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)*
5/20/14	71180	NH-183-1(117)

Project Name:
Alma South Bridge

☐ LPA Project ☒ State Project

Local Public Agency or NDOR District and County Project Located In:
NDOR District 7 / Harlan County, NE

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.)*

Document Preparer's Signature:

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

Danielle Moore	Danielle Moore	5/20/14
(Print Name)	*(Signature)*	*(Date)*

NDOR Highway Environmental/NEPA Specialist

(Organization and Title)

402-479-3547	danielle.moore@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 Specialist	5-22-14
(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.

Sean Schulz	Highway Biologist	5/28/14
(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	Public Involvement Coordinator	6/2/14
(Print Name)	*(Signature and Title)*	*(Date)*

Public Involvement Coordinator Comments: *(Early Guidance for the Project Proponent)*
Based on current project scope no additional Public Involvement is recommended at this time, if scope changes Public Involvement will need to be reevaluated.

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:

- ☒ Programmatic Categorical Exclusion or Categorical Exclusion
- ☐ Environmental Assessment
- ☐ Environmental Impact Statement

Wendy J. Austin	Wendy J. Austin NDOR NEPA Specialist	6/6/2014
(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:

Molly Lamrouex	Digitally signed by Molly Lamrouex DN: cn=Molly Lamrouex, o=FHWA, ou=Nebraska Division, email=molly.lamrouex@dot.gov, c=US Date: 2014.06.11 13:04:56 -05'00'	
(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)*

71180_NH-183-1(117) Alma South Bridge

0 0.175 0.35 0.7 Miles

N

☑ New ☐ Revised

State of Nebraska
Department of Roads

Project Initiation Request

TO BE COMPLETED BY PROGRAM MANAGEMENT SECTION		
FUNDING	Control No.:	71180
☑ Federal ☐ State ☑ Asset Preservation ☐ Capital Improvement	Project No.:	NH-183-1(117)
	Project Name:	Alma South Bridge

APPROVALS

District Engineer	Date	Requested Fiscal Year	☐ Consider Safety Funds
Vosburg, Kurt	4/15/2014	2016	☐ City/Local Participation
Approved by Deputy Director-Engineering	Date	Approved by Program Management Engineer	Date
Knott, Jim	5/18/2014	Starr, Amy	4/14/2014

Name of Estimator:	Ottemann, Mark	Date:	10/1/2013	Estimate:	$584,276.00

PROJECT LIMITS

Highway No.	From Ref. Post	To Ref. Post	Length	Lane Direction	County	NHS	National Functional Classification
183	5.940	5.940	0.000	Both Directions	Harlan	Yes	RURAL-PRINCIPAL ARTERIAL-OTHER

EXISTING CROSS SECTION

Segment	Traveled Way Width	Total Shoulder Width	Surfaced Shoulder Width	Surface Description
183 2.990 - 7.080 B	24.000	10.000	8.000	COMPOSITE

PAVEMENT DATA

POP as of date: 6/6/2013

Segment	NSI	PSI	Rut Depth	Faulting	Age	Optimum Year	Critical Year
183 2.990 - 7.080 B	92.00	4.40	2.87	0.0	9	2024	2028

PROJECT TRAFFIC DATA

Highway No.	From Ref. Post	To Ref. Post	ADT	3R Year	20-Year ADT	% Trucks
183	5.940	5.940	1760	2218	2570	22

Safety Analysis Required: ☑ Yes ☐ No

Crash History and Safety Analysis Completion Date: 7/26/2013

BRIDGE DATA

Structure No.	Type	Length	Clear Rdwy. Width	No. of Barrels	Span	Rise	Sufficiency Rating	Strategy
S183 00594	ps grdr simple	713.000	44.000	0	0	0	98.100	Repair

Work Description: Replace Abutments to provide expansive bearings. Repair concrete girders. Replace Approaches and GB on Pile, 2 in. Asphalt Overlay w/ Membrane End of Paving to End of Paving, Seal Concrete rails and overhangs. 2" grade raise

Bridge Division reviewed these structures on: 7/16/2013

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 Bridge Division, and District 7 and a biennial bridge inspection last conducted in July, 2013. These entities have determined that the distresses present on this bridge structure are significant enough to warrant rehabilitation.

