

# Q&A

## QUESTIONS AND ANSWERS

### 1. When will the project be constructed? Will it be phased? Will Blondo Street east of 156th Street be completed before this project starts?

- This project is currently scheduled to begin in 2017. Some utility work may begin ahead of this time. ROW is scheduled to be acquired in late 2015 and 2016.
- There would be phased construction. The preliminary phasing for Blondo Street and 156th Street is for both to be open to traffic for the majority of the two year construction period. Both Blondo Street and 156th Street are anticipated to have two to three month closures to through traffic while school is out of session, in the summers of 2017 and 2018.
- Blondo Street between Eldorado Drive and 154th Street (Phase 1) needs to be constructed first, and will be completed by the time this project starts.

### 2. What happens if my driveway or side street is being affected by construction?

- Temporary access would be provided to residents by using alternative routes from nearby roads. In the case of driveways being re-constructed, they would be poured in phases so that you always have access to your home.

### 3. What happens to access at Decatur Street, Burdette Avenue, and 162nd Street?

- These three side streets would become right-in/right-out only.
- U-turns would be allowed at the intersection of 156th and Blondo, and the out-of-distance travel using U-turns or other routes into/out of neighborhoods is not excessive.
- These access changes are needed to comply with the City's policy on access management on major roadways and to improve safety/operations of the intersections.

### 4. How will school traffic (vehicular and pedestrian) be affected during construction?

- This project would replace the existing sidewalks, add additional sidewalks where none exist today, add a bike path along the north side of Blondo Street, and replace the school crosswalk at Burt/Cumming Streets. These improvements would enhance pedestrian safety, and reduce the potential for accidents from pedestrians utilizing the streets or grassed areas along 156th and Blondo Streets.
- The City would maintain pedestrian access at Cumming/Burt Streets when school is in session. If, for any reason due to construction phasing, it is not possible to maintain vehicular access to Grace Abbott Elementary School at Cumming/Burt Streets when school is in session, access would be provided at Charles Street and 155th Avenue.

### 5. Will there be new sidewalks/trails? Why is there no overpass?

- There would be sidewalks/trails constructed on all segments of the project on both sides of the street, whereas there are places now that don't have any sidewalks. All sidewalks/trails would connect to existing sidewalks/trails to provide pedestrian connectivity.
- The distance for the school crossing would actually be the same as it is now, and there would be better signage, signal

timing, and a median in the roadway for pedestrian refuge.

- The City of Omaha's current practice is to avoid constructing pedestrian overpasses on projects due to their poor safety record. New overpasses have to meet stricter ADA requirements, thus making them very long to meet the acceptable grade requirements. This would require additional ROW and impacts to adjacent properties.

### 6. How much Right of Way will be needed?

- ROW impacts would vary from property to property. Please visit the Right of Way table to see what impacts, if any, your property may have.

### 7. What's the difference between a temporary construction easement and a permanent easement?

- A Temporary Easement allows the contractor to temporarily make use of your property during the construction project. Your property would be restored upon completion of the project.
- A Permanent Easement is often needed for subsurface rights such as wall footings or sewers. The property owner can still enjoy the surface. Visit the Right of Way table for more information.

### 8. Will I be paid for the use of my land?

- Yes. Property rights would be appraised, and an offer for fair market value would be paid to you. All provisions outlined in the Uniform Act and NDOR's Right-of-Way Manual would be followed in the Right of Way process.

### 9. How will my fence/sprinkler/landscaping/yard be affected?

- Fences would be replaced in accordance with NDOR's Right-of-Way Manual which requires compensation for impacted fences, sprinklers, and landscaping located on private property. These items will be addressed during the ROW acquisition process. Also there will be coordination between the contractor and homeowners for unforeseen impacts.
- If you have a fence, a temporary fence would be installed during construction. Typically this would be a four-foot-tall chain link fence. If you have a pet or another reason to have a specific fence type installed (i.e. pool or day care) then the City would discuss that with you prior to construction.

### 10. Will a noise wall be constructed along my property? How tall will it be? What will it look like?

- Seven noise walls would be constructed along this project. The locations are shown on maps at the noise wall station, and the noise report is available for review.
- Walls range in height from 6 feet to 18 feet tall.
- Noise walls would be constructed of similar materials on recent projects. The street side would be stained, and the back side would be left unfinished.
- Please visit the noise wall station for more information.

### 11. What is the cost? Who pays for it?

- The estimated project cost is \$11.7 million. The cost would be shared by federal and local funds. The federal portion is 80% and the local portion is 20%, which would be split by the City and the County.

## PURPOSE

To improve local and regional mobility by:

- Enhancing the vehicular transportation system and improving connectivity.
- Reducing driver delays.
- Improving pedestrian accessibility along the 156th and Blondo Streets corridor.

## NEED

The Project is needed because of the insufficient roadway capacity and unacceptable delay at intersections, discontinuity with adjacent roadways and intersections, and inadequate pedestrian facilities within the corridor.

