

QUESTIONS & ANSWERS

1. **When would the project be constructed? Would it be phased? Would there be a detour?**
Construction is tentatively anticipated to begin in 2021, with completion in 2022. Utility work may begin sooner. South of West Maple Road, construction would be phased so that two-way traffic is maintained at all times. North of West Maple Road, 120th Street would be closed to through traffic for construction. Local access would be provided and through traffic would use 132nd Street or 108th Street as an alternate route.
2. **What happens if my driveway or side street is being affected by construction?**
Temporary access would be provided by using alternative routes. Drives reconstructed in place would be done in phases to allow for vehicular access at all times. When a property has multiple accesses, at least one would remain open at all times.
3. **Why is there a median when there wasn't one before?**
New medians would restrict access at Emmet Street and Old Maple Road, as well as some entrances at the north end of the project. These improvements are needed for safety and traffic flow, as well as to comply with the Transportation Element of the City's Master Plan. Due to these changes, U-turns would be allowed on 120th Street at West Maple Road and Roanoke Boulevard.
4. **What would happen to the recreational areas along the project? Will I be able to get to my game?**
Access to recreational areas would be maintained throughout construction so play can continue. Temporary drives or phased drive construction may be used to ensure access. Visit the Parks table for more information.
5. **Would there be new sidewalks or trails?**
Five-foot wide sidewalks would be constructed on both sides of 120th Street for the length of the project. Between West Maple Road and the Big Papillion Creek, a ten-foot trail would be constructed on the east side of 120th Street. The trail would turn westward and cross under 120th Street on the south side of the Big Papillion Creek, ultimately tying in to the parking lot at Tranquility Park.
6. **Would Right-of-Way (ROW) be needed?**
ROW impacts would be minimized through the use of retaining walls and other design decisions. ROW impacts vary from property to property. Several properties would require permanent ROW or permanent easements. Temporary construction easements would likely be required for adjacent properties. 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 use property during construction. The property would be restored upon completion of the project. A permanent easement is needed for subsurface rights such as wall footings or sewers. The property owner can still enjoy the surface. Visit the ROW table for more information.
8. **Would I be paid for the use of my land? What about my fence/sprinkler/landscaping?**
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. The Manual requires compensation for impacted fences, sprinklers, and landscaping located on private property. Visit the ROW table for more information.
9. **What is the cost? Who pays for it?**
The current estimated project cost is \$12.5 million. The cost would be shared by federal and local funds. The federal portion is 80%; the local (City) share is 20%.
10. **Why was the project delayed?**
Due to the complexity of the project and the process, as well as funding availability, the project is currently scheduled for 2021.

120th Street | Stonegate Drive to Fort Street (Omaha, NE)
Public Hearing

Thursday, June 1, 2017 – 6:30-8:30 pm
Alice Buffet Magnet Middle School – 14101 Larimore Ave.
Project Number: MAPA-5009(3); OPW-50949
Federal Aid CN 22277

PURPOSE
<ul style="list-style-type: none">• Improve the consistency of 120th Street's roadway section• Improve the continuity of pedestrian facilities• Address roadway capacity• Enhance safety to accommodate projected future traffic demands
NEED
<ul style="list-style-type: none">• Lack of consistency in the roadway section (five lane, four lane, two lane, divided, undivided)• Insufficient existing and future vehicle capacity• Inadequate pedestrian facilities• Incompatibility with Stonegate Drive intersection (lane configuration and section does not match north / south of Stonegate Drive)• Limited sight distance
PROJECT CONTACT
<p>Jon Meyer City of Omaha Phone: 402.444.4191 E-mail: jon.meyer@cityofomaha.org</p>



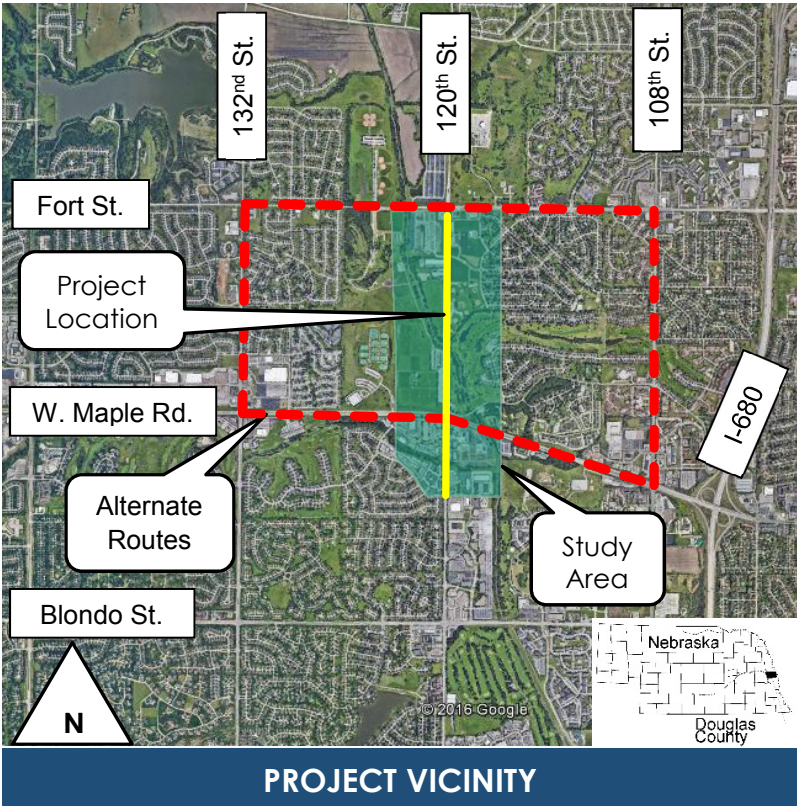
120th Street | Stonegate Drive to Fort Street (Omaha, NE)
Public Hearing

