

**Federal Highway Administration**

**Finding of No Significant Impact**

**For**

**Project No. MAPA 5009(3)**

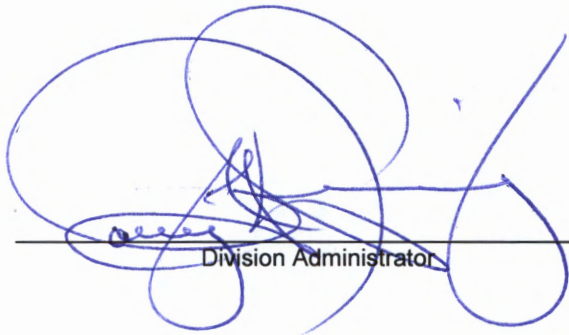
**Control No. 22277**

**OPW 50949**

**120<sup>th</sup> Street – Stonegate to Fort Street**

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment or natural environment. This Finding of No Significant Impact (FONSI) is based on the enclosed Final Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Final Environmental Assessment.

8/28/2017  
DATE

  
Division Administrator

Federal Aid Project Number: MAPA-5009(3)  
City of Omaha Project Number: OPW 50949  
NDOT Control Number: C.N. 22277

120<sup>th</sup> Street – Stonegate to Fort Street  
Final Environmental Assessment

FEDERAL AID PROJECT NUMBER: MAPA-5009(3)  
NDOT CONTROL NUMBER: C.N. 22277  
CITY OF OMAHA PROJECT NUMBER: OPW 50949

120<sup>TH</sup> STREET - STONEGATE TO FORT STREET  
CITY OF OMAHA, DOUGLAS COUNTY, NEBRASKA

## FINAL ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332(2)(c) and 23 CFR 771 & 774

To

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION


By

CITY OF OMAHA AND NEBRASKA DEPARTMENT OF TRANSPORTATION

This environmental assessment has been prepared in accordance with provisions and requirements of 42 USC 4332 (2)(c) and 23 CFR 771 & 774, relating to the implementation of the National Environmental Policy Act (NEPA) of 1969. The signatures below indicate verification that the content of the attached document/errata sheet accurately reflects the scope of this project.

  
For the Nebraska Division Administrator  
Federal Highway Administration

  
For the Nebraska Department of  
Transportation  
Project Sponsor

  
For the City of Omaha  
Project Sponsor

8/24/17  
Date

8/15/2017  
Date

8-14-17  
Date

**120<sup>th</sup> Street – Stonegate to Fort Street**  
**Project Number MAPA-5009(3), NDOT Control Number 22277**  
**Final Environmental Assessment and Errata from the DEA**

A Draft Environmental Assessment (DEA) for the above referenced project was submitted by the City of Omaha (City) and the Nebraska Department of Transportation (NDOT)<sup>1</sup> to the Federal Highway Administration (FHWA), and was signed and approved by the FHWA on May 4, 2017.

The DEA was made available for a 30-day Public Comment Period, which began on May 17, 2017, and concluded on June 16, 2017.

Copies of the DEA were made available for review at the following locations:

- <https://publicworks.cityofomaha.org/public-works-projects> and click on “120th Street – Stonegate to Fort”
- City of Omaha – Public Works 1819 Farnam Street, 6th Floor, Omaha, NE
- Saddlebrook Branch Library, 14850 Laurel Avenue, Omaha, NE
- NDOT District 2 Office, 108<sup>th</sup> Street, Omaha, NE
- NDOT Headquarters, 1500 Highway 2, Lincoln, NE
- FHWA Nebraska Division, 100 Centennial Mall North, Lincoln, NE

Resource agencies and stakeholders were notified via email regarding the availability of the DEA and holding of the Public Hearing. A list of agencies notified of the DEA distribution is included in Appendix A. No agencies submitted substantive comments on this project.

The City held a Public Hearing regarding the above referenced project at the Alice Buffett Magnet Middle School at 14101 Larimore Avenue, NE in Omaha from 6:30 to 8:30 PM on Thursday, June 1, 2017. Appendix B includes copies of the public hearing notice issued by the City and the information materials presented at the meeting. The event included an open house session, a formal presentation about the project, and a public forum to receive comments on the project. Fifty-three citizens signed in on the attendance sheets provided at the Public Hearing. Personnel from the City, FHWA, NDOT, and the City’s engineering contractor for the project were present to receive comments and answer questions about the proposed project. Members of the public were allowed to make oral comments or public statements at the Public Hearing if they desired. After the Public Hearing, comments (written email, or by telephone) on the DEA were accepted until June 16, 2017.

This Final Environmental Assessment (FEA) includes verbal and written comments from the Public Hearing and written comments received during the review period for the DEA, as well as a description of any changes to the DEA (i.e., an errata) as a result of the public and agency comments. The purpose of this FEA is to respond to the comments received during the review process and to provide additions or changes to the DEA, where necessary, using this errata format. This document, in conjunction with the complete DEA document, constitutes the completed National Environmental Policy Act documentation for the project.

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<sup>1</sup> On July 1, 2017, the Nebraska Department of Roads (NDOR) and the Nebraska Department of Aeronautics united into the new Nebraska Department of Transportation (NDOT). All DEA references to NDOR have been changed in the FEA to NDOT.

FHWA will review the agency and public comments received on the DEA for this project and will review the FEA. FHWA will issue a decision document for the project based on this review. The decision may be to prepare an Environmental Impact Statement (EIS) on the project, if the review determines that there would be significant environmental impacts, or to issue a Finding of No Significant Impact (FONSI).

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## I. DEA REVIEW COMMENTS AND RESPONSES

A Public Hearing was held on June 1, 2017. Supporting documentation regarding the Public Hearing is provided in Appendices A, B, and C.

Verbal and written comments received at the Public Hearing and comments received during the 30-day public comment period are presented in Table 1 below. In the instance where comments were similar, the response is a combined response. Consistent with the Privacy Act of 1974 and federal policy to avoid disclosure of personally identifiable information, references in the FEA and appendices to the public comments received on the DEA have been modified to omit name, mailing address, phone number, and email address information. Individuals providing comment input have been generically identified as Commenter 1, Commenter 2, and so on.

FHWA will review the agency and public comments received on the DEA for this project as part of the FHWA review prior to issuing a decision document for the project.

**Table 1. Citizen Comments and Responses**

<b>Comment Source</b>	<b>Topic/Comment</b>	<b>Response</b>
Commenter 1 (Hearing and Comment Form)	Pedestrians & Trails: Is it likely that currently proposed sidewalks will be removed from the proposed project plan?	There is no plan to remove any proposed sidewalks or trails from the project. The project must include Americans with Disabilities Act (ADA) compliant sidewalks. The proposed trail segment along the east side of 120th Street from West Maple Road to the Big Papillion Creek ties in with the trails master plan for the City of Omaha. A future project could connect the currently proposed 120th Street trail to Hefflinger Park.
Commenter 2, Commenter 8 (Email and Hearing)	Pedestrians & Trails: With this project's proximity to the terminus of the Big Papillion Trail, are there complimentary plans from Omaha Parks and/or the Papio-Missouri River NRD to create connections from the existing trail to the proposed bike facilities on this project? (2 Comments)	A connection is not part of this project. Regarding plans for trail connections beyond this project, the City of Omaha Trails Master Plan does include future extensions of trail networks to connect to 120th Street. At this time, there are no specific plans detailing how future connections would be made. Specific questions may be directed to the Parks Planner at the City of Omaha Parks and Recreation Department. Phone Number: 402- 444-5900.

**Table 1. Citizen Comments and Responses**

Comment Source	Topic/Comment	Response
Commenter 3 (Hearing)	Traffic Signals & Access: Will there be a traffic signal at the new Mulhall's entrance since they are taking out two entrances and replacing it with one? How will drivers cross to turn left?	The City is not considering a traffic signal at the new driveway for Mulhall's. Traffic signals are regulated by the Federal Highway Administration (FHWA) as documented in the Manual on Uniform Traffic Control Devices (MUTCD). It lists several warrants, or thresholds, that define the volume necessary to consider a traffic signal. In this case, there is not enough volume to warrant a traffic signal; hence, a traffic signal is not proposed at this intersection. Similar to Mulhall's primary entrance today, a southbound left turn lane would be provided for traffic entering the Mulhall's property. Shifting Mulhall's primary entrance south would also reduce left turn conflicts with northbound vehicle queues that frequently extend beyond Mulhall's existing entrance in the no-build alternative.
Commenter 3 (Hearing)	Property Impacts & Utilities: Is there a plan to replace trees being removed, specifically along Mulhall's and near Tranquility Park?	Currently, there is no plan to install new trees with the project. The City Public Works Department provides funding to the Parks Department. The Parks Department may initiate a tree planting project after the 120th Street roadway project is completed, since the City Planning Department designates 120th Street as a "green street."
Commenter 4 (Hearing and Comment Form)	Design & Construction: Please do not plant trees in the medians. Trees in elevated medians make it harder to see southbound vehicles (reference to existing Roanoke Boulevard).	Median obstructions would be reviewed during final design to ensure adequate sight distance is provided for left turn movements at Roanoke Boulevard.

**Table 1. Citizen Comments and Responses**

Comment Source	Topic/Comment	Response
Commenter 4 (Comment Form)	Design & Construction: Proposal to allow U-turns at Roanoke Boulevard and additional turning movement conflicts.	The U-turns proposed at this intersection would provide northbound drivers right-in and right-out access for businesses on the west side of 120th Street, just south of Roanoke Boulevard. The City of Omaha continuously monitors intersection operations for all city streets and does maintain un-signalized U-turns at several locations throughout the City. At this time, the City does not anticipate operational issues with the allowed U-turn at Roanoke Boulevard.
Commenter 4 (Hearing and Comment Form)	Traffic Signals & Access: Will there be a traffic signal at Roanoke Boulevard? There are inadequate gaps during rush hour.	Roanoke Boulevard does not meet traffic signal warrants as defined by the FHWA and MUTCD. Traffic signals are not proposed with the project for this reason. Experience indicates that unwarranted traffic signals can increase certain types of crashes, for example, rear end crashes, and thereby cause safety issues. Furthermore, adding lanes to 120th Street would increase the capacity of the roadway and, as a result, provide more gaps for vehicles turning left.
Commenter 5 (Hearing)	Traffic Signals & Access: Has an exit-only from Tranquility Park's proposed parking lot extension to westbound West Maple Road been considered? It could help people get onto West Maple faster and alleviate traffic on the two main entrances from 120th Street.	Those improvements would be outside of the scope of the 120th Street project, so it would not be done with this project. West Maple Road is also a state highway, which means it is controlled by the NDOT. The NDOT access policy would not allow the spacing of a driveway to be constructed at that location. The City's master plan and the State's controlled access policy limit access locations and require a minimum spacing between intersections and drives.

**Table 1. Citizen Comments and Responses**

<b>Comment Source</b>	<b>Topic/Comment</b>	<b>Response</b>
Commenter 6 (Hearing)	Design & Construction: Will the bridge over the Big Papillion Creek be closed at the same time construction south of West Maple Road is underway or has the phasing not been considered in detail yet?	The construction phasing would be developed during the final design phase of the project, which has not started yet. Another public meeting would occur during final design, prior to construction, to review construction phasing, roadway closures, and the anticipated schedule for alternate routes.
Commenter 6 (Email)	Design & Construction: When will 120th Street from West Maple Road to Roanoke Boulevard be closed? April and May are the busiest months of year for Mulhall's and there is concern for quick access between the retail outlet at West Maple Road and the nursery locations adjacent to Fort Street on 120th Street.	The retail facility would have two-way traffic open at all times (south of West Maple Road). The Fort Street location would not have restricted access. The project is still early in the planning stages, but would attempt to minimize the restriction during the April and May timeframe to minimize the out of distance travel. Every contractor will approach the work differently, and the project must remain flexible within a construction timeframe. During final design, additional meetings would be held with stakeholders to continue discussions on balancing the needs of adjacent stakeholders with consideration for public interests as it relates to project costs.
Commenter 6 (Comment Form)	Property Impacts & Utilities: Can the power lines south of West Maple Road on the east side of 120th Street be buried as part of this project?	Burying the overhead power lines is not needed for the transportation project; therefore, a commitment to bury power lines cannot be included as a project cost eligible for federal funding. Utility coordination is ongoing and a general request would be made to OPPD to bury the overhead power lines to remove conflicts with sidewalks, driveways, and other proposed items. The Utilities Coordinator for OPPD can be reached at 402-636-3333.

**Table 1. Citizen Comments and Responses**

<b>Comment Source</b>	<b>Topic/Comment</b>	<b>Response</b>
Commenter 6 (Email)	Property Impacts & Utilities: What land will the project need to purchase to mitigate the Section 6(f) takings of Tranquility Park and Knolls Golf Course property?	The DEA identified two potential 6(f) mitigation areas: west of 120 <sup>th</sup> Street between Fort and Military, and Democracy Park near 90 <sup>th</sup> and Fort. Questions regarding right-of-way (ROW) for the project should be directed to the Right-of-Way Manager In the City of Omaha Public Works Department, phone number 402-444-5220.
Commenter 7 (Email)	Design & Construction: Increase the trail width (from 11-ft. to 14-ft.) and reduce 120th Street lane width (from 12-ft. to 11-ft.) to maintain the same project footprint while enhancing the multi-use features of the trail and increasing safety by reducing 120th Street lane width which would encourage lower vehicle speeds.	The current project, as proposed, meets acceptable design standards for trails and roadways, and balances the needs of all transportation users while minimizing impacts to the most sensitive environmental resources adjacent to 120th Street.
Commenter 7 (Comment Form)	Pedestrians & Trails: Are there plans for a pedestrian overpass or underpass at West Maple Road for bikers/walkers?	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 than many of the existing overpasses, which generally results in a minimum length of 800 feet to meet the acceptable grade requirements. This would require additional ROW and impacts to adjacent properties. Underpasses have similar concerns, requiring extra length to meet ADA requirements and increased ROW impacts to adjacent property. Additionally, underpasses present security concerns, require continuous lighting, and, in relation to this project, would be difficult to drain adjacent to the floodplain. This project would include signalized at-grade pedestrian crosswalks with adequate timing on both sides of 120th Street at West Maple Road.

**Table 1. Citizen Comments and Responses**

<b>Comment Source</b>	<b>Topic/Comment</b>	<b>Response</b>
Commenter 9 (Email)	Design & Construction: Detoured traffic will use Eagle Run Drive to cut between 132nd and 120th Streets during construction.	There is currently is no plan to close 120th Street south of West Maple Road. Traffic would be maintained at all times on 120th Street south of West Maple Road; therefore, traffic would be able to use West Maple Road between 132nd and 120th Streets before continuing southbound on 120th Street. The City of Omaha Traffic Division would be aware of the project; if there is a noticeable increase in traffic in a neighborhood(s), then temporary stop signs could be placed to control speeding.

## **II. CHANGES TO THE DRAFT EA (ERRATA)**

The following changes are hereby made universally to the DEA text:

- References to the “Preferred Alternative” are hereby changed to the “Selected Alternative.”
- References to “would” in connection with the now Selected Alternative are hereby changed to “will,” including the description of the now Selected Alternative, associated design features, the affected environment, and environmental consequences.
- All references to “will” or “would” in connection with the City or Contractor’s responsibility to comply with the required mitigation measures are hereby changed to “shall.”
- All references to “Nebraska Department of Roads” or “NDOR” are hereby changed to “Nebraska Department of Transportation” or “NDOT.”

For ease of reference, Section III of the FEA includes all of the mitigation measures and presents them in their final, edited form.

### III. REQUIRED MITIGATION MEASURES

To comply with all applicable Federal, State and local legislation, as well as any general or special conditions required by pending permits, the mitigation measures/environmental commitments listed in **Section III.A** have been incorporated into the Selected Alternative. These commitments shall be implemented during the appropriate Project phase. The mitigation measures are presented in association with the resource for which they most directly act to avoid or minimize impacts. The mitigation measures are listed in Section A below in their final, edited format. These mitigation measures shall be implemented by the City of Omaha and NDOT by incorporating them into the project construction documents.