## Project Contact

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## Project Overview

Because of increasing traffic volumes, 156th Street's existing two-lane rural street will be upgraded to a four-lane urban street with turn lanes, curbs and gutters.

The project also includes:

- Constructing bike paths, sidewalks and curb ramps
- Installing a new traffic signal, street lighting and communications infrastructure
- Building retaining walls and noise walls
- Reconstructing adjacent roads to match with the improvements
- Installing drainage and storm sewer facilities
- Adjusting private utility lines.

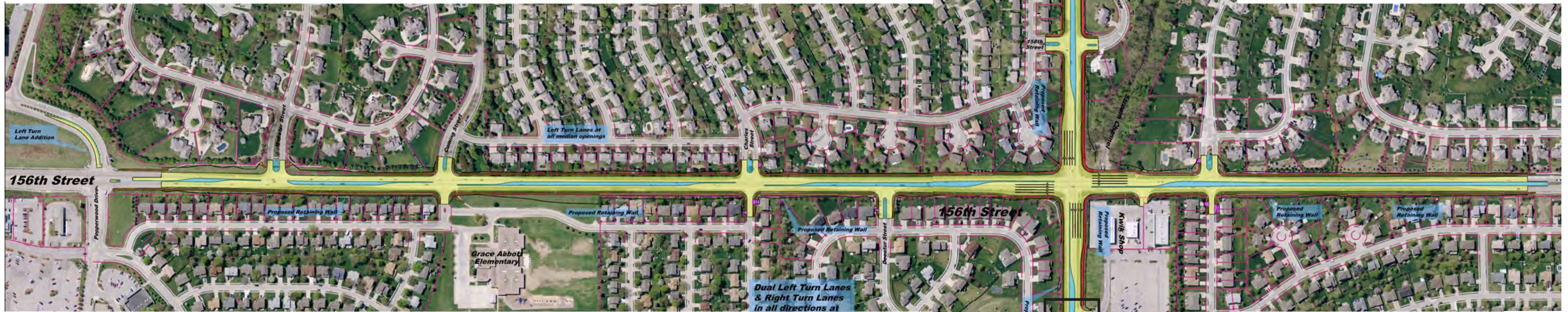
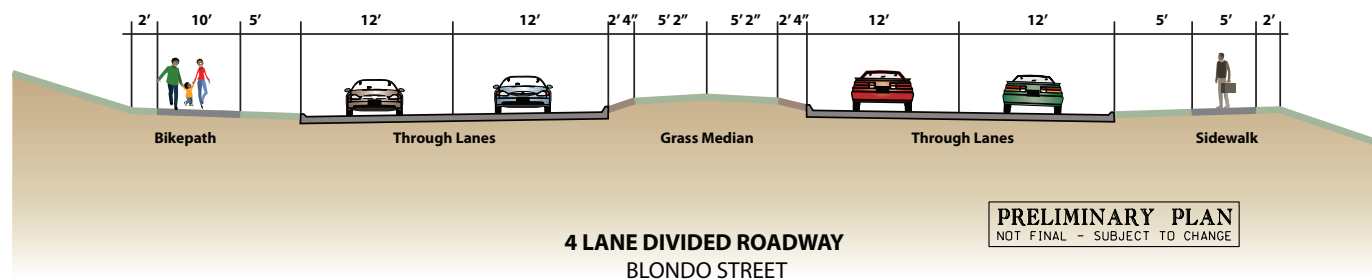
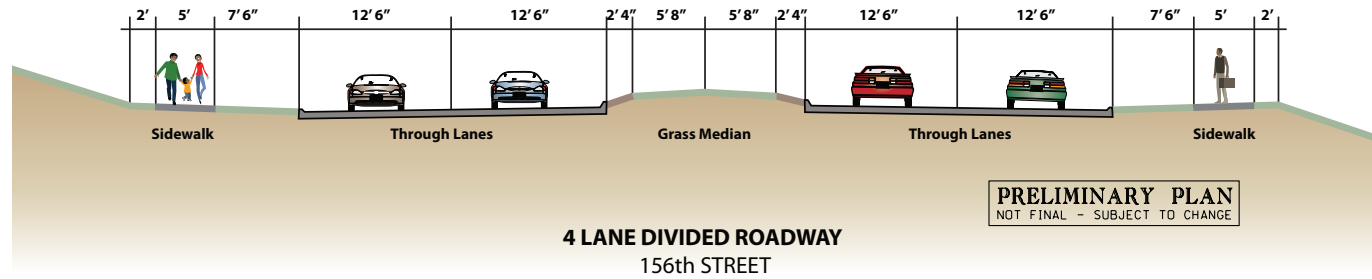
## VICINITY MAP



# Roadway Concept: 156th Street

## Four Lane, Median Divided

**TYPICAL SECTIONS**  
 These illustrations represent what portions of the project might look like after the improvements are completed.



Previously approved portion of Blondo Street improvements.

- Roadway Improvements
- Raised Median
- Sidewalks
- Driveways
- Bikepath
- Retaining Walls
- Grading Limits
- Existing Right of Way
- Property Boundaries

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