PROJECT OVERVIEW

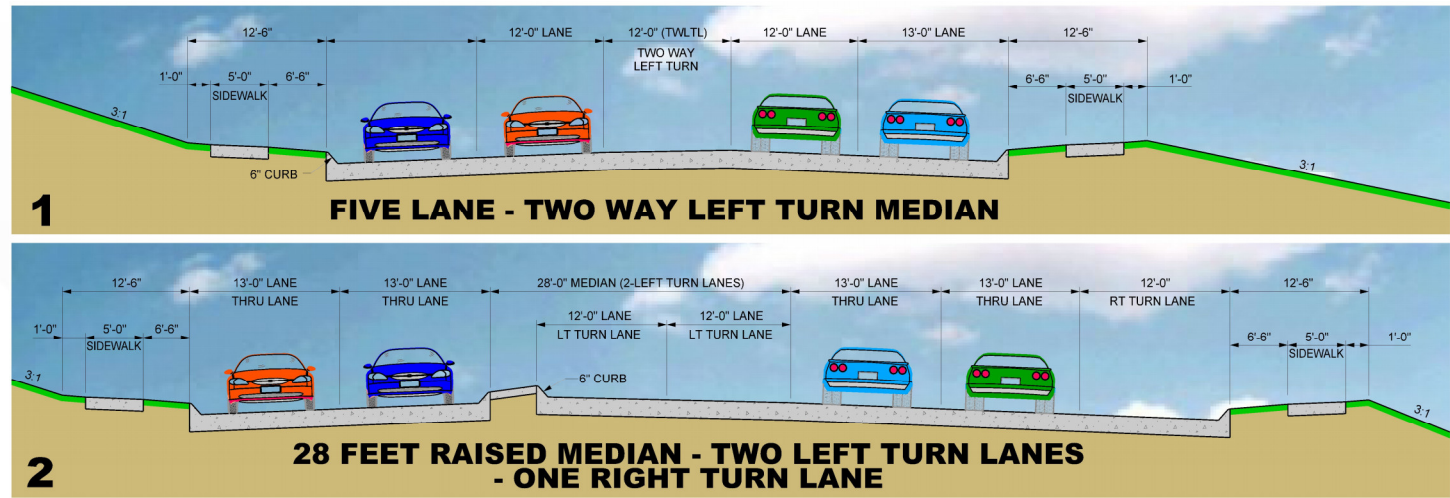
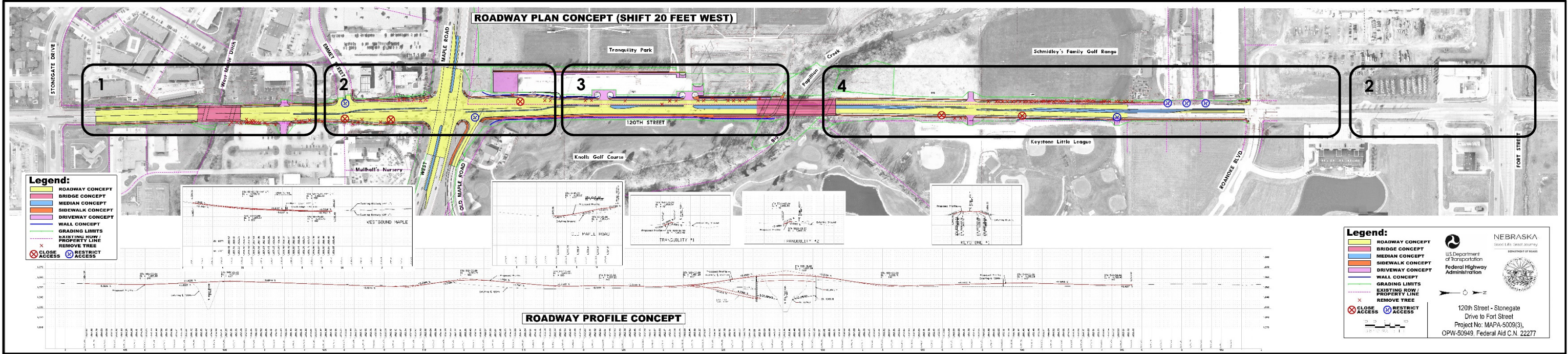
Because of a need for consistency and increasing traffic volumes, 120th Street's existing two lane rural street would be upgraded to a four-lane urban street with a raised median, turn lanes, curbs, and gutters.