In addition to the mitigation measures listed, the Contractor shall be required to comply with the NDOT Standard Specifications for Highway Construction (NDOT 2007) and associated Special Provisions, which shall be applied to the Selected Alternative to provide specific methodology. **Section III.B** provides a compiled list of Standard Specifications and Special Provisions. Among other requirements, these standard specifications contain provisions and standard practices to maintain environmental quality compliance during construction. These measures hereby supersede any of those identified in the DEA. The following mitigation measures and commitments are not subject to modification without the prior written approval of FHWA.

#### A. Mitigation

##### Land Ownership, Jurisdiction, and Land Use

- Impacts of ROW acquisition shall be offset by payment of fair market value for the property rights and damages that will occur as a result of the undertaking. The Uniform Relocation Assistance and Real Property Act of 1970, as amended, shall be followed. (City of Omaha)
- Access to the individual businesses, parks, ballfields, golf course and other facilities shall be maintained during construction. (City of Omaha, Contractor)

##### Socioeconomic Considerations

- Per Standard Practice, The City of Omaha shall notify the public at the start of construction by placing notices in the newspaper 14 calendar days prior to construction, and electronic message boards may be used prior to the beginning of construction activities. (City of Omaha)
- The City of Omaha shall also notify emergency services such as police and fire departments before construction activities begin, as well as maintain continued coordination throughout construction. Emergency services providers shall be invited to the pre-construction meeting for this Project. (City of Omaha)
- Mitigation measures shall be part of the final design of the Project and include the following:
  - notifying individuals affected by construction, as well as those travelling through the corridor during construction (City of Omaha),
  - coordinating with Metro for the temporary rerouting of Omaha Metro Express Route 98 (City of Omaha),
  - communicating with all local properties in the Project to ensure temporary access is provided during construction (City of Omaha, Contractor), and

- coordinating with neighborhood groups, emergency services, and businesses during construction to maintain access during construction. (City of Omaha)
- Access to Tranquility Park, The Knolls Golf Course, individual businesses, residences and other recreational facilities in the area shall be maintained during construction. (Contractor)
- Measures that shall be employed to minimize the effects to school bus, Omaha Metro and emergency services routes, truck delivery for manufacturing and businesses, commuter traffic, traffic transporting goods and services, as well as general traffic during construction equipment movements and material deliveries include
  - phasing of construction,
  - creating an on-site temporary road to maintain through traffic on West Maple Road and public access to the facilities and services along 120<sup>th</sup> Street near West Maple Road, and
  - notifying the public prior to commencement of construction to allow for route planning and adjustments if needed. (City of Omaha, Contractor)

## **Title VI/Environmental Justice**

- If nighttime work with lights is needed during construction (an action that is not currently assessed in the EA), the effects of this use on adjacent populations shall be reevaluated during final design. (City of Omaha)

## **Cultural Resources**

No mitigation is required because no historic properties were identified.

- City of Omaha personnel and contractors shall remain alert to the possibility of uncovering something of potential historic interest throughout construction. If previously unidentified archaeological resources are discovered in the course of the Project, all work shall immediately be suspended in the vicinity of the find until the resources are properly evaluated in terms of the NRHP eligibility criteria (36 CFR 60.4) and NDOT (2007) Standard Specification 107.10 (pg. 60) in consultation with NeSHPO. In the event that human remains are uncovered, work shall stop immediately and NeSHPO and the County Sheriff shall be notified. (City of Omaha, Contractor)

## **Section 4(f) of the Transportation Act**

To comply with all applicable Federal, State and local legislation, as well as any general or special conditions required by pending permits, mitigation measures/environmental commitments to minimize harm to Section 4(f) resources will have to be incorporated into the Selected Alternative. These commitments will be implemented during the appropriate Project phase. Mitigation measures shall comply with all applicable provisions of the City of Omaha's Best Management Practices as identified in the Omaha Regional Stormwater Design Manual, Chapter 8 Stormwater Best Management Practices (City of Omaha, 2006). (City of Omaha)

Mitigation measures shall include the following:

- Maintain Tranquility Park access throughout the construction period. (City of Omaha, Contractor)
- Reseed all disturbed areas per the park/golf course design once construction activities have been completed. (City of Omaha, Contractor)

- Restore all temporary easements to preconstruction conditions or better once construction has been completed. (City of Omaha, Contractor)
- Maintain play at Knolls Golf Course without restrictions during construction. (City of Omaha, Contractor)
- Ensure that the footprint of construction/design shall not impact the layout of fairways or impair the public's ability to play at Knolls Golf Course during final design. (City of Omaha, Contractor)
- Acquire ROW to one foot beyond sidewalks and three feet beyond the face of retaining walls. (City of Omaha, Contractor)
- Permanent easements shall not be acquired from Tranquility Park. (City of Omaha)
- Maintain Knolls Golf Course access throughout the construction period. (City of Omaha, Contractor)
- Use of Tranquility Park for recreation shall not be impacted during construction. (City of Omaha, Contractor)
- Replace an equivalent number of parking stalls to those removed at Tranquility Park by the Project by extending the parking to the west. (City of Omaha, Contractor)
- Replace Tranquility Park parking stalls prior to removal of the existing stalls to maintain public access. (City of Omaha, Contractor)
- Construct two new drives to replace the lost entrance for Tranquility Park. (City of Omaha, Contractor)
- Provide a set of plans or graphics showing the impacts to the Section 4(f) resources to the Tranquility Park management and the Knolls Golf Course management during final design, once the footprint is finalized. (City of Omaha, Contractor)
- Reevaluate the EA and Section 4(f) assessment if the footprint or impacts change from those disclosed in the Section 4(f) assessment or EA during final design. (City of Omaha, Contractor)
- Consult FHWA to determine if a reevaluation of the EA and Section 4(f) assessment is needed. (City of Omaha, Contractor)
- Provide additional mitigation or design changes if requested by the Tranquility Park or Knolls Golf Course management or if they raises concerns during final design. (City of Omaha, Contractor).

### **Section 6(f) Land and Water Conservation Fund Properties**

- Mitigation shall be provided through the selection of one of the 6(f) conversion properties to replace the impacted Section 6(f) resource. Information regarding the type and location of construction activities (i.e., a Proposed Action) within these areas will not be known prior to completion of this EA. When the conversion property is identified, the Section 6(f) land conversion documentation and replacement property shall be completed by the City of Omaha according to the Land and Water Conservation Fund Conversion of Use Regulations and Procedures Manual administered through the Nebraska Game and Parks Commission. This coordination shall occur during the ROW stage of the project. (City of Omaha)

- If Site 2 is selected as the 6(f) conversion property through the Section 6(f) conversion process, the known cultural resource, Military Road, shall not be impacted as part of development of the site. (City of Omaha)
- The total acreage of the acquired property shall be commensurate with the acreage required as part of the Section 6(f) conversion process. (City of Omaha)
- The location of the conversion property shall occur within one of the two sites reviewed in the FHWA's EA and shall avoid impacts to social, environmental and economic resources. (City of Omaha)
- Upon completion of the Section 6(f) conversion review, a re-evaluation of the Project's NEPA analysis shall be required. (City of Omaha)

## **Noise**

Noise abatement measures were determined to be infeasible for the Project.

## **Utilities**

- The Contractor shall follow NDOT's Policy for Accommodating Utilities on State Highway Right-of-Way (NDOT, 2001). The City of Omaha shall be responsible for notifying utility companies of the need for relocation during the design stage of the Project. Agreements with the utility companies shall be coordinated by the City of Omaha and NDOT prior to construction. The Contractor shall be responsible for notifying utility companies of relocation needs during the construction phase of the Project for utilities that were not relocated prior to construction. A redundant service shall be provided so that customers do not experience the effect of being without service. (City of Omaha, Contractor)
- The utility companies shall be responsible for relocation costs (Utility companies)

## **Land Resources**

- Nearly all of the fill materials shall be obtained from off-site borrow sources. Soil cuts shall be limited and shall consist of either topsoil or pavement materials. The topsoil shall be excavated to a depth of six inches and stockpiled for later use covering the finished grades and vegetated slopes. No additional mitigation related to topography, soils, geologic and mineral resources, or agriculture is proposed or required. (City of Omaha)

## **Drainage and Floodplain Considerations**

- Re-analysis of the benching and roadway profile for 120<sup>th</sup> Street shall occur if upstream water surface elevations change as compared to existing water surface conditions. (City of Omaha)

## **Groundwater**

No mitigation related to groundwater is proposed or required.

## **The Clean Water Act (Sections 401, 402, and 404) (Wetland Impacts)**

- The City of Omaha shall apply for and obtain a Section 404 NWP for these impacts during final design. (City of Omaha)
- The Contractor shall adhere to the conditions of the Section 404 permit. (Contractor)

- Areas subject to temporary impacts shall be returned to pre-construction elevations. (Contractor)
- BMPs for construction shall be implemented, and the general and special conditions required under the NWP shall be followed. (City of Omaha, Contractor)
- In accordance with EO 11990, detailed mitigation commitments to compensate for permanently-impacted wetlands shall be developed during the NWP application process. (City of Omaha)
- Impacts resulting from project site runoff (pollutants, erosion and sediment control) and activities shall be minimized by implementation and maintenance of BMPs, required by the SWPPP, under the NPDES Construction Stormwater permit. (City of Omaha)
- Requirements of the City of Omaha grading permit shall also be followed to minimize offsite impacts. (City of Omaha, Contractor)
- Bank stabilization measures including riprap placement and re-vegetation shall be implemented to prevent post-construction impacts. (City of Omaha, Contractor)
- A project specific SWPPP shall be developed prior to construction activities by the City of Omaha in accordance with NDEQ, NPDES, and CSW-NOI permit. (City of Omaha)
- Project plans for long-term stormwater management shall need to be evaluated for compliance with City of Omaha MS4 program requirements. This review could result in the identification of additional best management practices for stormwater discharge that shall be needed. (City of Omaha)

### **Impaired/Unique Waters**

- Impacts resulting from project site runoff (pollutants, erosion and sediment control) and activities shall be minimized by implementation and maintenance of BMPs, required by the SWPPP, under the NPDES Construction Stormwater permit. Requirements of the City of Omaha grading permit shall also be followed to minimize offsite impacts. Bank stabilization measures including riprap placement and re-vegetation shall be implemented to prevent post-construction impacts. (City of Omaha)

### **Vegetation**

- Areas disturbed during construction shall be reseeded, protected, and watered, as determined by NDOT's *Plan for the Roadside Environment* (NDOT, 2008). (City of Omaha)

### **Threatened and Endangered Species, Migratory Bird Treaty Act**

- The Project shall follow NDOT's Avian Protection Plan (NDOT, 2011). The concurrence package for the Project includes the following Conservation Conditions and survey protocol (if applicable) that shall be required for the Project based on the Programmatic Agreement for Endangered and Threatened Species.

General Conservation Conditions for All Projects (Responsible Party for the measure is found in parentheses):

- All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the Project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder, and within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide

quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the Project area during surveys. If listed plants were identified during survey, any seed mix requirements identified during resource agency consultations shall be used for the Project. (NDOT Environmental)

- If species surveys are required for this Project, results shall be sent by NDOT to the USFWS, NGPC, and if applicable the USACE. FHWA shall be copied on submittals. (NDOT Environmental, District Construction)
- If federal or state listed species are observed during construction, contact NDOT Environmental. Contact NDOT Environmental for a reference of federal and state listed species. (NDOT Environmental, District Construction, Contractor)
- Environmentally sensitive areas shall be marked on the plans, in the field, or in the contract by NDOT Environmental for avoidance. (NDOT Environmental, District Construction)
- Conservation conditions are to be fully implemented within the Project boundaries as shown on the plans. (District Construction, Contractor)
- The following Project activities shall, to the extent possible, be restricted to the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the Project, within the ROW designated on the Project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites. Any Project related activities that occur outside of these areas must be environmentally cleared/permitted with the USFWS and NGPC as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed Project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different group photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager shall notify NDOT Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOT, prior to starting the above listed Project activities. These Project activities shall not adversely affect state and/or federally listed species or designated critical habitat. (NDOT Environmental, District Construction, Contractor)
- If there is a change in the Project scope, the Project limits, or environmental commitments, NDOT Environmental must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the FHWA. (District Construction, Contractor)
- Requests for early construction starts must be coordinated by the Project Construction Engineer with NDOT Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes shall require approval from the FHWA and could require consultation with the USFWS and NGPC. (District Construction, Contractor)
- Construction waste/debris shall be disposed of in areas or a manner that shall not adversely affect state and/or federally listed species and/or designated critical habitat. (Contractor)
- Refueling shall be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. (Contractor)

Conservation conditions that are included to address the Northern long-eared bat include:

- Tree clearing, bridge deck joint replacements over the bridge deck, bridge/>5-ft box-culvert removal activities shall be scheduled to occur between October 1st – March 31st to avoid impacts to the northern long-eared bat roosting period. (NDOT Environmental, Construction, Contractor) or,
- If tree clearing, bridge deck joint replacement over the bridge deck, or removal of bridge/>5-ft box-culvert structures occurs during the northern long-eared bat maternal roosting period (April 1st – September 30th), NDOT or a qualified biologist shall perform surveys prior to the start of these activities at the following locations:
  - Bridge crossing at Big Papillion Creek
  - Bridge crossing at West Maple Ditch
  - Tree removal locations along the northbound and southbound sides of 120<sup>th</sup> Street. If the species is absent, work may proceed. If the species is found, NDOT Environmental Section shall consult with the USFWS, NGPC, and FHWA prior to the start of construction. (NDOT Environmental, District Construction, Contractor)

### **Mobile Source Air Toxics**

- Dust emissions should be minimized by including techniques to control fugitive dust. These minimizations should be included in the construction plans and specifications with implementation during construction. (City of Omaha, Contractor)

### **Hazardous Materials**

- If contaminated soils are encountered during construction, all work within the identified area shall stop until NDOT/FHWA is notified and a plan to remove the soils or waste has been implemented. The NDEQ shall be involved in the mitigation process to ensure the appropriate actions take place. During construction, the potential exists for minor amounts of hazardous waste to spill. Should a minor spill occur during construction, NDEQ shall be contacted for consultation to identify the appropriate actions. (City of Omaha, Contractor)
- If lead plates are present in the Big Papillion Creek Bridge, the contractor shall transport the plates to a legitimate recycling facility, in accordance with NDOT's standard specifications (see below) and Title 128 Rules and Regulations Governing Hazardous Waste Management in Nebraska. The contractor's implementation plan efforts shall be documented in Site Manager. (City of Omaha, Contractor)
- If the method of removal of painted components generates paint debris, the contractor shall handle the debris in accordance with NDOT's standard specifications (see below) and Title 128. Caution shall be implemented to minimize the amount of potential lead-based paint material or debris from falling to the watercourse below the bridge. The contractor's implementation plan efforts shall be documented in Site Manager. (City of Omaha, Contractor)

### **Material Sources and Waste Materials**

- The bridge structure U182513915 has been tested for asbestos by a licensed asbestos inspector. No suspect ACM was found on the structure. The contractor is required to submit a written NESHAP notification. Since no asbestos is present, the notification is sent only to the NDEQ. The contractor shall submit the NESHAP Notification of Demolition and

Renovation to NDEQ at least 10 working days prior to commencement of any demolition activities. The 10-day clock starts with the day the Notification is postmarked, hand delivered or picked up by a commercial delivery service, such as UPS, FedEx, etc. Faxing documents is prohibited. The NDOT State Representative shall be provided copies of said notifications and their submittal date, which shall be recorded in Site Manager. (Contractor)

- The Contractor shall obtain all the environmental clearances and permits, if required, for balance work prior to obtaining material. All excess balance or waste material shall become the responsibility of the Contractor. The Contractor shall be legally required to dispose of the excess material in accordance with NDOT Standard Specifications. (Contractor)

### **Temporary Construction Impacts**

- Local access shall be maintained to all properties along 120<sup>th</sup> Street at all times during construction. (City of Omaha, Contractor)
- The public and emergency services shall be notified of road closures prior to them occurring. (City of Omaha)
- Message boards may be used to alert the public of road closures and alternate routes. (City of Omaha)
- Construction phasing shall be utilized for West Maple Road and for portions of 120<sup>th</sup> Street south of West Maple Road to maintain traffic during construction. (City of Omaha)
- The roadway north of West Maple Road to south of Roanoke Boulevard shall be closed to through traffic, with alternate routes via 132<sup>nd</sup> Street or 108<sup>th</sup> Street. (City of Omaha)
- A note shall be included on the construction plans indicating that access is to be maintained to all properties along 120<sup>th</sup> Street at all times. (City of Omaha)
- Furthermore, per NDOT's Standard Specifications, the contractor shall, at all times and to the extent practicable, provide private dwellings, commercial properties, businesses, and public facilities access to and from the nearest intersecting public road or street (NDOT, 2007). (Contractor)
- If a road is closed, limited access must be maintained for authorized local traffic. If access is closed longer than one day, the Contractor shall coordinate with the City's Project Manager and property owners. (City of Omaha, Contractor)

