.4 Estimated Acres of Permanent ROW/Easements:

1.5 Estimated Acres of Temporary ROW/Easements:

1.6 Will the action result in any residential or nonresidential displacements?

Yes No

1.7 If Yes, describe the displacements.

User notes about content on this tab (Note: this information will not print on the CE Form):

Save

Revised Plan-in-hand Report

- Example

- ★ **Right-of-Way (1.1 – 1.5, 16.1):**

- (1.1) ROW (including temporary or permanent easements) will/will not be acquired on this project.

- (1.2) *(If ROW will be required:)* The estimated amount of ROW acquired will/will not be greater than 2 AC/mile. *(To determine average acres per mile, include the total estimated acreage all ROW required for construction (including temporary and permanent easements). For projects under a mile in length, the estimated total acreage of easements/ROW must be less than 2 acres.)*

- (1.3) The type of property proposed to be acquired is *(provide description, i.e., farmland, pasture, business, home, apartment/rental, occupied/vacant, functional/dilapidated)*.

- (1.4 – 1.5) The preliminary estimate of ROW acquisition is : __ acres of permanent ROW/Easements, and __ acres of temporary ROW/easements.

- (1.2) Major property improvements are/are not be proposed to be removed as a part of this project. The improvements to be removed are *(Provide description. Examples of major property improvements include residential and business structures, functional garages or outbuildings, or other features which would change the functional utility of the property. Examples of minor improvements include fencing, landscaping, sprinkler systems, and mailboxes.)*

- (16.1) Note if any accesses to businesses or residences will be permanently closed. Lot corner establishment: contract item? Access Control Committee recommendation

- ★ **Relocation Assistance (1.6 – 1.7):** Note if relocation assistance or building removal will be required.

- (1.6) There are up to # relocations anticipated; up to # residential, and up to # non-residential.

- (1.7) *(Describe the type of non-residential relocation; i.e., type of activity conducted by the business or farm)*

Revised Plan-In-Hand Report

- ▶ Revised PIH Report Outline goal of Sept 2015
- ▶ Designers will begin following the report outline - October 2015



Streamlining Project Delivery **LPA STYLE**

August 24, 2015

New Revised
 State of Nebraska
 Department of Roads
Project Initiation Request

TO BE COMPLETED BY PROGRAM MANAGEMENT SECTION

Control No.: 60823
 Funding: Federal State Asset Preservation Capital Improvement
 Project No.: STPD-97-3-1027
 Project Name: Tryon - Mullen

APPROVALS

District Engineer: Thayer, Gary Date: 7/13/2015
 Approved by Deputy Director/Engineering: Knott, Jim Date: 8/2/2015
 Approved by Program Management Engineer: Giam, Amy Date: 7/8/2015

Name of Estimator: Egehort, Tony Date: 1/20/2015 Estimate: \$7,420,899.00

PROJECT LIMITS

Highway No.	From Ref. Post	To Ref. Post	Length	Lane Direction	County	Who	National Functional Classification
097	44.210	56.820	12.610	Both Directions	Hooker	No	RURAL-MAJOR COLLECTOR

EXISTING CROSS SECTION

Segment	Traveled Way Width	Total Shoulder Width	Surface Shoulder Width	Surface Description
097 31.060 - 44.210 B	24.000	6.000	0.000	ASPHALT
097 44.210 - 52.450 B	22.000	4.000	0.000	ASPHALT
097 52.450 - 56.820 B	22.000	4.000	0.000	ASPHALT

PAVEMENT DATA

Segment	NSI	PSI	Rut Depth	Faulting	Age	Optimum Year	Critical Year
097 31.060 - 44.210 B	63.74	3.40	2.55	0.0	39	2013	2017
097 44.210 - 52.450 B	59.76	3.70	2.51	0.0	51	2011	2015
097 52.450 - 56.820 B	63.13	3.30	2.64	0.0	55	2013	2017
097 56.820 - 66.970 B	49.00	3.00	3.06	0.2	47	PGT0	2012

PROJECT TRAFFIC DATA

Highway No.	From Ref. Post	To Ref. Post	ADT	3R Year	20-Year ADT	% Truck
097	44.210	56.820	305	389	453	5

Safety Analysis Required: Yes No
 Crash History and Safety Analysis Completion Date: 6/5/2013

BRIDGE DATA

Structure No.	Type	Length	Clear-Road Width	No. of Barrels	Span	Rise	Sufficiency Rating

Bridge Division reviewed these structures on: _____

PURPOSE & NEED

SEE SCOPING PLANNING DOCUMENT FOR DETAILS

PROJECT DESCRIPTION

SEE SCOPING PLANNING DOCUMENT FOR DETAILS

PROPOSED DESIGN STANDARDS

3R Standards Yes No New 3 Reconstruction No

Preventative Maintenance Yes No

Tryon - Mullen
 Letting: 10052017

DR-73 Planning Document
 June 25, 2015
 STPD-97-3-1027
 FY 10

CN 60823
 RP 44-21 - RP 56-02
 Hooker County
 12.61 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 NCDOR's Pavement Management System, Materials & Research Pavement Design section and District 6. These entities have determined that the pavement distresses present on this section of N-97 are significant enough to warrant rehabilitation. The existing asphalt is between 55 and 59 years old, and will be 58 to 62 years old at the time of construction, and therefore at or beyond the end of its anticipated service life. The asphalt on this segment is currently rutted between 3.54 mm and 3.69 mm. In the most recent five years, an average of \$2,263 per lane per mile has been spent annually on maintenance activities, including patching, armor coating, and shoulder maintenance. This expenditure is indicative of a roadway in "poor" condition. The existing roadway has large areas of patching and wide and depressed thermal cracks. This project will address pavement on N-97 with a Nebraska Serviceability Index (NSI) of 58.33, a "Fair" condition rating, a Cracking Index of 30, a "poor" condition rating, and a Thermal Cracking Index of 100, a "poor" condition rating.

