



PUBLIC COMMENT/ANSWER SUMMARY

Question/Concern	Response
GENERAL PROJECT	
Why wasn't this project done years ago prior to the increased development in the area? Why wasn't the growth in this area planned for?	Projects are programmed based on funding availability and need for the project. The City and Douglas County have made the project a priority under current conditions. Project needs across the City far exceed the available funding levels.
What are the long term economic benefits of this project?	Adding capacity to 168 th Street will improve safety, decrease congestion and directly benefit the traveling public. Better access, connectivity and reduced congestion would provide enhanced opportunities for redevelopment and job creation.
How does this project improve safety?	Traffic congestion would typically decrease by providing additional capacity. A congested corridor leads to an increase in traffic crashes. The proposed project would also address pedestrian facilities and uniformity. Vehicles would be more channelized within a curbed section, and access driveways would be spaced appropriately to improve safety.
Will increasing capacity spur more suburban sprawl?	The land use and growth patterns in this part of town have already placed an increased stress on the transportation system causing severe congestion, safety concerns and crashes. The proposed capacity improvements are a direct response to a problem that has existed along this corridor for the past few years. This project is not anticipated to increase sprawl, but rather solve the existing demand, safety and congestion problems.
When will funding be secured for this project?	The City of Omaha and Douglas County have an agreement in place to use Arterial Safety Improvement Program (ASIP) funds for the project.
Why is this project reliant on local funds when 156th Street and 180th Street are federal projects?	An opportunity for the City of Omaha and Douglas County presented itself to use ASIP funds to construct this project. Given the many projects planned for this area of Omaha to coordinate it was determined ASIP funds are the most prudent use of taxpayer funds.
Have studies to re-route traffic rather than accommodating it been conducted?	The project is being built according to the Long Range Transportation Plan for the MAPA region. The Long Range Transportation Plan takes into account the traffic demands for the region and determines where capacity improvements are needed. This project is consistent with the regional mobility goals as established and recommended in the Long Range Transportation Plan.



Will a light be placed at (sidestreet name)?

A traffic study has been done for the project looking at where traffic signals are warranted based on volumes today, projections 5 years out and projections in 2040. At this time a new signal at 168th and Seward is planned in addition to the signals that are in place today. After construction is complete the public can request an additional traffic signal study to see if a signal is warranted at that time under new conditions.

How is the need for traffic lights determined?

Federal regulations called 'Signal Warrants' define the criteria to determine if a traffic signal is warranted or not. For widening projects, traffic signal warrants are checked based on existing traffic volumes, volumes projected 5 years out and volumes projected in 2040. In addition, several other factors like pedestrian volumes and the crash history at the intersection are evaluated.

The Shadow Glen developer installed a right turn lane going north onto Dora Hamman. The SID paid for this. Will it be retained? If not, why?

The need for right turn lanes throughout the project have been evaluated with a traffic study. With an additional through lane along 168th Street at this intersection, a right turn lane is not warranted based on City standards for constructing a right turn lane. Right turn lanes are not planned at Dora Hamman.

Can a turn lane be added at Decatur?

Allowing a median break, northbound left turn and an eastbound left turn lane at 168th and Decatur is not within the requirements of the City of Omaha access control policy. Left turns are not planned for Decatur.

Will there be designated turn lanes at major intersections?

Dual-left turn lanes and single right-turn lanes are planned in all directions at 168th and Blondo.

How will access to the retirement community be affected?

Full access to all turning movements at 168th and Blondo will be allowed. The quarter mile intersections along 168th Street and Blondo Street will also have full access (Western, Seward, Dora Hamann, Locust, Bedford, and 170th). Access at other side streets are planned to be modified affecting the access to the retirement community.

Will improvements include full access to Boyle Street and a legal U-turn? How will access into Carat Homes be impacted? Can a light be installed to help prevent accidents?

Access at Boyle Street is planned to be limited to right-in/ right-out to 168th Street. Full access is planned at 168th Street and Blondo. The quarter mile intersections along 168th Street and Blondo Street will also have full access (Western, Seward, Dora Hamann, Locust, Bedford, and 170th). Full access at Boyle Street does not meet access spacing standards as defined in the City of Omaha access control policy. A traffic signal is neither warranted nor would be installed at the Boyle Street intersection. Boyle Street intersection would be limited to a right-in/ right-out access condition.



Long-term plan is to connect the Carat Homes subdivision to Western Avenue intersection (full access) to accommodate left-turn movements. U-turns will not be prohibited at West Dodge or Western.