## **B. Standard Specifications and Special Provisions**

### **Land Ownership, Jurisdiction, and Land Use**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The following standard specifications pertain to land ownership, jurisdiction, and land use:

- Standard Specification 105.12 – Control of Work – Use of Land (NDOT, 2007)
- Standard Specification 104.08 – Scope of Work – Final Clean Up (NDOT, 2007)
- Standard Specification 107.12 – Legal Relations and Responsibility to the Public – Responsibility for Damage, Injury, or Other Claims (NDOT, 2007)
- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)

- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOT, 2007)

### **Socioeconomic Considerations**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable section in the Standard Specifications relating to socioeconomics includes:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public (NDOT, 2007)

### **Title VI/Environmental Justice**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable section in the Standard Specifications relating to environmental justice includes:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public (NDOT, 2007)

### **Cultural Resources**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The following standard specifications pertain to cultural resources:

- Standard Specification 107.10 – Legal Relations and Responsibility to the Public - Archaeological and Paleontological Discoveries (NDOT, 2007)
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOT, 2007)

### **Section 4(f) of the Transportation Act**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to Section 4(f) of the Transportation Act include:

- Standard Specification 104.01 – Scope of Work – Intent of Contract (NDOT, 2007)
- Standard Specification 104.08 – Scope of Work – Final Cleaning Up (NDOT, 2007)
- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)
- Standard Specification 107.07 – Public Convenience and Safety (NDOT, 2007)
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOT, 2007)

### **Section 6(f) Land and Water Conservation Fund Properties**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT 2007). The applicable section in the Standard Specifications relating to Section 6(f) properties includes:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public (NDOT, 2007)

### **Noise**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable section in the Standard Specifications relating to noise includes:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public (NDOT, 2007)

### **Utilities**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to utilities include:

- Standard Specification 105.06 – Control of Work – Cooperation with Utilities (NDOT, 2007)
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOT, 2007)
- Standard Specification 107.12 – Legal Relations and Responsibility to the Public – Responsibility for Damage, Injury, or Other Claims (NDOT, 2007)
- Standard Specification 107.16 – Legal Relations and Responsibility to the Public – Contractor's Responsibility for Utility Property and Services (NDOT, 2007)

### **Drainage and Floodplain Considerations**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to drainages and floodplains include:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)

### **Groundwater**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The following standard specifications pertain to land ownership, jurisdiction, and land use:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOT, 2007)

### **The Clean Water Act (Sections 401, 402, and 404) (Wetland Impacts)**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to groundwater include:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc. (NDOT, 2007)

#### *Special Provisions*

- Temporary Water Pollution Control (B-3-0509) - Establishes the required documentation included in the Environmental Commitment Document and Project Erosion and Sediment Control Inspection
- Storm Water Pollution Prevention Plan (A-20-0307) - Requires the Contractor to understand the terms and conditions of the NPDES Construction Stormwater General Permit
- Storm Water Discharges (A-43-0408) - Requirements associated with storm water discharges from construction sites to Waters of the State of Nebraska

### **Impaired/Unique Waters**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to impaired/unique waters include:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)

#### *Special Provisions*

- Temporary Water Pollution Control (B-3-0509) - Establishes the required documentation included in the Environmental Commitment Document and Project Erosion and Sediment Control Inspection
- Storm Water Pollution Prevention Plan (A-20-0307) - Requires the Contractor to understand the terms and conditions of the NPDES Construction Stormwater General Permit
- Storm Water Discharges (A-43-0408) - Requirements associated with storm water discharges from construction sites to Waters of the State of Nebraska

### **Vegetation**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to vegetation include:

- Standard Specification 202.01(4)(d) – Clearing and Grubbing (NDOT, 2007)
- Standard Specification 107.01(6) Amended A-43-0210 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)
- Standard Specification 803.02 – Seeding – Material Requirements (NDOT 2007)
- Standard Specification 803.03 – Seeding – Construction Methods (NDOT, 2007)
- Standard Specification 806.02(4)(c) – Sodding – Material Requirements (NDOT, 2007)

## **Threatened and Endangered Species, Migratory Bird Treaty Act**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to threatened and endangered species include:

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)

## **Hazardous Materials**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to hazardous materials impacts include:

- Standard Specification 701.01 – General Requirements - Description (NDOT, 2007)
- Standard Specification 107.01 as Amended A-43-0210 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)
- Standard Specification 203.01 – Environmental Requirements (NDOT, 2007)
- Standard Specification 732 – Lead-based Paint Removal (NDOT, 2007)

## **Material Sources and Waste Materials**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to material source and waste materials include:

- Standard Specification 701.01 – General Requirements - Description (NDOT, 2007)
- Standard Specification 203.01 – Removal of Structures and Obstructions – Description (NDOT, 2007)
- Standard Specification 203.02 – Removal of Structures and Obstructions – Construction Methods (NDOT, 2007)
- Standard Specification 203.03 – Removal of Structures and Obstructions – Method of Measurement (NDOT, 2007)
- Standard Specification 107.01 as Amended A-43-0210 – Legal Relations and Responsibility to the Public – Laws to be Observed (NDOT, 2007)
- Standard Specification 205.02 – Excavation and Embankment – Material Requirement (NDOT, 2007)
- Standard Specification 208 – Borrow and Waste Site Restoration (NDOT, 2007)

## **Temporary Construction Impacts**

Construction activity on the Project shall conform to the Standard Specifications for Highway Construction (NDOT, 2007). The applicable sections in the Standard Specifications relating to temporary construction impacts include:

- Standard Specification 301.02(1a, 1b) General Requirements – Equipment (NDOT, 2007)

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public (NDOT, 2007)

### **References for Mitigation/Standard Specifications**

NDOT (Nebraska Department of Transportation). 2007. Standard Specifications for Highway Construction.

NDOT. 2008. *Plan for the Roadside Environment*. NDOT Landscape Plan Committee. Lincoln, Nebraska.

NDOT. 2011. Avian Protection Plan. NDOT Environmental Section Planning and Project Development. Lincoln, Nebraska.

## **APPENDICES**

Appendix A: Agency Correspondence

Appendix B: Public Hearing Materials

Appendix C: Public Comments

## **APPENDIX A**

### **Agency Correspondence**

**Email notification of Public Hearing and Public Comment Period, as sent to agencies**

**List of agencies included**

**Maps showing property locations where notifications were placed**

**Mailing list for individuals who attended the 2011 meeting and were mailed notices for  
the 2017 public meeting**



City of Omaha  
Jean Stothert, Mayor

Public Works Department  
Omaha/Douglas Civic Center  
1819 Farnam Street, Suite 601  
Omaha, Nebraska 68183-0601  
(402) 444-5220  
Fax (402) 444-5248

Robert G. Stubbe, P.E.  
Public Works Director

**CITY OF OMAHA**  
**NOTICE OF HIGHWAY PUBLIC HEARING**  
***MAPA-5009(3) 120<sup>th</sup> Street – Stonegate Drive to Fort Street; CN 22277***  
**Thursday, June 1, 2017 ~ 6:30 - 8:30 PM**  
**Alice Buffett Magnet Middle School ~ 14101 Larimore Avenue, Omaha, NE**

The City of Omaha will hold a Public Hearing regarding improvements to 120<sup>th</sup> Street from Stonegate Drive to Fort Street in Omaha, Douglas County, Nebraska. The meeting will be held at Alice Buffett Magnet Middle School on Thursday, June 1, 2017, and will include an Open House from 6:30-7:00 PM; a Formal Presentation from 7:00-7:30 PM; a Public Forum from 7:30-8:00 PM; and an Open House from 8:00-8:30.

The Public Hearing is being held to provide information to the public and receive input regarding the design and development of this project. The public is invited to attend and present comments and questions on the Draft Environmental Assessment (DEA) prepared for the proposed project. Current design information will be displayed and personnel from the City of Omaha will be present to answer questions and receive comments. Roadway and right-of-way (ROW) plans will be further developed in final design.

Federal funds would be used for the project, and the Federal Highway Administration (FHWA) is the lead federal agency; therefore, a DEA has been prepared for this project in accordance with the National Environmental Policy Act (NEPA). The DEA will be available for review at the Public Hearing, and is also available for review for a 30 day comment period, beginning on May 17, 2017 and ending on June 16, 2017 at the following locations:

- <https://publicworks.cityofomaha.org/public-works-projects> and click on “120<sup>th</sup> Street – Stonegate to Fort”
- City of Omaha Public Works, 1819 Farnam Street, 6<sup>th</sup> Floor, Omaha, NE
- Saddlebrook Branch Library, 14850 Laurel Ave, Omaha, NE
- NDOR District 2 Office, 108<sup>th</sup> Street, Omaha, NE
- NDOR Headquarters, 1500 Highway 2, Lincoln, NE
- FHWA Nebraska Division, 100 Centennial Mall North, Lincoln, NE

The proposed project is identified as **120<sup>th</sup> Street: Stonegate Drive to Fort Street**. The proposed design would reconstruct approximately one mile of 120<sup>th</sup> Street, starting approximately 200 feet north of Stonegate Drive and extending north to Roanoke Boulevard. The study area extends slightly farther than the construction limits, from Stonegate Drive to Fort Street, which is roughly 0.25 miles north of Roanoke Boulevard. Approximately 500 feet of West Maple Road would be reconstructed to improve intersection function. The bridge over West Maple Creek/Ditch would be widened and the bridge over the Big Papillion Creek would be replaced.

The purpose of this project is to improve the consistency of 120<sup>th</sup> Street's roadway section (number and type of lanes) and continuity of pedestrian facilities, to address roadway capacity, and to enhance safety to accommodate projected future traffic demands. The project is needed due to a lack of consistency in the roadway section within the project area, insufficient existing and future vehicle capacity, inadequate pedestrian facilities, incompatibility with the Stonegate Drive intersection, and limited sight distance.

The existing roadway varies in width and number of lanes from two-lanes of asphalt north of West Maple Road to a four-lane divided roadway south of West Maple Road. The proposed project would reconstruct 120<sup>th</sup> Street to a four-lane concrete roadway with two through lanes in each direction and a raised median. A 12-foot left-turn lane would be provided at all access locations along 120<sup>th</sup> Street, except West Maple Road, where 24-foot dual left-turn lanes would be provided in all four directions. Additional project information will be available at the Public Hearing.

Other proposed features of the project include: constructing new sidewalks compliant with the Americans with Disabilities Act, a trail connecting to Tranquility Park, making traffic signal improvements, constructing retaining walls, relocating utilities, and constructing new or modified stormwater culverts. The currently proposed design would require the acquisition of additional property rights, including new right-of-way (ROW), temporary construction easements, and access modifications throughout the project area. South of West Maple Road, 120<sup>th</sup> Street would remain open during construction. North of West Maple Road, 120<sup>th</sup> Street would be closed to through traffic during construction; local access would be provided and through traffic would use 108<sup>th</sup> and 132<sup>nd</sup> Streets as an alternate route.

There would be minor impacts to recreational properties as part of this project. These impacts, which fall under a Programmatic Evaluation for Projects with Minor Involvement under Section 4(f) of the Department of Transportation Act, require public review prior to approval. Likewise, the public may comment on impacts to facilities covered under Section 6(f) of the Land and Water Conservation Fund Act. Specifically, these impacts include temporary and permanent use of land in the southeast corner of Tranquility Park, revised access locations for Tranquility Park, and temporary and permanent use of a strip of land along two fairways at The Knolls Golf Course. These impacts, a result of widening the roadway and raising the profile of the road at the Big Papillion Creek, have been minimized to the extent practicable. The impacts have been considered by the City of Omaha Parks and Recreation Department.

The Public Hearing is set up such that participants can gather as much information as they desire and leave when they wish. The "Open House" portions of the hearing will allow the public to gather pertinent information about the project and speak one-on-one with project personnel. The "Formal Presentation" portion of the hearing will include a prepared presentation on the DEA with maps and other information about the project so that all participants receive the same basic project information. The "Public Forum" will allow citizens to express their opinions to all assembled and to hear other participants' comments and opinions. Comments will be recorded at the hearing, and will be accepted until June 16, 2017.

All substantive comments received at the hearing will be addressed in the Final Environmental Assessment (FEA) prepared for this project. A letter will be distributed to all those who signed in at the public hearing and/or provided comments to notify them when and where the FEA is available. The FEA will be available on the project website and at the City of Omaha offices. With the FEA, FHWA will issue a decision document. If the document is a finding of no significant impact, the project would proceed to final design. Construction could begin in 2021 and conclude in 2022.

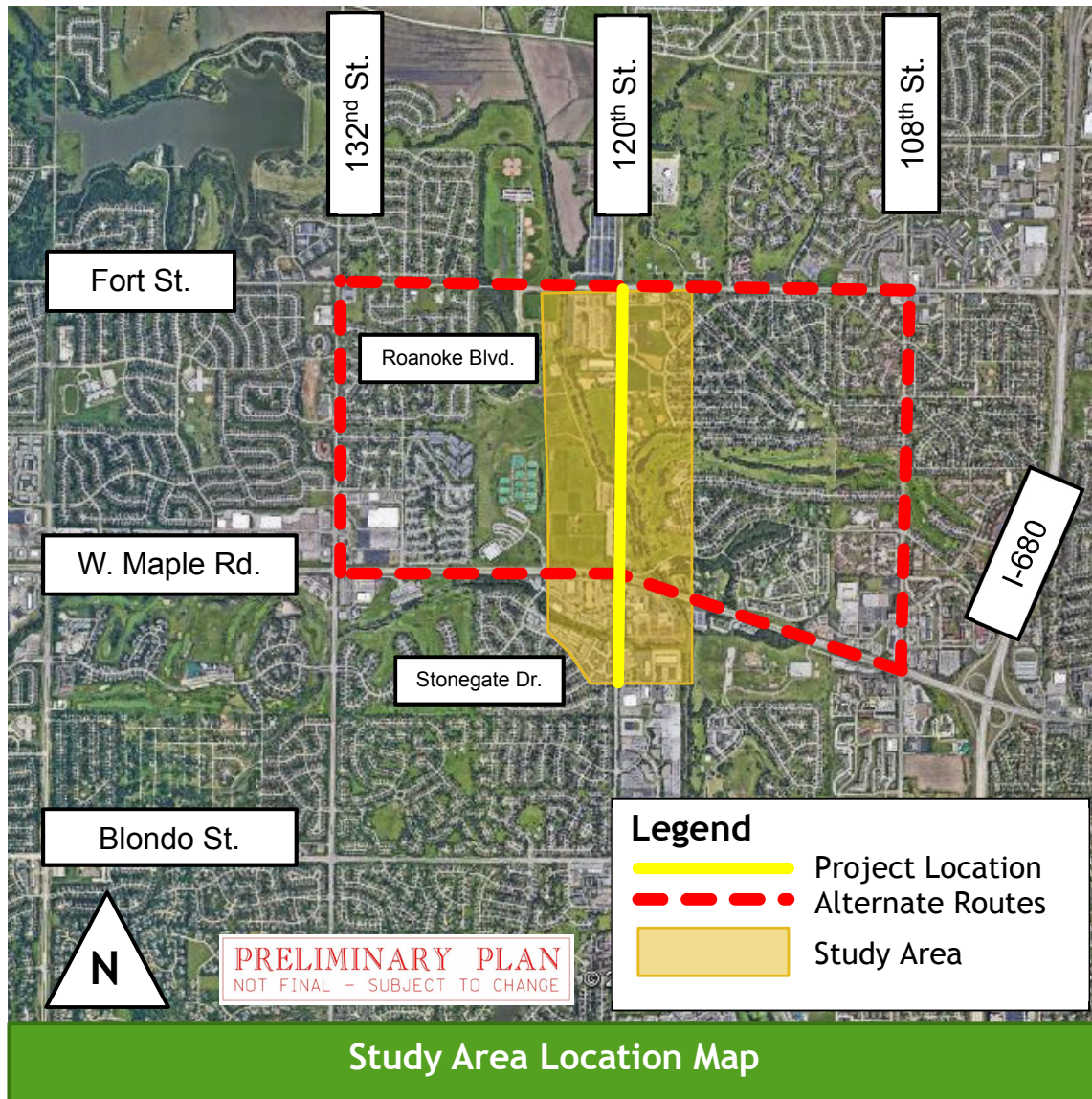
The City of Omaha will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing or visually challenged, or for persons with limited English proficiency (LEP) will be made if the City of Omaha is notified by May 25, 2017. Requests for accommodations, inquiries, and public comments should be submitted to:

Jon Meyer  
Design Division, Omaha Public Works Department  
1819 Farnam St, Suite 604  
Omaha, NE 68183  
402-444-4191  
Jon.Meyer@cityofomaha.org

For more information, visit <https://publicworks.cityofomaha.org/public-works-projects> and click on "**120<sup>th</sup> Street – Stonegate to Fort.**"

**CITY OF OMAHA**  
**NOTICE OF HIGHWAY PUBLIC HEARING**  
**MAPA-5009(3) 120<sup>th</sup> Street - Stonegate Drive to Fort Street; CN 22277**

**Thursday, June 1, 2017 ~ 6:30 - 8:30 PM**  
**Alice Buffett Magnet Middle School ~ 14101 Larimore Avenue, Omaha, NE**





Tranquility Park was mailed to  
City of Omaha Parks

120th Street  
Business  
Door Hangers

Prop.  
Management  
office?

vacant.  
mailed to  
property  
manager





132nd Street  
Door Hangers

**The following agencies and stakeholders were e-mailed on 5-17-2017 a public notice and notified of the public hearing for the 120th St Stonegate Dr. to Fort Street, MAPA-5009(3) C.N. 22277:**

Brooke Stansberry – U.S. Fish and Wildlife Service, Fish and Wildlife Biologist

[brooke\\_stansberry@fws.gov](mailto:brooke_stansberry@fws.gov)

Carey Grell – Nebraska Game and Parks Commission, Environmental Analyst

[carey.grell@nebraska.gov](mailto:carey.grell@nebraska.gov)

Dionne Gioia – ISDA – APHIS Wildlife Services, Nebraska

[dionne.m.gioia@aphis.usda.gov](mailto:dionne.m.gioia@aphis.usda.gov)

Gordon “Jeff” Fassett – Department of Natural Resources – Director

[jeff.fassett@nebraska.gov](mailto:jeff.fassett@nebraska.gov)

Elidora Chamberlain – U.S. Environmental Protection Agency, Section 404 Region 7

[chamberlain.elidora@epa.gov](mailto:chamberlain.elidora@epa.gov)

Larry Shepard – U.S. Environmental Protection Agency, Section 404 Region 7

[shepard.larry@epa.gov](mailto:shepard.larry@epa.gov)

Lance Foster – Iowa Tribe of Kansas and Nebraska Tribal Historic Preservation Officer

[lfoster@iowas.org](mailto:lfoster@iowas.org)

Robert Parker – Nebraska Department of Environmental Quality

[Robert.parker@nebraska.gov](mailto:Robert.parker@nebraska.gov)

John Moeschen – U.S. Army Corps of Engineers, Manager

[john.l.moeschen@usace.army.mil](mailto:john.l.moeschen@usace.army.mil)

Laura Banker – U.S. Army Corps of Engineers

[Laura.Banker@usace.army.mil](mailto:Laura.Banker@usace.army.mil)

Angela Pletka – U.S. Army Corps of Engineers – Missouri River Project

[Angela.Pletka@usace.army.mil](mailto:Angela.Pletka@usace.army.mil)

Michelle Koch – Nebraska Game and Parks Commission, Fish and Wildlife Specialist

[michelle.koch@nebraska.gov](mailto:michelle.koch@nebraska.gov)

Frank Albrecht – Nebraska Game and Parks Commission

[frank.albrecht@nebraska.gov](mailto:frank.albrecht@nebraska.gov)

Ted LaGrange - Nebraska Game and Parks Commission, Wildlife Division Administrator

[ted.lagrange@nebraska.gov](mailto:ted.lagrange@nebraska.gov)

Jill Dolberg – Nebraska State Historical Society, Interim Deputy State Historic Preservation Officer

[jill.dolberg@nebraska.gov](mailto:jill.dolberg@nebraska.gov)

Rob Bozell – Nebraska State Historical Society, Archeologist

[rob.bozell@nebraska.gov](mailto:rob.bozell@nebraska.gov)

Shane Tucker – University of Nebraska at Lincoln - Highway Paleontologist and Preparator -

[shanetuc@unlserve.unl.edu](mailto:shanetuc@unlserve.unl.edu)

Dee Phan – Federal Transit Administration, Environmental Protection Specialist

[dee.phan@dot.gov](mailto:dee.phan@dot.gov)

Allison Zach – Nebraska Invasive Species Program Coordinator

[azach3@unl.edu](mailto:azach3@unl.edu)

Reggie Robinson – U.S. Department of Housing and Urban Development, Senior Management Analyst

[Reggie.d.robinson@hud.gov](mailto:Reggie.d.robinson@hud.gov)

Earl Redrick - U.S. Department of Housing and Urban Development, Field Office Director

[earl.e.redrick@hud.gov](mailto:earl.e.redrick@hud.gov)

Camas Steuter – Nebraska Health and Human Services, Service Area Administrator

[Camas.Steuter@nebraska.gov](mailto:Camas.Steuter@nebraska.gov)

Larry Johnson – Nebraska Trucking Association, President

[ljohnson@nebtrucking.com](mailto:ljohnson@nebtrucking.com)

Rebecca Valdez – Urban League of Nebraska, Director of Presidential Operations

[rebecca.valdez@urbanleagueneb.org](mailto:rebecca.valdez@urbanleagueneb.org)

Leon Milobar – Nebraska Small Business Administration

[Leon.milobar@sba.gov](mailto:Leon.milobar@sba.gov)

Curt Simon – Omaha Metro Transit, Executive Director

[csimon@ometro.com](mailto:csimon@ometro.com)

Greg Youell – MAPA, Executive Director

[gyouell@mapacog.org](mailto:gyouell@mapacog.org)

Mike Helgersen – MAPA, Transportation & Data Manager

[mhelgersen@mapacog.org](mailto:mhelgersen@mapacog.org)

Aimee Melton – City of Omaha, Omaha City Council

[aimee.melton@cityofomaha.org](mailto:aimee.melton@cityofomaha.org)

Carrie Murphy – City of Omaha, Mayor's Staff

[carrie.murphy@cityofomaha.org](mailto:carrie.murphy@cityofomaha.org)

Marlin Petermann – Papio-Missouri Natural Resource District, Assistant General Manager

[mpetermann@papionrd.org](mailto:mpetermann@papionrd.org)

Trina Westman – City of Omaha, Landmarks Heritage Preservation Commission Administrator

[trina.westman@cityofomaha.org](mailto:trina.westman@cityofomaha.org)

Julie Ward – Nebraska Department of Education

[Julie.L.Ward@nebraska.gov](mailto:Julie.L.Ward@nebraska.gov)

Adi M. Pour – Douglas County Health Department, Health Director

[Adi.pour@douglascounty-ne.gov](mailto:Adi.pour@douglascounty-ne.gov)

## **HOAs**

Woodlyn Park

Gary Willis

[https://s3.amazonaws.com/dcgis-documents/Neighborhood\\_Associations/NA\\_no\\_website\\_page.html](https://s3.amazonaws.com/dcgis-documents/Neighborhood_Associations/NA_no_website_page.html)

Roanoke Neighborhood Association

Suzanne Doupnik

[sdoupnik@cox.net](mailto:sdoupnik@cox.net)

<http://www.roanokenews.org>

Sunny Slope-Sunny View Neighborhood Association

Bill McGonigal

[billmcgonigal@yahoo.com](mailto:billmcgonigal@yahoo.com)

<http://www.sunnyslope.ning.com>

Greentree, Iron Ridge, Tranquility View

Len Leavitt

[lenleavitt@frontiernet.net](mailto:lenleavitt@frontiernet.net)

[https://s3.amazonaws.com/dcgis-documents/Neighborhood\\_Associations/NA\\_no\\_website\\_page.html](https://s3.amazonaws.com/dcgis-documents/Neighborhood_Associations/NA_no_website_page.html)

Hillsborough

Eric Juszer

[ejuszyk@pjmorgan.com](mailto:ejuszyk@pjmorgan.com)

<http://www.hillsboroughassociation.com/>

Residential properties with direct access to 108<sup>th</sup> and 132<sup>nd</sup> received a door hanger of the public notice and location map showing project location and alternate routes.

### **Schools**

#### Omaha School District

Mark Evans – Omaha School District, Superintendent

[Mark.evans@ops.org](mailto:Mark.evans@ops.org)

- Sunny Slope Elementary School  
Mindi Grim, Principal  
[Mindi.grim@ops.org](mailto:Mindi.grim@ops.org)
- Joslyn Elementary  
Betsy Kosch, Principal  
[Betsy.kosch@ops.org](mailto:Betsy.kosch@ops.org)
- Fullerton Magnet Elementary  
Craig McGee  
[Craig.McGee@ops.org](mailto:Craig.McGee@ops.org)
- Alice Buffett Magnet Middle School  
Dr. Rony Ortega, Principal  
[rony.ortega@ops.org](mailto:rony.ortega@ops.org)
- Morton Magnet Middle School  
Sherri Wehr  
[Sherri.Wehr@ops.org](mailto:Sherri.Wehr@ops.org)
- Beveridge Magnet Middle School  
Dr. David Lavender  
[david.lavender@ops.org](mailto:david.lavender@ops.org)
- Burke High School  
Dr. Steven Scraggs  
[Steven.Scraggs@ops.org](mailto:Steven.Scraggs@ops.org)
- Northwest High School Magnet  
Thomas Lee  
[thomas.lee@ops.org](mailto:thomas.lee@ops.org)
- Prairie Wind Elementary School  
Paula Peatrowsky, Principal  
[Paula.Knutzen-Peatrowsky@ops.org](mailto:Paula.Knutzen-Peatrowsky@ops.org)

### **Churches**

#### St. Elizabeth Ann Catholic Church

402-493-2186

5419 N 114<sup>th</sup> Street

Omaha, NE 68164

#### Vietnamese Alliance Church

402-731-5633

11268 Lake Forest Drive

Omaha, NE 68164

#### Sunnyslope Church of Christ

402-498-8397

5220 S 159<sup>th</sup> Ave

Omaha, NE 68135

#### Zion West Lutheran Church

402-493-1744

14205 Ida Street

Omaha, NE 68142

Flatland Church

402-492-9111

4801 N 144<sup>th</sup> Street

Omaha, NE 68116

St. Vincent DePaul Catholic Church

402-496-7988

14330 Eagle Run Drive

Omaha, NE 68164

### **City**

Omaha Fire and Rescue

(402)444-5702

Dan Olsen, Fire Chief

1516 Jackson Street

Omaha, NE 68102

Omaha Police Department

505 South 15<sup>th</sup> St

Omaha, NE 68102

(402)444-5600

Douglas County Sheriff's Office

3601 N. 156<sup>th</sup> Street

Omaha, NE 68116

(402)444-6641

### **Medical**

Methodist Hospital

8303 Dodge Street

Omaha, NE 68114

Children's Hospital & Medical Center

8200 Dodge Street

Omaha, NE 68114

Boys Town National Research Hospital

14000 Boys Town Hospital Road

Boys Town, NE 68010

### **Businesses and Properties**

Mulhall's

402-496-0700

3615 N 120<sup>th</sup> Street

Omaha, NE 68164

Keystone Little League

402-493-7766

4203 120<sup>th</sup> Street

Omaha, NE 68164

Schmidley's Family Golf Range

402-493-1777

4700 120<sup>th</sup> Street

Omaha, NE 68164

Tranquility Soccer Complex  
402-444-5900  
12222 W Maple Road  
Omaha, NE 68164

Fountains West  
402-496-3000  
4714 N 120<sup>th</sup> Street  
Omaha, NE 68164

The Tennis Club & Soccer Center  
402-493-200  
4718 120<sup>th</sup> Street  
Omaha, NE 68164

Knoll's Golf Course  
402-444-5440  
11630 Sahler Street  
Omaha, NE 68164

Dingmans  
402-502-5511  
12020 Emmet Street  
Omaha, NE 68164

Stonegate Apartments  
402-493-8080  
12102 Stonegate Drive  
Omaha, NE 68164

Security National Bank  
11910 Stonegate Drive  
Omaha, NE 68164

Sherwin Williams Paint  
402-445-0365  
3131 N 120<sup>th</sup> Street  
Omaha, NE 68164

State Farm – Cort Bonner  
402-934-4141  
3125 N 120<sup>th</sup> Street  
Omaha, NE 68164

Hair Skin Nails – Seven Salon  
402-934-2177  
3117 N 120<sup>th</sup> Street  
Omaha, NE 68164

CARSTAR Northwest  
402-498-9400  
3304 N 120<sup>th</sup> Street  
Omaha, NE 68164

Omaha Animal Medical Group  
402-496-6075  
3316 N 120<sup>th</sup> Street  
Omaha, NE 68164

**Previous Public Meeting attendees**

Citizens who attended January, 2011 public information meeting were sent public notice for June 1<sup>st</sup>, 2017 public hearing.

Individuals Who Attended the 2011 Meeting and Received the 2017 Meeting Notice via Regular Mail

Name/Business	Address	City	State	Zip
Mike Nulty	11430 Fowler Avenue	Omaha	NE	68164
Lind Hitt	11542 Ruggles	Omaha	NE	68164
Lennis Pederson	11691 Roanoke Blvd	Omaha	NE	68164
Gary Willis	12135 Wirt Street	Omaha	NE	68164
Rosemary Wolford	11453 Queens Drive	Omaha	NE	68164
George Wolford	11453 Queens Drive	Omaha	NE	68164
Jeanne McGowan	4030 N 116 Circle	Omaha	NE	68164
John Fitzgerald	3005 N 120th Avenue	Omaha	NE	68164
Jack Clowers	4707 N 118th Street	Omaha	NE	68164
Richard Buse	3905 N 117th Street	Omaha	NE	68164
Mark Mathis	12085 Binney Steret	Omaha	NE	68164
Robert Rishoi	11318 Fowler Avenue	Omaha	NE	68164
Ernest Wesoloski	13312 Westwood Lane	Omaha	NE	68144
Rob Anderson	15109 Sprague	Omaha	NE	68116
Margo Richter	11760 Meredith Avenue	Omaha	NE	68164
Jeff Zaleski	4915 N 142nd Street	Omaha	NE	68164
Tom Ryan	11711 Grand Avenue	Omaha	NE	68164
Brian Chandler	11673 Sunburst Street	Omaha	NE	68164
Jilian Chandler	11673 Sunburst Street	Omaha	NE	68164
Dave Neef	14701 Ernst Street	Bennington	NE	68007
Betty Gray	18760 Rainwood Road	Bennington	NE	68007
James Lawrence	4811 N 118th Street	Omaha	NE	68164
Marlon Wright	4325 Fort Street	Omaha	NE	68111
Terry Lessmann	12128 Wirt Street	Omaha	NE	68164
Jim Pattersen	11730 Meredith	Omaha	NE	68164
Dave Weist	11920 Miami Street	Omaha	NE	68164
Harlan Milder	1941 S 42nd #117	Omaha	NE	68105
St. Elizabeth Ann Catholic Church	5419 N 114 <sup>th</sup> Street	Omaha	NE	68164
Vietnamese Alliance Church	11268 Lake Forest Drive	Omaha	NE	68164
Sunnyslope Church of Christ	5220 S 159 <sup>th</sup> Ave	Omaha	NE	68135
Zion West Lutheran Church	14205 Ida Street	Omaha	NE	68142
Flatland Church	4801 N 144 <sup>th</sup> Street	Omaha	NE	68116
St. Vincent DePaul Catholic Church	14330 Eagle Run Drive	Omaha	NE	68164
Omaha Fire and Rescue	1516 Jackson Street	Omaha	NE	68102
Omaha Police Department	505 South 15 <sup>th</sup> St	Omaha	NE	68102
Douglas County Sheriff's Office	3601 N. 156 <sup>th</sup> Street	Omaha	NE	68116
Methodist Hospital	8303 Dodge Street	Omaha	NE	68114
Children's Hospital & Medical Center	8200 Dodge Street	Omaha	NE	68114
Boys Town National Research Hospital	14000 Boys Town Hospital Road	Boys Town	NE	68010
Tranquility Soccer Complex	12222 W Maple Road	Omaha	NE	68164

## **APPENDIX B**

### **Public Hearing Materials**

**Public Involvement Plan**  
**OPW Notice of Highway Public Hearing**  
**Affidavit of Publication**  
**Floor Plan for Event Venue**  
**ADA Accessibility Checklist**  
**Public Hearing Displays (Posters)**  
**Roadway Profile Concept Public Display**  
**Fact Sheet Handout**  
**Public Hearing Presentation**  
**Comment Form**  
**Public Hearing Sign-in Sheets**  
**Public Forum Question-Comment Sign-in Sheet**  
**Event Photos**

## **120<sup>th</sup> STREET STONEGATE DRIVE TO FORT STREET PUBLIC INVOLVEMENT PLAN SUMMARY**

### **PROJECT OVERVIEW**

120th Street's existing two lane rural street will be widened and reconstructed to a four-lane urban street with a raised median, turn lanes, curbs, and gutters.