The need for curb and flumes is to limit erosion of the shoulders and (fence) slopes and reduce future maintenance costs.

The need for an alignment shift and use of sheet piles is to avoid environmentally sensitive areas in the vicinity of the Uramal River.

The FHWA and NCDOR have identified upgrading roadside safety hardware to a crashworthy appearance as a part of SR (Resurfacing, Restoration and Rehabilitation) projects as one of the emphasis areas to mitigate the severity of roadway departure crashes. Pursuant to this emphasis, guardrail will be upgraded as necessary.

* NSI is a pavement condition index used to gauge the overall health of a pavement section. It is a calculated numerical value based on pavement distresses such as transverse, longitudinal, and longitudinal cracking. Its value ranges on a scale of 0 to 100, with 0 being "very poor" condition and 100 being "very good" condition.
 † The Cracking Index is a rating value used to qualify the amount of cracking based on the severity and extent noted during a visual inspection, with 0 being "poor" and anything over 50 being "poor".
 ‡ The Transverse Thermal Cracking Index is expressed as an index on a scale of 0 to 100 with 0 being the best condition and 100 the worst. The index reflects the severity and extent of transverse cracking on a bituminous pavement.

This report was prepared by Planning & Project Development Division
 Corridor Studies Unit

Page 1 of 11
 Olson Associates - ATE

Streamlining Project Delivery Planning LPA Style

- Project Planning Considerations:
 - Much of this information is not currently available or submitted for LPA projects:
 - Crash Data
 - Pavement Determination
 - Bridge Determination
- If the LPA performs planning tasks, it currently is not part of the programming submittals.

Streamlining Project Delivery Preliminary Design LPA Style

- Project Planning Considerations
 - Recommend that the LPA submit this or a similar document
- Construction Meeting Agenda
 - Recommend holding this meeting, however timing may be different than a NDOR project or may combine with a PCM meeting
- Plan-In-Hand Report Outline
 - LPS will adopt a PIH outline that has been modified to fit the LPA projects for review and distribution.

Streamlining Project Delivery Environmental Review LPA Style

- Early Environmental Review will need to be customized for the LPA projects
 - Planning Environmental Review
AND
 - Design Environmental Review
- Will need to be modified to fit LPA projects as information will be available at different points in the design process than NDOR projects.

Streamlining Project Delivery

Project Coordination Meetings

LPA Style

- Project Coordination Meetings will be held for Local Projects
 - LPS will administer the meetings
- LPS will work with the Environmental Section to determine:
 - Format and timing of the meetings
 - Attendance
 - Deliverables

Project Coordination Meetings LPA Style

NDOR PROJECT

- PCM 20
 - Occurs Following Program Phase
 - At the End of the Planning Phase
 - Ground Survey has been Completed and Initial Footprint has been Determined

LPA PROJECT

- PCM 20
 - Occurs TBD
 - Ground Survey has been Completed and Initial Footprint has been Determined



Project Coordination Meetings LPA Style

NDOR PROJECT

- PCM 30
 - Following the Planning Phase and Construction Meeting
 - After Design has been Refined Based on Environmental Resources and Determined Impacts
 - Prior to Distribution of PIH Plans to the District and Before Completing the PIH Visit

LPA PROJECT

- PCM 30
 - Following the Planning Phase and Construction Meeting
 - After Design has been Refined Based on Environmental Resources and Determined Impacts
 - Prior to Distribution of PIH Plans and Before Completing the PIH Visit

Project Coordination Meetings LPA Style

NDOR PROJECT

- PCM 35
 - At the End of the Design Phase
 - After the PIH Report has been Distributed
 - Prior to the Public Involvement Phase
- PCM 70
 - After ROW Acquisition
 - Prior to PS&E Turn-In

LPA PROJECT

- PCM 35
 - At the End of the Design Phase
 - After the PIH Report has been Distributed
 - Prior to the Public Involvement Phase
- PCM 70
 - After ROW Acquisition
 - Prior to PS&E Turn-In

Reviewing Environmental Resources to Determine CE Level

▶ REVIEW THRESHOLD LEVELS

- HIGHWAY CAPACITY, TRAFFIC DISRUPTIONS, PROPERTY ACCESS
- ROW
- RIVERS, WETLANDS, FLOODPLAINS
- THREATENED & ENDANGERED SPECIES
- SECTION 106, SECTION 4(f)
- HAZARDOUS MATERIALS
- TRAFFIC NOISE & AIR
- MINORITY/LOW INCOME POPULATIONS
- PUBLIC INVOLVEMENT

Streamlining Project Delivery Clarity Schedule LPA Style

- LPS will mirror the NDOR Clarity template with modifications
 - Program Agreement
 - Consultant Procurement
 - Previous mentioned departures from NDOR process
 - PCM, Construction Meeting, etc.



QUESTIONS & COMMENTS