Will access into the businesses at 168th Street and Blondo have to occur through the neighborhood?

Full access is planned at 168th and Blondo. The quarter mile intersections along 168th Street and Blondo Street will also have full access (Western, Seward, Dora Hamann, Locust, Bedford, and 170th). At other locations modifications to access is planned to balance the needs of the property/businesses and safety/mobility of the traveling public on 168th Street.

Has access into Carat Homes for emergency vehicles been considered when designing to remove left access?

Yes. The City of Omaha coordinates with emergency service vehicles to ensure there is still access when modifying the access to an area.

PROPERTY IMPACTS

How much closer will the street be to backyards? How will I know what the impact to my trees and property will be?

For the majority of the project the property line in place today will remain in the future but temporary easements will be needed. If property negotiations are necessary a right of way agent will be in contact to talk about any impacts specifically.

How will noise be mitigated? Where will noise barriers be located?

A noise study based on the NDOR Noise Abatement Policy is underway. If noise abatement is found to be reasonable and feasible noise wall construction will be left up to adjacent property owners by a vote.

If a noise wall is constructed, what will it look like?

Noise walls if built will look similar to other noise walls constructed around the Omaha area.

Will I lose my two access points to my property?

Final plans for the project are still underway. If a driveway is proposed to be relocated or any property impacts are planned on private property City Right of Way staff will be in contact to go over specific questions.

Will a retaining wall be built all the way to Locust Street?

Final plans are not complete at this time. Retaining wall locations are still being determined.

If my fence is removed, how will it be replaced?

If a fence is being removed on private property it will be reset or replaced with the project.

Will Stolley Prairie be impacted?

The project team has coordinated with stakeholders from the prairie area. There will be impacts to the prairie but generally only at the storm sewer outlets or minimized as much as possible.

IMPACTS DURING CONSTRUCTION

How will the construction timing of 180th and 156th Streets be managed with this project?

At this time we are looking at the phasing for all the major projects in Northwest Omaha. It is likely construction will happen on 156th first, 168th second and 180th last.

Will construction work stop traffic on 168th Street?

Final construction plans are not complete for the project. At this time we are looking to keep 168th



	open for both directions for the majority of the project.
How will traffic be impacted during construction?	Final construction plans are not complete for the project. During construction there will be limitations and restrictions on traffic. The public will be notified in advance of the project.
Where will construction trucks and equipment be located when working near Stolley Prairie? Will access to homes be blocked?	Impacts to the prairie area will be minimized as much as possible. Access to adjacent properties will be maintained throughout the project.
PROJECT IMPROVEMENTS	
Will any new trees (tree lines) be planted along the corridor?	168 th Street and Blondo Street are both considered “green streets”. The City of Omaha Planning Department sets priority on which streets will have trees replanted after a widening project. At this time no decision has been made if or when trees will be replanted along the project.
Why isn't a shoulder added to Blondo Street in this area?	Due to Right of Way constraints curbs are typically installed on urban widening projects in the City of Omaha.
Are speed bumps being considered?	Speed bumps are not considered or allowed on arterial streets like 168 th or Blondo.
Will roundabouts be considered for this project?	A traffic study was completed for the project and roundabouts were considered during the preliminary design phase. However, due to the amount of traffic along 168 th Street it was determined that a multilane roundabout is not a good application in the corridor.
Where will storm sewer water be collected and deposited?	Storm sewer water will be collected and sent to the same locations it is sent today.
Will the curve on 168th Street north of Dodge be straightened?	At this time we are looking at leaving the bridge north of West Dodge on 168 th in place.
What other improvements were considered for solutions?	An evaluation of alternatives was completed for the project. Items considered included drainage outlets, trails, horizontal and vertical alignment options and the cross section of the roadway.
OTHER PROJECTS / TOPICS	
Will school district boundaries be redrawn?	This question is not related to this project.
Has the City considered connecting 180th Street between Maple and Dodge?	Douglas county is working on a project to connect 180 th from West Dodge to West Maple. Construction is tentatively scheduled for 2019-2022.
When will Dodge to Hwy 370 get widened?	This question is not related to this project.
What is being done with the restaurant tax?	This question is not related to this project.
What improvements are planned for the 156th and Blondo area?	156 th between West Dodge and Corby will be widened to a 4 lane divided roadway. Blondo from 153 rd to Patrick will be widened to a 4 lane divided roadway.
When will 168th Street south of Pacific be widened?	The City of Omaha is working with the Nebraska Department of Roads and Federal Highway to get the required environmental approvals for the



project. At this time construction is estimated to start at the earliest in 2019.