### **The project scope includes, but is not limited to the following:**

- 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
- New Right-of-Way (ROW), Permanent Easements, and Temporary Easements.
- 120<sup>th</sup> Street between West Maple Road and Roanoke Boulevard will be closed to through traffic. Message Boards, or similar means, will be utilized to inform the public of likely alternative routes, 108<sup>th</sup> Street and 132<sup>nd</sup> Street.
- Local Access will be maintained to all areas served by the project, but may be limited at times due to construction.

### **Purpose**

- Improve the consistency of 120<sup>th</sup> Street's roadway section
- Improve the continuity of pedestrian facilities
- Address roadway capacity
- Enhance safety for projected future traffic

### **Need**

- Lack of roadway section consistency (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

### **Tentative Schedule**

5/11/2017	P.M. Pre-Public Hearing Dry-Run – City of Omaha
5/11/2017	NDOR review and approve the mailing list
5/17/2017	Publish Legal Notice
5/17/2017	Distribute target outreach mailers

6/1/2017	Public Hearing at Alice Buffett Magnet Middle School
6/16/2017	Close of comment period
6/22/2017	Post-Public Hearing Comment/Response Review – City of Omaha
6/23/2017	Submit Public Involvement Memo to NDOR for review
7/7/2017	Draft Final EA to NDOR
7/21/2017	NDOR comments on draft Final EA
7/28/2017	Revised draft Final EA to NDOR
8/11/2017	Submit Final EA to FHWA
8/25/2017	FHWA Respond with comments
9/15/2017	FEA Submitted back to FHWA
10/6/2017	FHWA Decision Document
10/7/2017	Tentative NTP Final Design

### **PUBLIC INVOLVEMENT PLAN PURPOSE**

The purpose of this Public Involvement Plan (PIP) is to provide a summary of the plan and processes for the distribution of information to the general public and project stakeholders. The objective of the PIP is to inform the general public and project stakeholders of the results of the Draft Environmental Assessment (DEA) completed prior to this public hearing. The focus of our public involvement efforts will be to encourage as many individuals associated with or potentially impacted by this project to attend the meeting to receive information from the project team members. This PIP is prepared in compliance with NDOR public information policy and has been customized for 120<sup>th</sup> Street, Stonegate Drive to Fort Street.

### **OPPORTUNITIES FOR PUBLIC INPUT**

Prior to the upcoming public hearing open house anticipated for June 2017, the public has viewed a design concept alternative and provided written comments at a previous public meeting (January 18, 2011). Our staff have hosted or attended a number of agency and stakeholder meetings to provide updates and get feedback from agency representatives and business owners located in or near the project.

Previous public involvement activities include the following.

- October 2, 2008. Met with City of Omaha Parks, Nebraska Game and Parks Commission (NGPC), U.S. Army Corps of Engineers (USACE)
- December 2008. Met with Mulhall's Nursery
- December 2010. Met with Mulhall's Nursery for a status update
- January 18, 2011. Public Information Meeting at Sunny Slope Elementary
- February 24, 2011. USACE coordination meeting
- March 8, 2011. Stakeholder meeting with property owners near Roanoke Boulevard
- November 5, 2012. 6(f) property review meeting with NGPC
- December 18, 2015. Attended Keystone Little League board meeting. Presented project and answered questions.

## **COMMENT COMPILATION AND DELIVERABLES**

Comments received up to this point, either through email, comment form, or verbally spoken to a team member, have been documented and compiled. Where appropriate, responses have been provided. Details of the previous public information meetings and comments and responses have been included in the Agency and Public Coordination section of the DEA.

Comments received during the public hearing phase (30 calendar days) will be directed to the City of Omaha and NDOR for initial review. Copies of comments received will be forwarded to the Consultant to draft responses. The Consultant will begin preparing responses as soon as a substantive comment is received. Comments will be compiled along with the post hearing public involvement documentation and included in the Draft Final Environmental Assessment.

## **PUBLIC INVITATION PROCESS**

The project team will work with the City of Omaha to develop a targeted outreach mailing list to include residents, property owners, organizations, agencies, project team members and other interested parties. The targeted outreach mailing list will include names and mailing addresses for local officials (schools, emergency services, transit services, hospitals), as well as contiguous property and business owners along the Project and any designated detour routes. Consultant shall coordinate with the City of Omaha, County Assessor, online GIS map servers, or NDOR to obtain this information. Consultant will develop a mailing list for public distribution. The mailing list will be approved by NDOR prior to public distribution.

Notice of the meeting will also be posted in the Omaha World Herald as well as City of Omaha website: <https://publicworks.cityofomaha.org/public-works-projects> and click on “120th Street – Stonegate to Fort”.

In addition to these public notices, message boards along 120<sup>th</sup> Street and West Maple Road will also have a message stating the time and place for the upcoming public hearing.

The public who signed in at public information meeting in January, 2011 will receive the public hearing notice.

## **KEY STAKEHOLDER OUTREACH**

During initial concept development and prior to the first public information meeting, the team met with the City of Omaha Parks Department, NGPC, and the USACE to gain agency input and to coordinate improvements within the project area.

Following the first public meeting, the project team met with several businesses along 120<sup>th</sup> Street potentially impacted by improvements from design alternatives. These outreach efforts included meeting with business owners and stakeholders in the project area to discuss

potential impacts to their property from alternatives being considered. The purpose of these meetings was to provide an opportunity to present information to these business owners and obtain additional input and comments following the public meeting. Stakeholder outreach information is included in the Agency and Public Coordination Section of the DEA.

## **PUBLIC MEETINGS**

One public information meeting for this project was held in January of 2011. The meeting was held at Sunny Slope Elementary School located at 10828 Old Maple Road in Omaha. The public meeting was held to provide information regarding the project following the alternative evaluation phase, and receive comments from meeting attendees on a design concept. The informational “open house” format allowed the public to come at their convenience during the advertised hours, gather pertinent information about the project, and speak one-on-one with project staff.

The second public meeting, anticipated to occur in June 2017, will be conducted as an open house public hearing format. The public hearing will include an open house, followed by formal presentation by project representatives, and a public comment/response forum. The “formal presentation” will include a prepared presentation about the project and the findings of the Draft Environmental Assessment so that all participants receive the same basic information. The “public forum” will allow the public to express their opinions to all assembled and to hear other participants’ comments and opinions. Comments will be recorded at the hearing, and will also be accepted for 15 days following the hearing, or until June 16, 2017.

All substantive comments received at the public hearing will be addressed in the Final Environmental Assessment (FEA) prepared for this project.

- A letter will be distributed to all those who signed in at the public hearing and/or provided comments to notify them when and where the FEA is available.
- The FEA will be available on the project website and at the City of Omaha offices.
- With the FEA, FHWA will issue a decision document. If the document is a finding of no significant impact, the project would proceed to final design.

The City of Omaha complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public’s access to and participating in public meetings is a priority for the City of Omaha. In the event someone is in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Omaha, Public Works will arrange for transportation to and from the meeting location. Additionally, appropriate provisions for persons with Limited English Proficiency (LEP) will be made for this upcoming public meeting.

## **WEBSITE**

Additional project information will be included on the City of Omaha website at <https://publicworks.cityofomaha.org/public-works-projects>. - click on "120th Street – Stonegate to Fort".

For additional project information, visit the project website or contact Jon Meyer, City of Omaha, at (402) 444-4191 or [jon.meyer@cityofomaha.org](mailto:jon.meyer@cityofomaha.org)

#### **ADDITIONAL DELIVERABLES**

**(Some of these may have already been submitted)**

Minutes generated by meetings with local residents and agencies  
Newsletter #1 (included in DEA).  
Meeting materials and presentation Boards for first Public Open House #1  
Comments compiled from Public Open House #1 (included in DEA).  
Target Outreach List & Mailer  
Public Information Plan  
Schedule of Public Involvement Activities  
Legal Notice for Public Hearing Open House  
Sign in Sheet for Public Hearing Open House  
Comment Sheet for Public Hearing Open House  
Fact Sheet for Public Hearing Open House  
Display Boards for Public Hearing Open House  
Public Involvement Memo

# OPW 50949 - 120th Street – Stonegate to Fort



Notice of Highway  
Public Hearing  
**Draft Environmental  
Assessment (DEA)**

**Public Hearing  
Resources**

**Sitemap**

## Notice of Highway Public Hearing

### *MAPA-5009(3) 120<sup>th</sup> Street – Stonegate Drive to Fort Street; CN 22277*

Thursday, June 1, 2017 ~6:30-8:30PM

Alice Buffett Magnet Middle School ~ 14101 Larimore Avenue, Omaha, NE

The City of Omaha will hold a Public Hearing regarding improvements to 120<sup>th</sup> Street from Stonegate Drive to Fort Street in Omaha, Douglas County, Nebraska. The meeting will be held at Alice Buffett Magnet Middle School on Thursday, June 1, 2017, and will include an Open House from 6:30-7:00 PM; a Formal Presentation from 7:00-7:30 PM; a Public Forum from 7:30-8:00 PM; and an Open House from 8:00-8:30.

The Public Hearing is being held to provide information to the public and receive input regarding the design and development of this project. The public is invited to attend and present comments and questions on the Draft Environmental Assessment (DEA) prepared for the proposed project. Current design information will be displayed and personnel from the City of Omaha will be present to answer questions and receive comments. Roadway and right-of-way (ROW) plans will be further developed in final design.

Federal funds would be used for the project, and the Federal Highway Administration (FHWA) is the lead federal agency; therefore, a DEA has been prepared for this project in accordance with the National Environmental Policy Act (NEPA). The DEA will be available for review at the Public Hearing, and is also available for review for a 30 day comment period, beginning on May 17, 2017 and ending on June 16, 2017 at the following locations:

- <https://publicworks.cityofomaha.org/public-works-projects> and click on “120<sup>th</sup> Street – Stonegate to Fort”
- City of Omaha Public Works, 1819 Farnam Street, 6<sup>th</sup> Floor, Omaha, NE
- Saddlebrook Branch Library, 14850 Laurel Ave, Omaha, NE
- NDOR District 2 Office, 108<sup>th</sup> Street, Omaha, NE
- NDOR Headquarters, 1500 Highway 2, Lincoln, NE
- FHWA Nebraska Division, 100 Centennial Mall North, Lincoln, NE

The proposed project is identified as **120<sup>th</sup> Street: Stonegate Drive to Fort Street**. The proposed design would reconstruct approximately one mile of 120<sup>th</sup> Street, starting approximately 200 feet north of Stonegate Drive and extending north to Roanoke Boulevard. The study area extends slightly farther than the construction limits, from Stonegate Drive to Fort Street, which is roughly 0.25 miles north of Roanoke Boulevard. Approximately 500 feet of West Maple Road would be reconstructed to improve intersection function. The bridge over West Maple Creek/Ditch would be widened and the bridge over the Big Papillion Creek would be replaced.

The purpose of this project is to improve the consistency of 120<sup>th</sup> Street’s roadway section (number and type of lanes) and continuity of pedestrian facilities, to address roadway capacity, and to enhance safety to accommodate projected future traffic demands. The project is needed due to a lack of consistency in the roadway section within the project area, insufficient existing and future vehicle capacity, inadequate pedestrian facilities, incompatibility with the Stonegate Drive intersection, and limited sight distance.

The existing roadway varies in width and number of lanes from two-lanes of asphalt north of West Maple Road to a four-lane divided roadway south of West Maple Road. The proposed project would reconstruct 120<sup>th</sup> Street to a four-lane concrete roadway with two through lanes in each direction and a raised median. A 12-foot left-turn lane would be provided at all access locations along 120<sup>th</sup> Street, except West Maple Road, where 24-foot dual left-turn lanes would be provided in all four directions. Additional project information will be available at the Public Hearing.

Other proposed features of the project include: constructing new sidewalks compliant with the Americans with Disabilities Act, a trail connecting to Tranquility Park, making traffic signal improvements, constructing retaining walls, relocating utilities, and constructing new or modified stormwater culverts. The currently proposed design would require the acquisition of additional property rights, including

new right-of-way (ROW), temporary construction easements, and access modifications throughout the project area. South of West Maple Road, 120<sup>th</sup> Street would remain open during construction. North of West Maple Road, 120<sup>th</sup> Street would be closed to through traffic during construction; local access would be provided and through traffic would use 108<sup>th</sup> and 132<sup>nd</sup> Streets as an alternate route.

There would be minor impacts to recreational properties as part of this project. These impacts, which fall under a Programmatic Evaluation for Projects with Minor Involvement under Section 4(f) of the Department of Transportation Act, require public review prior to approval. Likewise, the public may comment on impacts to facilities covered under Section 6(f) of the Land and Water Conservation Fund Act. Specifically, these impacts include temporary and permanent use of land in the southeast corner of Tranquility Park, revised access locations for Tranquility Park, and temporary and permanent use of a strip of land along two fairways at The Knolls Golf Course. These impacts, a result of widening the roadway and raising the profile of the road at the Big Papillion Creek, have been minimized to the extent practicable. The impacts have been considered by the City of Omaha Parks and Recreation Department.

The Public Hearing is set up such that participants can gather as much information as they desire and leave when they wish. The "Open House" portions of the hearing will allow the public to gather pertinent information about the project and speak one-on-one with project personnel. The "Formal Presentation" portion of the hearing will include a prepared presentation on the DEA with maps and other information about the project so that all participants receive the same basic project information. The "Public Forum" will allow citizens to express their opinions to all assembled and to hear other participants' comments and opinions. Comments will be recorded at the hearing, and will be accepted until June 16, 2017.

All substantive comments received at the hearing will be addressed in the Final Environmental Assessment (FEA) prepared for this project. A letter will be distributed to all those who signed in at the public hearing and/or provided comments to notify them when and where the FEA is available. The FEA will be available on the project website and at the City of Omaha offices. With the FEA, FHWA will issue a decision document. If the document is a finding of no significant impact, the project would proceed to final design. Construction could begin in 2021 and conclude in 2022.

The City of Omaha will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing or visually challenged, or for persons with limited English proficiency (LEP) will be made if the City of Omaha is notified by May 25, 2017. Requests for accommodations, inquiries, and public comments should be submitted to:

Jon Meyer

Design Division, Omaha Public Works Department

1819 Farnam St, Suite 604

Omaha, NE 68183

402-444-4191

Jon.Meyer@cityofomaha.org

For more information, visit <https://publicworks.cityofomaha.org/public-works-projects> and click on "**OPW 50949 - 120<sup>th</sup> Street – Stonegate to Fort.**"

**CITY OF OMAHA**  
**NOTICE OF HIGHWAY PUBLIC HEARING**  
**MAPA-5009(3) 120th Street - Stonegate Drive to Fort Street; CN 22277**  
**Thursday, June 1, 2017 - 6:30 - 8:30 PM**  
**Alice Buffett Magnet Middle School - 14101 Lardmore Avenue, Omaha, NE**

The City of Omaha will hold a Public Hearing regarding improvements to 120th Street from Stonegate Drive to Fort Street in Omaha, Douglas County, Nebraska. The hearing will be held at Alice Buffett Magnet Middle School on Thursday, June 1, 2017, and will include an Open House from 6:30-7:00 PM; a Formal Presentation from 7:00-8:30 PM; a Public Forum from 7:30-8:00 PM; and an Open House from 8:00-8:30 PM.