S183 00594
This bridge was originally constructed in 1950 and then reconstructed in 1991. New guardrail approach sections were built in 2012. The condition of the abutments had a rating of 4, a "Poor" rating. The abutments are cracked and delaminated and the prestressed girders are showing delamination and map cracking in many areas. The bridge approaches are cracking and breaking up at the transverse joint with the deck. The joint is currently located at the end of the floor, allowing the passage of contaminated water behind the abutment back walls.

The FHWA and NDOR have identified upgrading roadside safety hardware to a crashworthy appurtenance as a part of 3R (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.

PROJECT DESCRIPTION

This project will repair the bridge over the Republican River on US-183 in Harlan County at mile marker (MM) 5+94, located 0.62 miles south of the south corporate limits of Alma.

The improvements on this project consist of replacing abutments, repairing girders, resurfacing the bridge deck, replacing the approaches and grade beam on pile, and sealing the bridge rails. There will be a 2" grade raise that the new approaches will match.

Scope details include:
• Grading beyond the hinge point will be required for the following work:
 Bridges
 Removal of old abutment
 Pile driving for new abutments, temporary support for girders and new grade beams at approaches.
• Grading beyond the hinge point may be required for the following work (Roadway Design) will make a determination at Plan-in-Hand):
 Sanitary sewer and valve box in each approach slab will need to be relocated.
• The structure over the Republican River (Structure Number S183 00594) will consist of replacing abutments, repairing girders, resurfacing the bridge deck, replacing the approaches and grade beam on pile, and sealing the bridge rails.
• Project surveying and staking will be required.
• Areas disturbed during construction will be stabilized utilizing methods of erosion control as shown in the Storm Water Pollution Prevention Plan (SWPPP).
• Rumble strips will be constructed on the resurfaced shoulders.
• Permanent pavement markings will be applied to all new surfacing.
• 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.
• This project needs to be soft-tied to Stamford East & West, CN 70838, STPD-89-3(106), due to this project needing only a small amount of asphalt.

PROPOSED DESIGN STANDARDS

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

PAVEMENT STRATEGY

PRELIMINARY GIS ENVIRONMENTAL REVIEW

GIS Environmental Review Required? ☑ Yes ☐ No

Completion Date: 8/27/2013

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:	2016	Programmed Letting Date:	11/19/2015
Begin Construction Date:		End Construction Date:	
Clarity Project Manager:	Fintel, Paul	Design Assignment:	Krolikowsi

Purpose & Need

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The existing roadway section was reviewed for compliance with 3R minimum design standards for the following criteria:

- **Horizontal Curvature**
- **Superelevation**
- **Number of lanes**
- **Lane Width**
- **Shoulder Width**
- **Surfaced Shoulder Width**
- **Fixed Obstacle Clearance**
- **Stopping Sight Distance**
- **Culvert Length**
- **Fill Slopes**
- **Roadside Appurtenances**
- **Objects located within LOC**