The project includes:

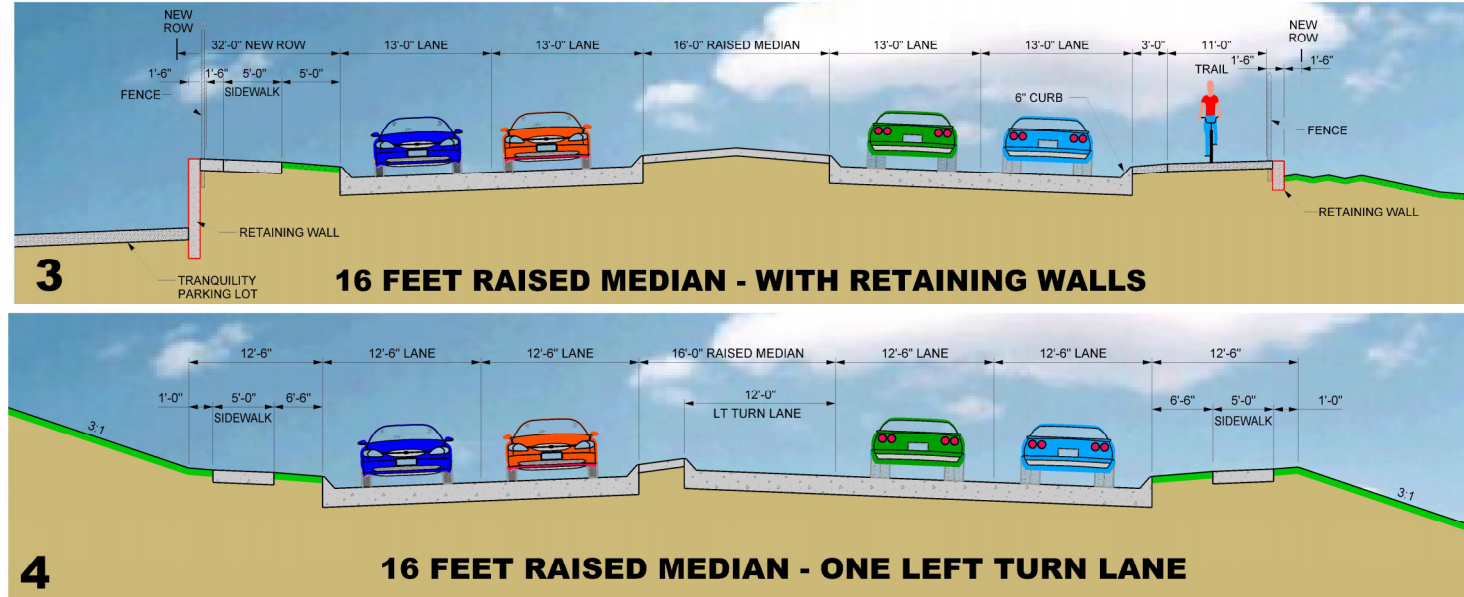
- Reconstructing adjacent roads and drives to match the improvements
- Constructing sidewalks, curb ramps, and a trail
- Installing new street lighting, traffic signals, and communications infrastructure
- Building retaining walls
- Installing drainage facilities (storm sewer)
- Widening the bridge over the West Maple Creek/Ditch
- Replacing the bridge over the Big Papillion Creek



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



**DRAFT ENVIRONMENTAL ASSESSMENT
REVIEW LOCATIONS**
(Review and Comment: May 17 – June 16, 2017)

- Project Website
- City of Omaha Public Works, 1819 Farnam Street, 6th Floor, Omaha, NE
- Saddlebrook Branch Library, 14850 Laurel Ave, Omaha, NE
- NDOR District 2 Office, 108th Street, Omaha, NE
- NDOR Headquarters, 1500 Highway 2, Lincoln, NE
- FHWA Nebraska Division, 100 Centennial Mall North, Lincoln, NE

PROJECT WEBSITE

Visit <https://publicworks.cityofomaha.org/public-works-projects> and click on "120th Street – Stonegate to Fort."

120th STREET TRAFFIC VOLUMES

	2013 Traffic (Vehicles Per Day)	2040 Forecasted Traffic (VPD)
North of W. Maple Rd.	13,300	20,600
South of W. Maple Rd.	22,800	26,300