The Public Hearing is being held to provide information to the public and receive input regarding the design and development of this project. The public is invited to attend and present comments and questions on the Draft Environmental Assessment (DEA) prepared for the proposed project. Current design information will be displayed and personnel from the City of Omaha will be present to answer questions and receive comments. Roadway and right-of-way (ROW) plans will be further developed in final design.

Federal funds would be used for the project, and the Federal Highway Administration (FHWA) is the lead federal agency. Therefore, a DEA has been prepared for this project in accordance with the National Environmental Policy Act (NEPA). The DEA will be available for review at the Public Hearing, and is also available for review for a 30-day comment period beginning on May 17, 2017, and ending on June 16, 2017 at the following locations:

- <http://publicworks.cityofomaha.org/public-works-projects> and click on "120th Street - Stonegate to Fort"
- City of Omaha Public Works, 1819 Farnam Street, 6th Floor, Omaha, NE 68102
- Cedar Rapids Public Library, 4450 Carnegie Ave., Omaha, NE 68102
- NDOR District 2 Office, 10181 Street, Omaha, NE
- NDOR Headquarters, 1300 Highway 101, NE
- FAWW, 1819 Farnam Street, Omaha, NE

The proposed project is identified as **120th Street - Stonegate Drive to Fort Street**. The proposed design would reconstruct approximately one mile of 120th Street, starting approximately 200 feet north of Stonegate Drive and extending north to Rossmore Boulevard. The study area for this project is further than the intersection of 120th Street and Rossmore Boulevard. The project would be approximately 500 feet on West Maple Road, which would be reconstructed to improve intersection function. The bridge over West Maple Creek, which would be widened and the bridge deck replaced, is also part of the project.

The purpose of this project is to improve consistency of 120th Street's roadway section (number and type of lanes and continuity of pedestrian facilities) to address roadway capacity, and to enhance safety to accommodate projected future traffic demands. The project is needed due to a lack of consistency in the roadway section within the project area, inefficient designs, and future vehicle capacity and safety issues. Incompatibility with the Stonegate Drive intersection, section, and limited sight distance.

The existing roadway varies in width and number of lanes from two lanes of asphalt north of West Maple Road to a four-lane divided roadway south of West Maple Road. The proposed project would reconstruct 120th Street to a four-lane divided roadway with a median. In each direction, a raised median, a 12-foot left-turn lane would be provided at all access locations along 120th Street, except West Maple Road, where a 24-foot dual left-turn lane would be provided in all directions. Additional project information will be available at the Public Hearing.

Other proposed features of the project include constructing new sidewalks compliant with the Americans with Disabilities Act, installing lighting to Tranquility Park, making traffic signal improvements, constructing retaining walls, relocating utilities, and constructing new or modified stormwater curbs. The current proposed design would require the acquisition of additional property rights including new right-of-way (ROW), temporary construction easements, and access modifications throughout the project area. South of West Maple Road, 120th Street would remain open during construction. North of West Maple Road, 120th Street would be closed to through traffic during construction. Local access would be provided and through traffic would use 120th and 132nd Streets as an alternate route.

There would be minor impacts to recreational properties as part of this project. These impacts, which fall under a Programmatic Evaluation for Projects with Minor Involvement under Section 106 of the Department of Transportation Act, require public review prior to approval. Likewise, the public may comment on impacts to fisheries covered under section 9 of the Land and Water Conservation Fund Act. Specifically, these impacts include temporary and permanent use of land in the southern corner of Tranquility Park, proposed locations for Tranquility Park, and temporary and permanent use of a portion of land along the trailways at the Knott's Point Course. These impacts are occurring during the roadway and are in the profile of the 120th Street bridge over West Maple Creek have been minimized to the extent possible. Impacts have been considered by the City of Omaha Parks and Recreation Department.

The public hearing is set up so that participants can gather as much information as they desire and leave when they wish. The open-house portions of the hearing will allow the public to pathfind, get information about the project, and speak one-on-one with project personnel. The formal presentation portion of the hearing will include a prepared presentation on the DEA with maps and other information about the project so that all participants receive the same basic project information. The Public Forum will allow citizens to express their opinion to staff on hand and from all other participants' comments and opinions. Comments will be recorded at the hearing and will be accepted until June 16, 2017.

All substantive comments received at the hearing will be addressed in the Final Environmental Assessment (FEA) prepared for this project. A letter will be distributed to all those who signed in at the hearing and/or provided comments to notify them when and where the FEA is available. The FEA will be available on the project website and at the City of Omaha offices. With the FEA, FHWA will issue a decision document. If the document is finding of no significant impact, the project would proceed to final design. Construction could begin in 2017 and conclude in 2022.

The City of Omaha will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing of visually challenged, or for persons with limited English proficiency (LEP) will be made if the City of Omaha is notified by May 25, 2017. Requests for accommodations, including public comments, should be submitted to:

Jon Meyer  
 Design Division, Omaha Public Works Department  
 1819 Farnam St., Suite 604  
 Omaha, NE 68102  
 402-444-4151  
[Jon.Meyer@cityofomaha.org](mailto:Jon.Meyer@cityofomaha.org)

For more information, visit <http://publicworks.cityofomaha.org/public-works-projects> and click on "120th Street - Stonegate to Fort."

**Proof of publication**

## **AFFIDAVIT**

State of Nebraska, County of Douglas, ss:

Melissa Miller, being duly sworn, deposes and says that she is an employee of The Omaha World-Herald, a legal daily newspaper printed and published in the county of Douglas and State of Nebraska, and of general circulation in the Counties of Douglas, and Sarpy and State of Nebraska, and that the attached printed notice was published in the said newspaper on the 17 day of May, 2017, and that said newspaper is a legal newspaper under the statutes of the State of Nebraska. The above facts are within my personal knowledge. The Omaha World-Herald has an average circulation of 98,963 Daily and 123,540 Sunday, in 2017.

(Signed) *Melissa Miller*

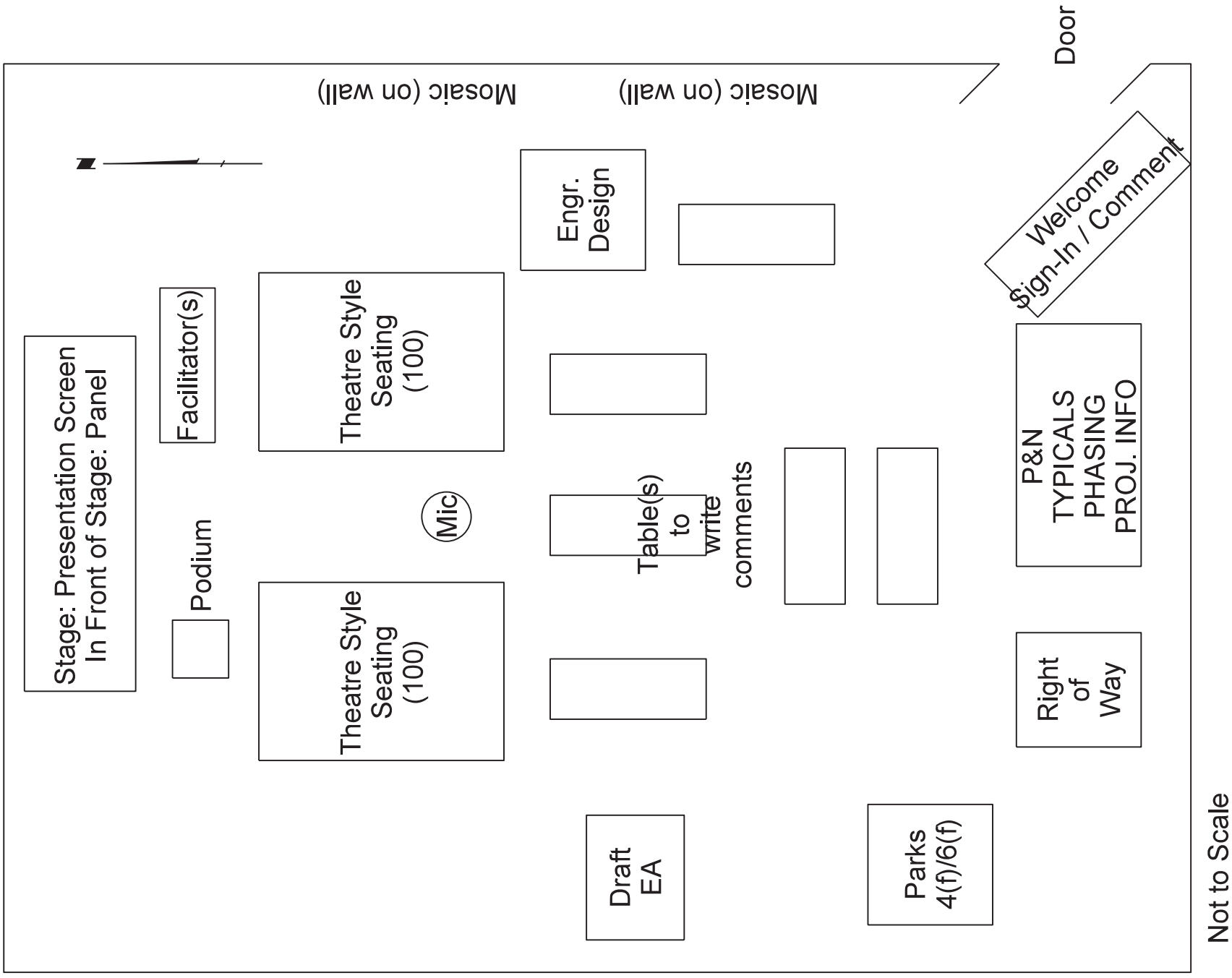
Title: Account Executive

Subscribed in my presence and sworn to before me this 17 day of May, 2017.

*Sara G. Findley*  
 Notary Public



Printer's Fee \$ \_\_\_\_\_  
 Affidavit \_\_\_\_\_  
 Paid By \_\_\_\_\_



# NDOR Public Involvement ADA Accessibility Checklist

Event: 120th Street - Public Hearing  
 Project: 120th Street, Stonegate to Fort  
 Date: June 1st, 2017  
 Time: 6:30pm to 8:30 pm  
 Venue: Alice Buffett Magnet Middle School

Element	Accommodation Area	Yes	No	N/A
<u>Transportation</u>	Is the facility/meeting location accessible by public transportation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, is public transportation available at the time of the meeting/training?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Evacuation</u>	Do you know the emergency evacuation plans for the meeting/training location?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Parking</u>	Does the building have accessible ( <i>handicap</i> ) parking spaces?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, are they at least 8' wide and have 5' aisles next to them?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Sidewalk</u>	Are there unobstructed curb ramps leading to the sidewalk ( <i>walkway</i> )?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Walkway</u>	Is there a walkway from the parking lot to the building, at least 36" wide?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the walkway have a stable and firm surface?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If the accessible route is different from the primary route to and through the building, can you post signs with the wheelchair symbol that show the route?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the walkway level and free of steps?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If no, is there a ramp at least 36" wide?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If there is a ramp, does it have a gentle slope ( <i>1" rise to 12" length</i> )?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Entrance/Doors</u>	Is the door at least 36" wide ( <i>wide enough for a wheelchair</i> )?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the hardware be operated with one hand ( <i>level, push plate, etc.</i> ) with minimum of twisting or grasping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the handles low enough to reach ( <i>maximum 48" high</i> )?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the door be pushed open easily?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the threshold no more than 1/2" high and beveled?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	When a vestibule, is there a minimum of 48" between the sets of doors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Page 1

## Appendix F: ADA Facility Checklist

Element	Accommodation Area	Yes	No	N/A
<u>Floors</u>	Are the floors hard and not slippery?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a floor mat to dry feet and crutch tips to prevent slipping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Corridors</u>	Is there a 36" corridor, from the entrance to where the meeting/training is held?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the path free of objects projecting 4" maximum into the corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Elevators</u>	Is there an elevator in the facility where the meeting/training is located?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, is it a working one that is large enough for a wheelchair?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the controls within reach ( <i>maximum 48"</i> )?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do the controls have Braille?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there an audible signal ringing at each floor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there an audible two-way emergency communication system in the elevator?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Meeting/Training Rooms</u>	Is there enough clearance around the table for a wheelchair to move?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the wheelchair pull under the edge of the table to sit close?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Restrooms</u>	Is there a wide, accessible path to the restroom?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a toilet stall wide enough that a wheelchair can enter and close the door behind? Interior space to turn around?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the water closet ( <i>toilet</i> ) 17-19 inches high to the rim?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the wheelchair roll under the sink ( <i>29" to the bottom</i> )?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the faucets be reached and turned on easily?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the dispensers ( <i>soap, towel, etc.</i> ) reachable ( <i>maximum 48" high</i> )?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a mirror at an accessible height ( <i>bottom of the mirror 44" above the floor</i> )?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Fire Alarms</u>	Are there flash fire alarm signals in the building, in the meeting/training room?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Signage</u>	Is there Braille text in the signage at the facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\_\_\_\_\_  
Signature

Sarah Kugler  
NDOR Public Involvement

\_\_\_\_\_  
Date

## Appendix F: ADA Facility Checklist (cont'd)

# Welcome

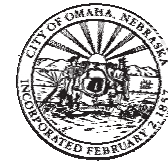
120<sup>TH</sup> STREET | Stonegate Drive to Fort Street

## AGENDA

6:30 - 7:00 p.m. – Open House

7:00 - 8:00 p.m. – Formal Presentation & Public Forum

8:00 - 8:30 p.m. – Open House



# PROJECT PURPOSE & NEED

## Purpose

- Improve the consistency of 120<sup>th</sup> Street's roadway section
- Improve the continuity of pedestrian facilities
- Address roadway capacity
- Enhance safety for projected future traffic

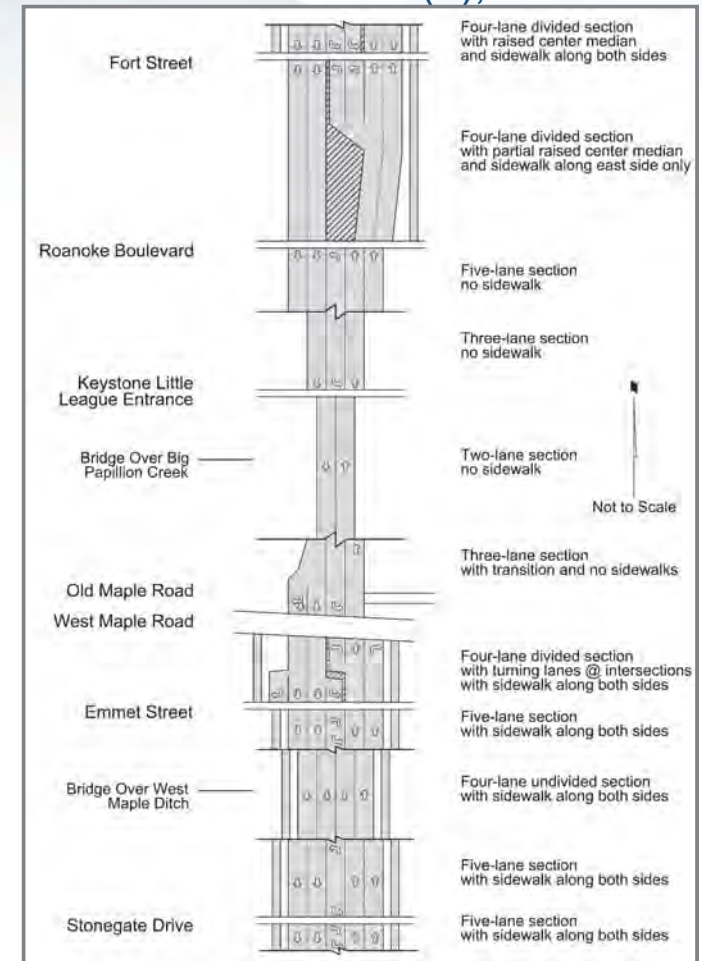
## Need

- Lack of roadway section consistency
- Insufficient existing and future vehicle capacity
- Inadequate pedestrian facilities
- Incompatibility with Stonegate Drive intersection
- Limited sight distance

## 120<sup>th</sup> Street

Stonegate Drive to Fort Street

MAPA-5009(3), CN 22277



Existing Conditions

## SECTION 4(f) – THE DEPARTMENT OF TRANSPORTATION ACT OF 1966

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

The DOT Act stipulates the FHWA and DOT agencies cannot use land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless: 1) there is no feasible and prudent alternative to the use of the land, and 2) the action includes all possible planning to minimize harm caused by the use.