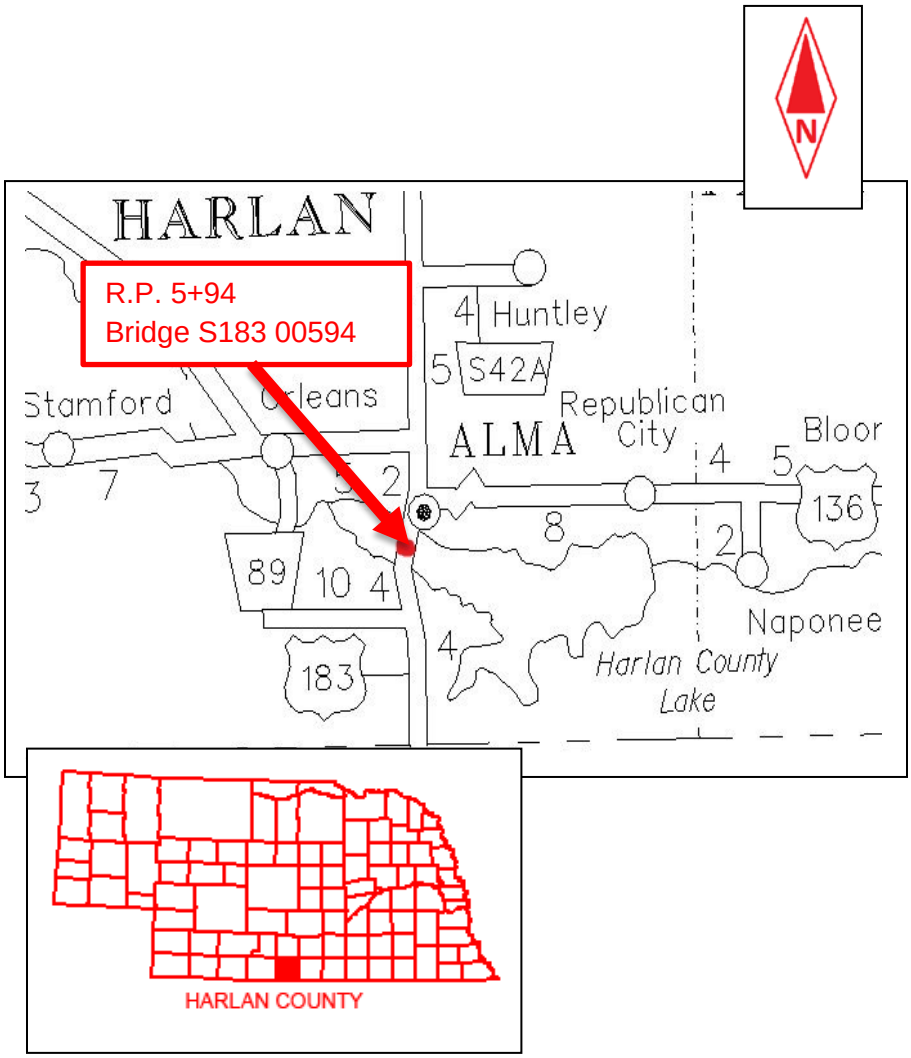
The existing roadway section meets 3R minimum design standards with the exception of the following criteria:

- **N/A**

The existing roadway section will require further review to determine if 3R minimum design standards are met for the following criteria:

- **N/A**

The estimated cost for this project is: **$584,276** *(Bridge Restoration Funds)*



Traffic Volume

The following traffic data was presented on the DR-73.

Current Year: 2013		3R Design Year*: 2026		20-Year: 2036
ADT	1760	ADT	2218	2570
% Heavy Trucks	22	% Heavy Trucks	22	

** The NDOR has stated by Department policy that the 3R design year is 10 years post construction for projects constructed with asphalt pavement and 20 years post construction for projects constructed with concrete pavement. This is the approximate life of a 3R resurfacing project.*

Minimum Design Standards – Approach Roadway

Location	Type	Lane Width	Shoulder Width	Obstacle/Clear Zone
R.P. 6+00 North & South	3R	12’	6’ (2’ Surfaced)	30’ Lateral*

National Functional Classification: Rural-Principal Arterial, Level Terrain
This roadway is on the National Highway System and the Priority Commercial System.
**As built under project Alma South, CN 70168A, F-BHF-183-1(111).*

Existing Typical Cross Section

Location	Lane Width & Type	Shoulder Width & Type
R.P. 6+00 North & South	2-12’ Composite	10’ (8’Asphalt)

Summary of Vertical Curves

As built plans from Alma South, CN 70168A, F-BHF-183-1(111), indicate that Structure S183 00594 is located on a tangent section with no vertical curves within 500 feet on either side of the bridge. Therefore, the project is in compliance with the 3R Standards.

