



## **STP-L63A(101) *L63A North of Genoa; C.N. 42609***

**LOCATION:** The proposed project would involve approximately 3.08 miles of Nebraska Link 63A (L-63A), starting east of the junction with Nebraska Highway 39 (N-39), at about mile marker (MM) 3.12, and extending east to MM 0.04, west of the junction of Nebraska Highway 22 (N-22) and L-63A. Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

**PURPOSE AND NEED:** The purpose of the proposed project is to preserve the L-63A transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for this proposed project is based on the condition of the existing roadway.

**SCOPE OF WORK:** Proposed improvements on this project would include trench widening and performing cement stabilized bituminous recycle strategy. The growth from this strategy would be used to widen the roadway. Additional lifts of asphalt would be placed overtop the recycle material. Additional improvements include regrading and widening earth shoulders, grading of foreslopes, culvert work, and tree removal to eliminate the wooded overgrowth along the roadway.

**TRAFFIC VOLUMES:**

	<b>L-63A</b>	<b>MM 3.12 – MM 0.04</b>
Year		2017      2027
Vehicles Per Day		<b>1460</b> <b>1720</b>
% Heavy Trucks		<b>12%</b> <b>12%</b>

**CONSTRUCTION SCHEDULE:** Construction is tentatively scheduled to begin as early as summer of 2018 and could be complete by the winter of the same year.

**ACCOMMODATION OF TRAFFIC:** The proposed project would be constructed under traffic with lane closures controlled with approved temporary traffic control.

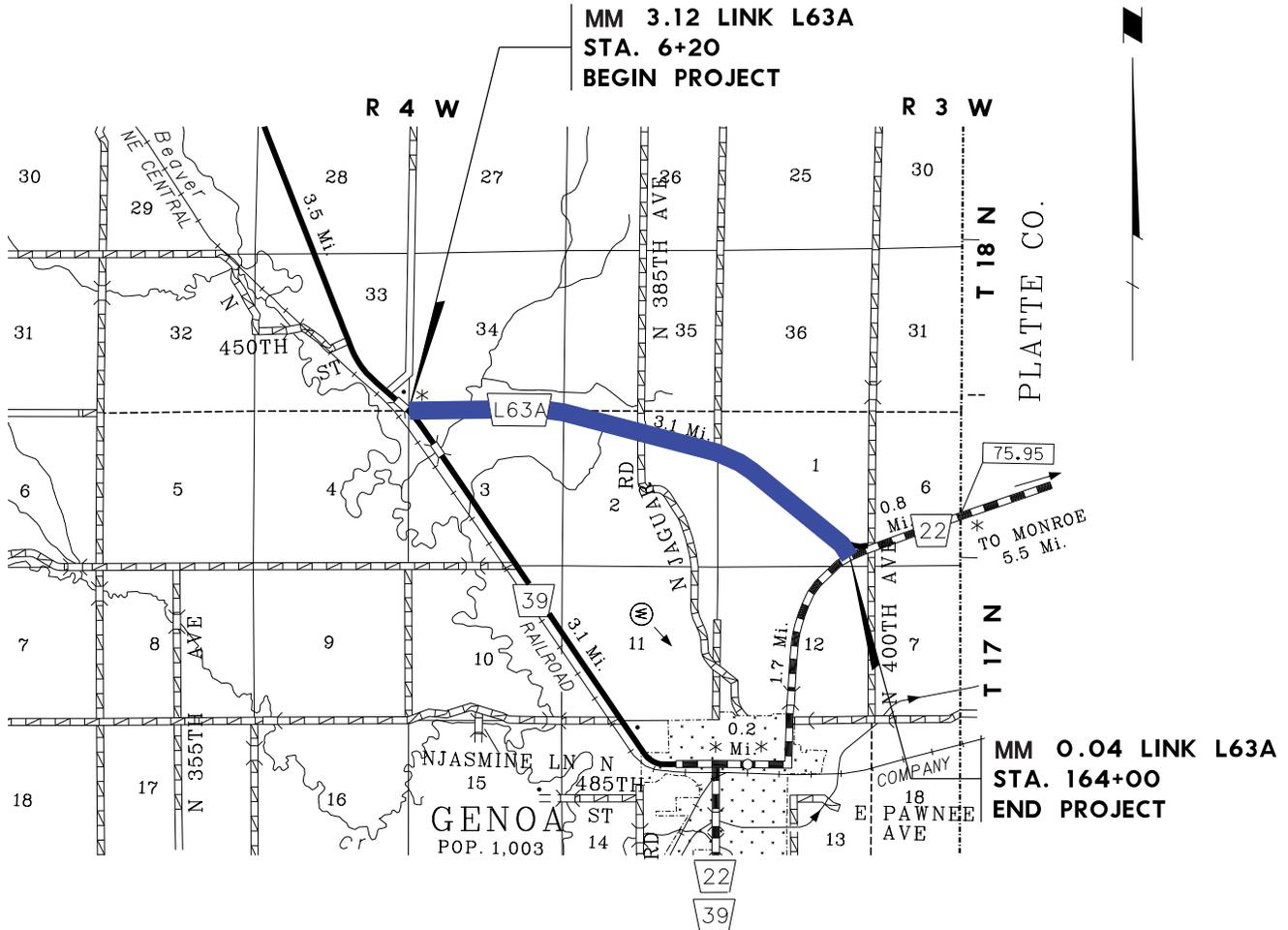
**RIGHT-OF-WAY:** The proposed project would require the acquisition of additional property rights including new right-of-way (ROW), and temporary easements (TE) for construction throughout the project area. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

**POTENTIAL IMPACTS:** Wetland impacts are anticipated; no mitigation would be required.

**ESTIMATED COST:** The cost of the proposed project is approximately \$2.7 million and would derive from federal and state funding sources.

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**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE



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

**NEBRASKA**

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DEPARTMENT OF ROADS

**Send comments to:**

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