#### Tranquility Park

- Project would require:  
Right-of-Way: 2.4 acres  
Temp. Easement: 5.2 acres
- 85 parking stalls – would be replaced to the west and south; number of available stalls remains same.  
South entrance closed; remaining two entrances replaced with left turn lanes from 120th Street



#### The Knolls Golf Course

- Project would require:  
Right-of-Way: 0.1 acres  
Temp. Easement: 1.8 acres
- Retaining walls used to minimize Right-of-Way adjacent to fairway



#### Example Mitigation:

- Access to both properties would be maintained at all times.
- Use of both properties would be maintained throughout construction.
- Temporary easements would be restored to original condition after construction.

The City of Omaha concurred with a Programmatic Section 4(f) Evaluation for Minor Involvements, which was approved by FHWA.

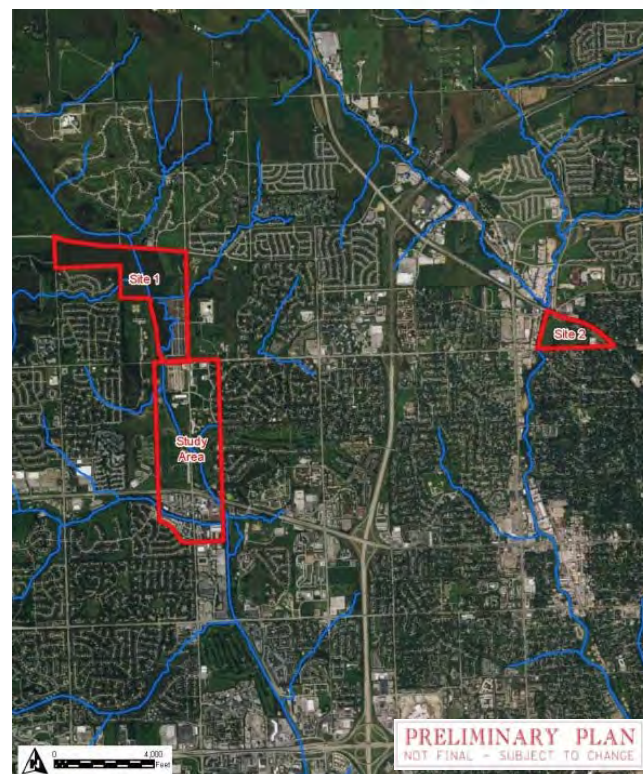
## SECTION 6(f) – LAND & WATER CONSERVATION FUND ACT OF 1966

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

The Land and Water Conservation Fund (LWCF) provides grants to purchase and develop outdoor recreation sites. In order to use LWCF land for a non-recreational purpose later, the National Park Service (NPS) requires a conversion of replacement lands with equal value, location, and usefulness.

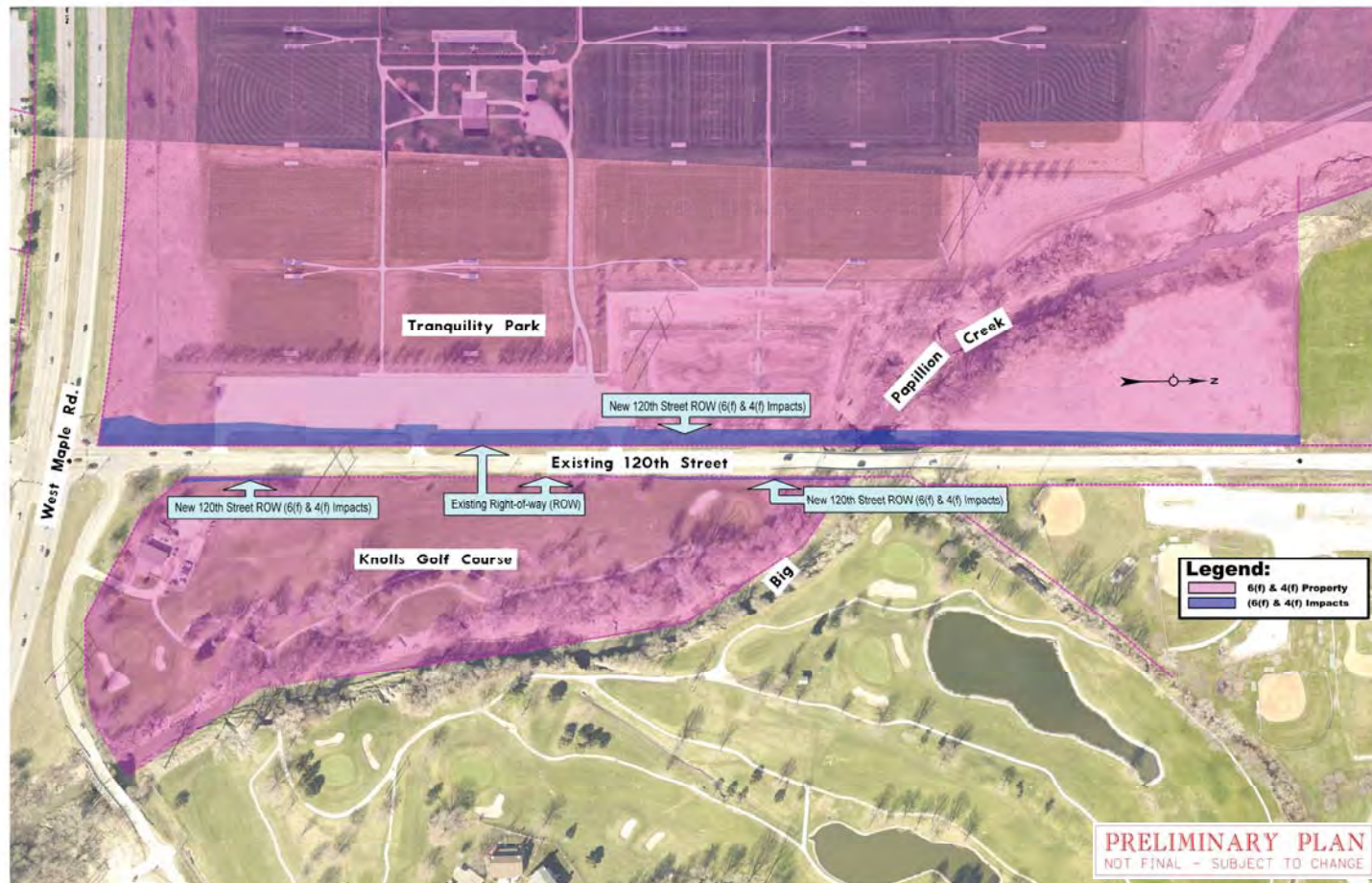
### Conversion Process

- Tranquility Park and The Knolls Golf Course were developed with LWCF grants, therefore impacted property (see Section 4(f) display) would need to be replaced.
- The project team has identified two potential properties for conversion: between Fort & Military west of 120th (Site 1) and Democracy Park near 90th & Fort (Site 2).
- Coordination with the NPS and the Nebraska Game & Parks Commission will continue. A conversion site would be selected and the documentation would be completed during the Right-of-Way stage of the project.



# PARKS & RECREATION SECTIONS 4(f)/ 6(f) PROPOSED RIGHT-OF-WAY

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

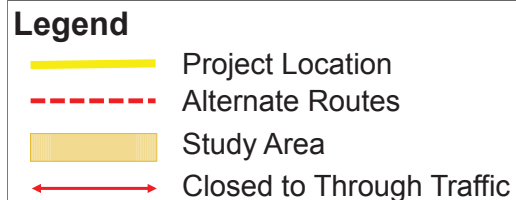


# ALTERNATE ROUTES DURING CONSTRUCTION

## 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

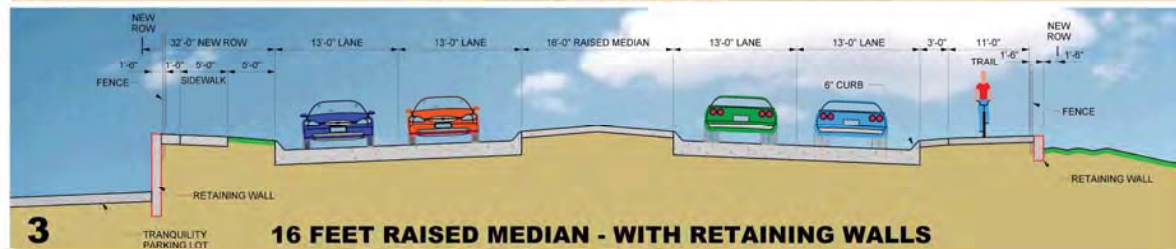
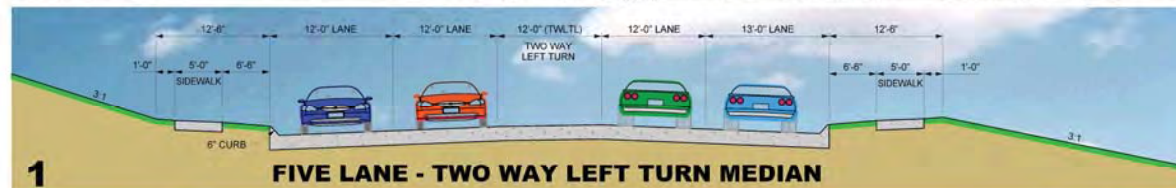
- 120th Street south of West Maple Road and West Maple Road would be open during construction.
- 120th Street between West Maple Road and Roanoke Boulevard would be closed to through traffic. Local access would be provided.



## ALTERNATE ROUTES

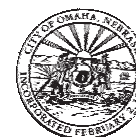
# TYPICAL CROSS SECTIONS

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



**LOOKING NORTH**

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

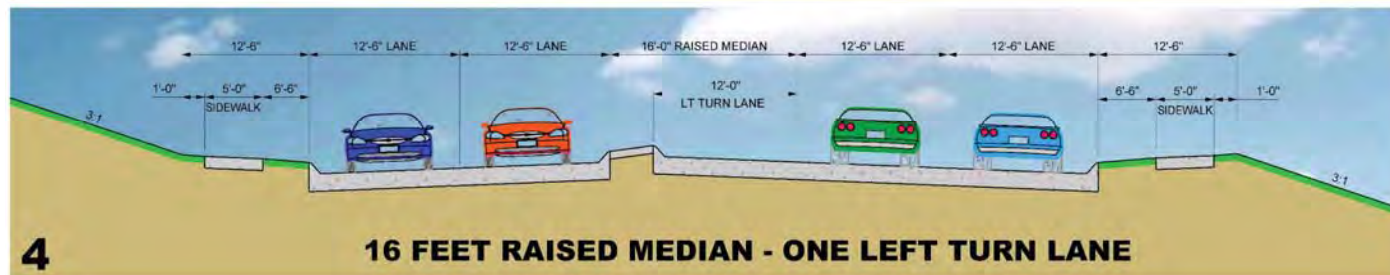
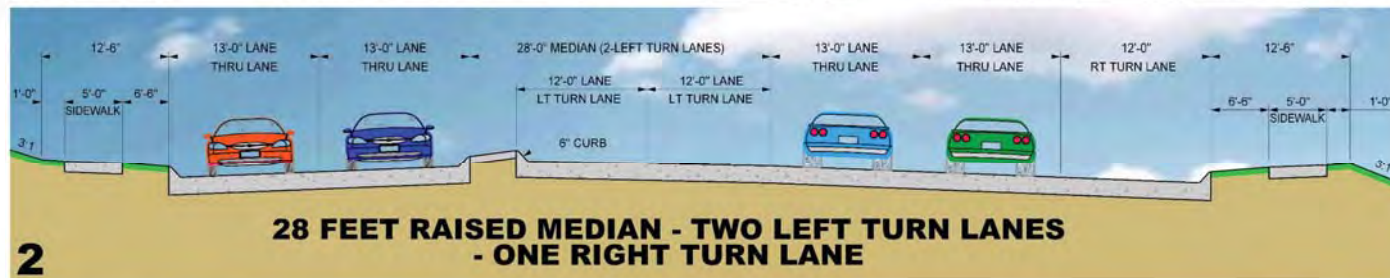
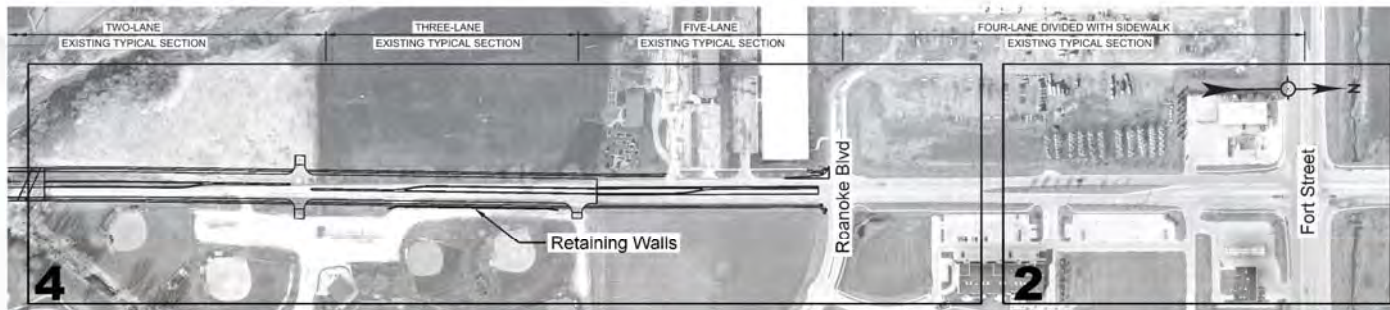