Horizontal Alignment

As built plans from Alma South, CN 70168A, F-BHF-183-1(111), indicate that there are no existing horizontal curves at the bridge location.

Foreslopes

As-built typical cross sections from Alma South, CN 70168A, F-BHF-183-1(111), indicate that a safety section was graded on the segment of US-183 from the Kansas state line to south of Alma. This bridge is located on a berm at the Harlan County Reservoir, however, so guardrail has been installed ahead of and beyond the bridge. Therefore, 2:1 foreslopes were graded behind the guardrail.

Existing Pavement Condition

This project consists of bridge rehabilitation and therefore existing pavement condition is not applicable.

Adjacent Typical Cross Sections

Location	North Segment	South Segment
Lane Width	2-12’ Composite	2-12’ Composite
Shoulder Width	10’(8’Asphalt)	10’(8’Asphalt)
Pavement Age	9 years	9 years
Programmed Project	None	None
Proposed Improvements		

Minimum Design Standards – Bridges on Rural State Highways

Design Year Traffic: (2,000-3,999 ADT) Arterial	New	Reconstruction	Remain in Place
Clear Roadway Width	40’	40’	28’

Existing Structures

Reference Post	Type of Structure	Length	Clear Roadway Width	Sufficiency Rating	Proposed Treatment
5+94	Prestressed Girder Simple	713’	44’	98.1	Replace abutments to provide expansive bearings and approach sections on grade beam, repair concrete girders, 2” asphalt overlay with membrane, seal concrete rails. There will be a 2” grade raise.

This structure was reviewed by Bridge Division on 07/16/2013.

Culverts

As-built plans from Alma South, CN 70168A, F-BHF-183-1(111) indicate that there are no existing culverts within the project limits.

Utilities

There is a valve box located in the in the paving section of the south approach slab and a valve box located in the approach section of the north approach slab. There is an active sanitary sewer line in the south approach slab in conflict with this bridge project.

Existing Guardrail Locations

R.P. – R.P.	Side	Type	Existing Length (LF)	Proposed Treatment
5+94	Lt.& Rt.	W-Beam	10,878	Use In Place

Accessibility

Pedestrian facilities have not been identified within the project limits.

Crash History & Safety Analysis

Traffic Engineering has performed a Safety and Operational Analysis for this segment of US-183 based on the three year accident history ending December 31, 2012. Their findings are

documented in the Safety Analysis Report in the project files. As a result of the study the NDOR has determined that no crash mitigation measures are necessary for this project.

Right-of-Way

No additional property rights are anticipated for this project.

Railroad

There are no railroad impacts on this project.

Airports

Consultation with Nebraska Department of Aeronautics may be required for this project. There is an airport located 1.3 miles northeast of Alma.

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 anticipated based on the current scope of the project. The project does appear to have a “Zone A” floodplain within the project study area; therefore, a floodplain permit authorization may be required from the local authority.

State and Federal listed threatened and endangered species identified within Harlan County include the Black Footed Ferret, Gray Wolf, River Otter, and Whooping Crane. Of these species, the North American River Otter has 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 did not produce any facility records that were adjacent to this project.

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.

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 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.

This project will also be included in Nebraska's State Transportation Improvement Plan (STIP). This federally-mandated planning document lists four years of all federally funded projects and other projects of regional significance, regardless of the funding source. The NDOR will follow public participation procedures approved by the FHWA, including sending news releases by mail, email and social media to inform the public that a draft of the STIP was available for their review and comment. Any comments regarding this project will be addressed before the STIP was submitted to FHWA and FTA for approval.

No additional public involvement events are anticipated at this time.

Schedule

Based on the current scope of this project and the associated impacts, a 3R schedule without right-of-way impacts can be used.

This project needs to be soft-tied to Stamford East & West, CN 70838, STPD-89-3(106), due to this project needing only a small amount of asphalt.