# TYPICAL CROSS SECTIONS

120<sup>th</sup> Street

Stonegate Drive to Fort Street

MAPA-5009(3), CN 22277

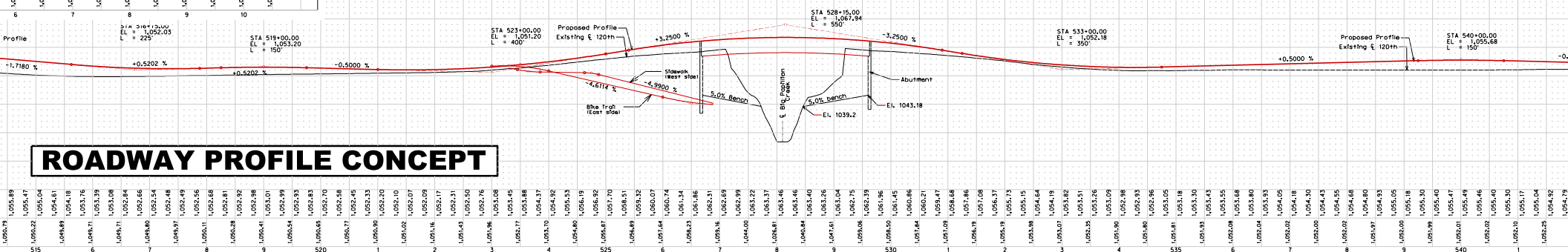
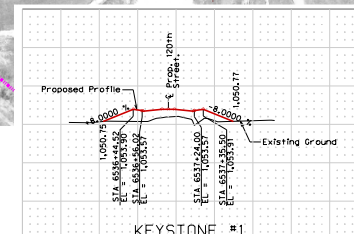
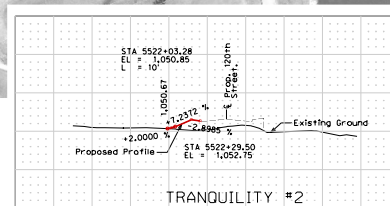
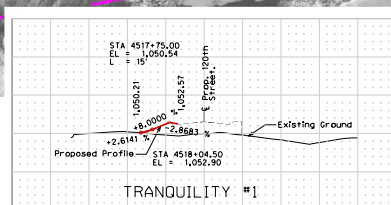
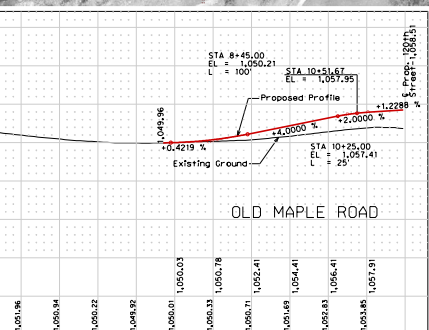
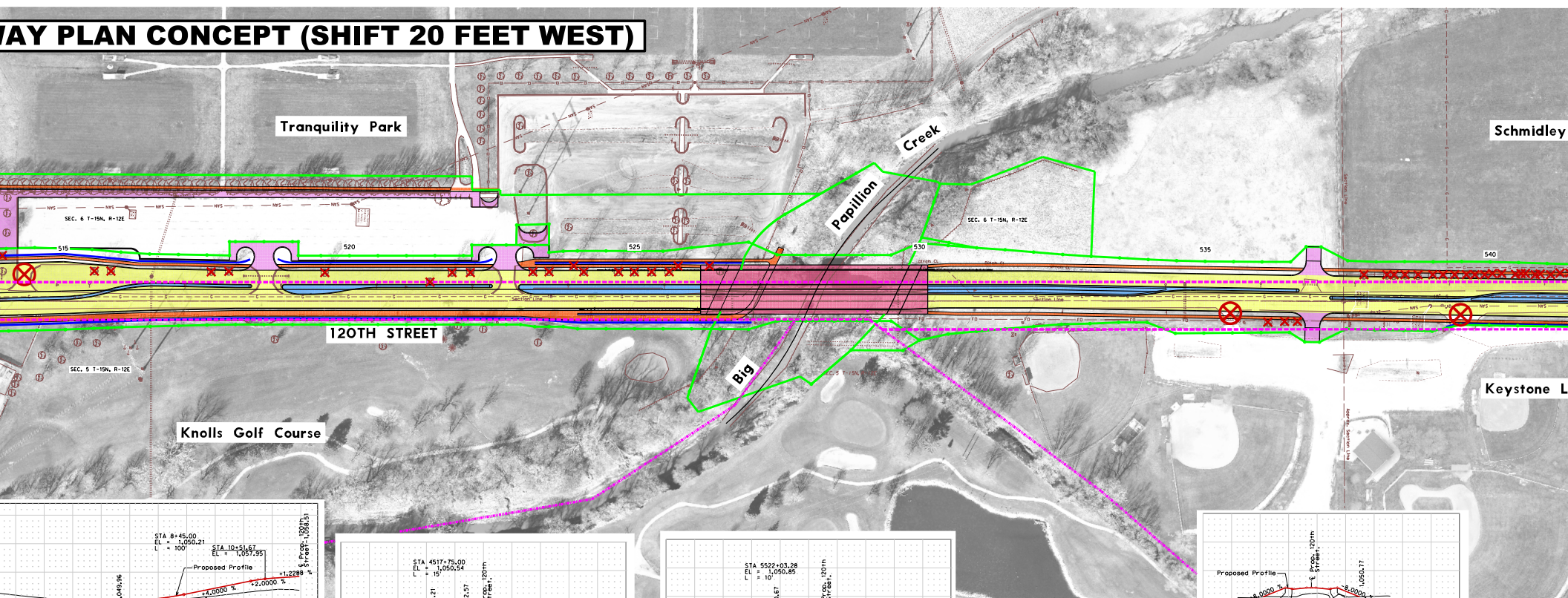


**LOOKING NORTH**

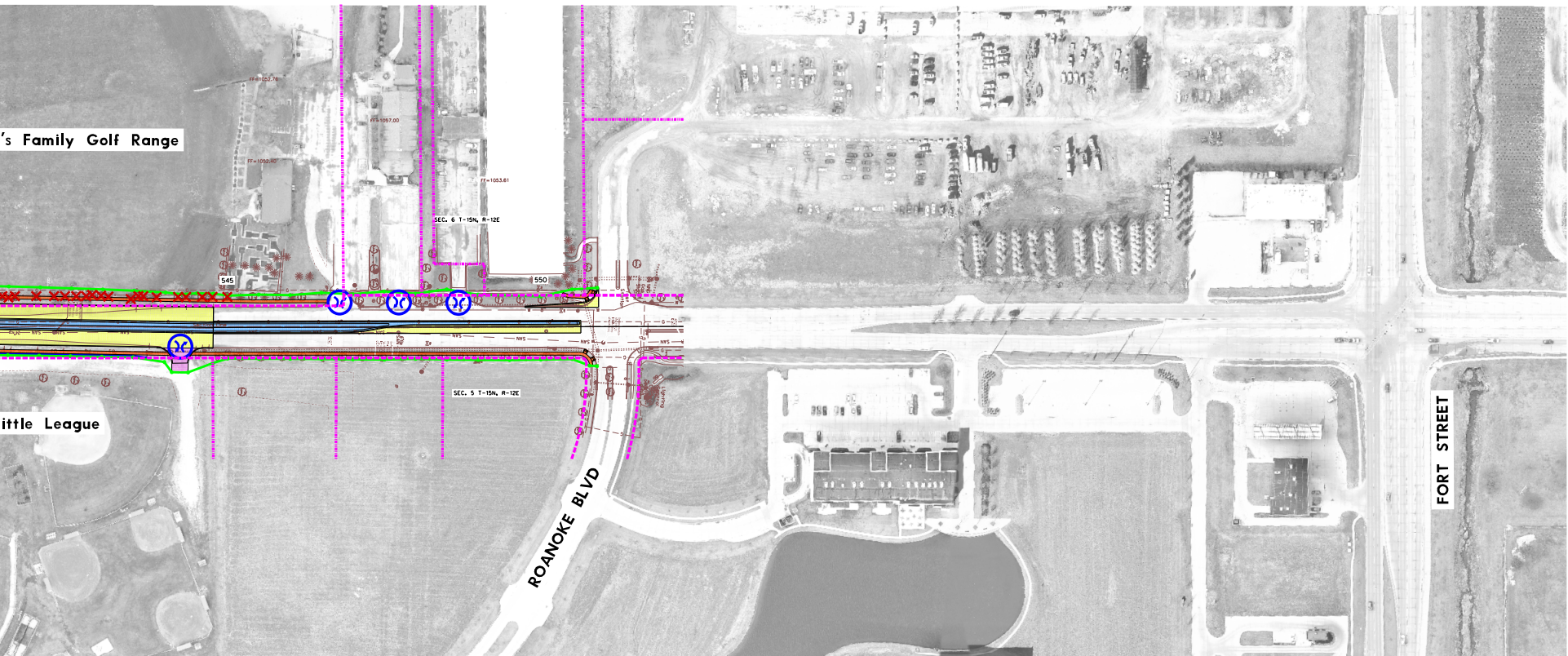
PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE



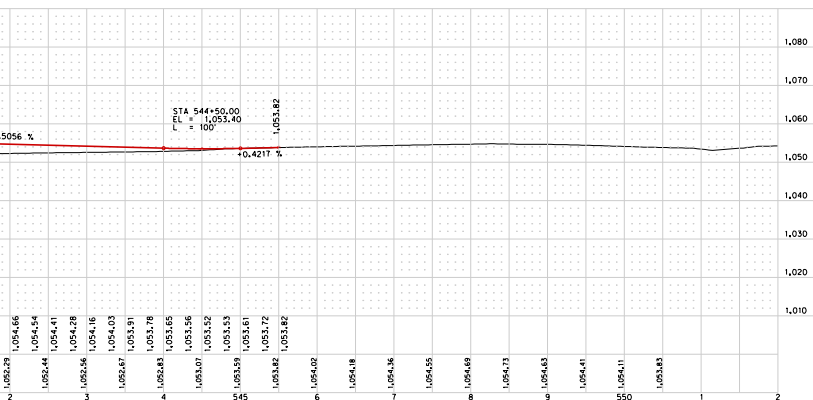
### WAY PLAN CONCEPT (SHIFT 20 FEET WEST)



## ROADWAY PROFILE CONCEPT

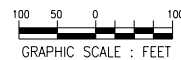


**PRELIMINARY PLAN**  
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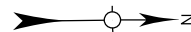


## Legend:

- ROADWAY CONCEPT**
- BRIDGE CONCEPT**
- MEDIAN CONCEPT**
- SIDEWALK CONCEPT**
- DRIVEWAY CONCEPT**
- WALL CONCEPT**
- GRADING LIMITS**
- EXISTING ROW / PROPERTY LINE**
- X **REMOVE TREE**
- X **CLOSE ACCESS**
- X **RESTRICT ACCESS**



**NEBRASKA**  
Good Life. Great Journey.  
DEPARTMENT OF ROADS



120th Street - Stonegate  
Drive to Fort Street  
Project No: MAPA-5009(3),  
OPW-50949, Federal Aid C.N. 22277

# 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, 120<sup>th</sup> Street would be closed to through traffic for construction. Local access would be provided and through traffic would use 132<sup>nd</sup> Street or 108<sup>th</sup> 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 120<sup>th</sup> 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 120<sup>th</sup> 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 120<sup>th</sup> Street. The trail would turn westward and cross under 120<sup>th</sup> 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.

**120<sup>th</sup> 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

- Improve the consistency of 120<sup>th</sup> Street's roadway section
- Improve the continuity of pedestrian facilities
- Address roadway capacity
- Enhance safety to accommodate projected future traffic demands

## NEED

- 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

Jon Meyer  
City of Omaha  
Phone: 402.444.4191  
E-mail: jon.meyer@cityofomaha.org



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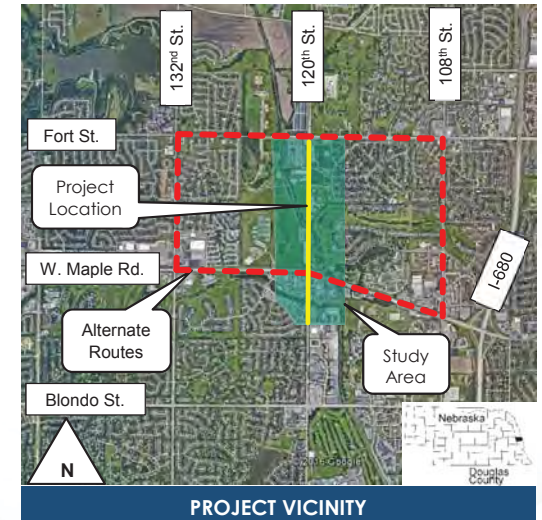
DEPARTMENT OF ROADS

## PROJECT OVERVIEW

Because of a need for consistency and increasing traffic volumes, 120<sup>th</sup> 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



PROJECT VICINITY

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

**120<sup>th</sup> Street | Stonegate Drive to Fort Street (Omaha, NE)  
Public Hearing**





## 120<sup>th</sup> Street | Stonegate Drive to Fort Street

MAPA-5009(3), CN 22277; OPW 50949 | Public Hearing | June 1, 2017

### THANK YOU FOR ATTENDING!

#### AGENDA

6:30 p.m. – Open House

7:00 p.m. – Formal Presentation & Public Forum

8:00 p.m. – Open House



1

## PROJECT LOCATION & STUDY AREA

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

North from Stonegate Drive



South from Fort Street



PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE



2

## PURPOSE & NEED

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

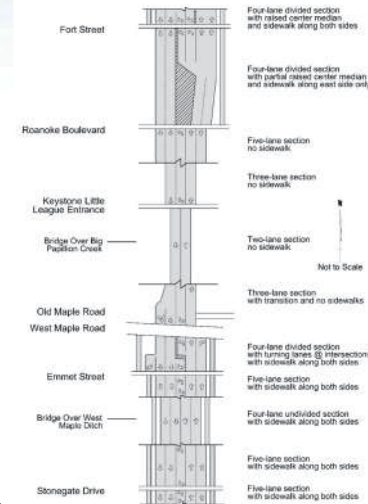
### Purpose

- Improve the consistency of 120<sup>th</sup> Street's roadway section
- Improve the continuity of pedestrian facilities
- Address roadway capacity
- Enhance safety for projected future traffic

### Need

- Lack of roadway section consistency
- Insufficient existing and future vehicle capacity
- Inadequate pedestrian facilities
- Incompatibility with Stonegate Drive intersection
- Limited sight distance

120 <sup>th</sup> 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



3

## PROJECT OVERVIEW

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

**Because of a need for consistency and increasing traffic volumes, 120<sup>th</sup> 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



4

## ALTERNATIVES CONSIDERED

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

- **No Build**
- **Alternatives Eliminated During Pre-Screening**
  - Alternatives not adjacent to 120<sup>th</sup> Street
    - Would not satisfy purpose and need
  - “Shift East”
    - Reconstruction of a fairway and green at The Knolls Golf Course
    - Removal of at least one Keystone Little League field
    - Realignment of a tributary to the Big Papillion Creek
  - “Centerline”
    - Reconstruction of a fairway at The Knolls Golf Course

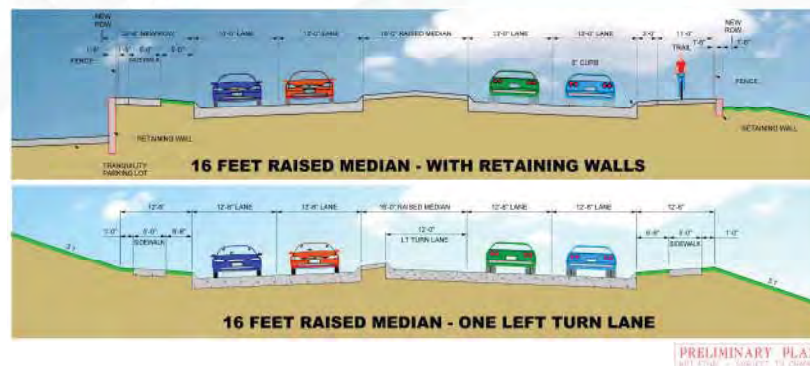


5

## PROPOSED ALTERNATIVE

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



6

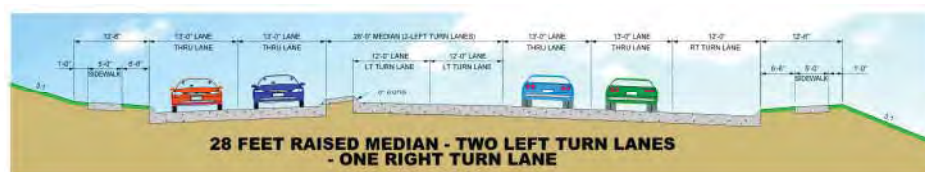
## PROPOSED ALTERNATIVE

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

Transition (south end of project)



West Maple Road Intersection



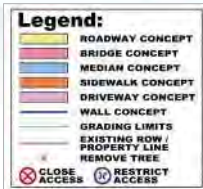
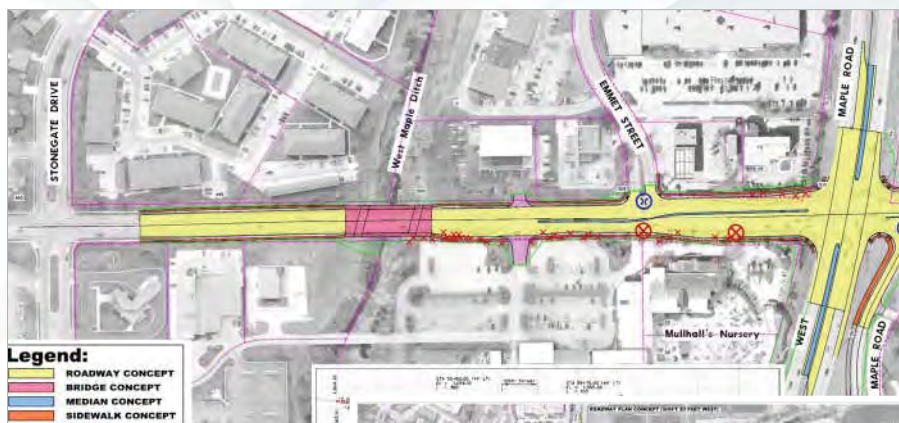
PRELIMINARY PLAN  
NOT FOR CONSTRUCTION



7

## STONEGATE TO WEST MAPLE

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



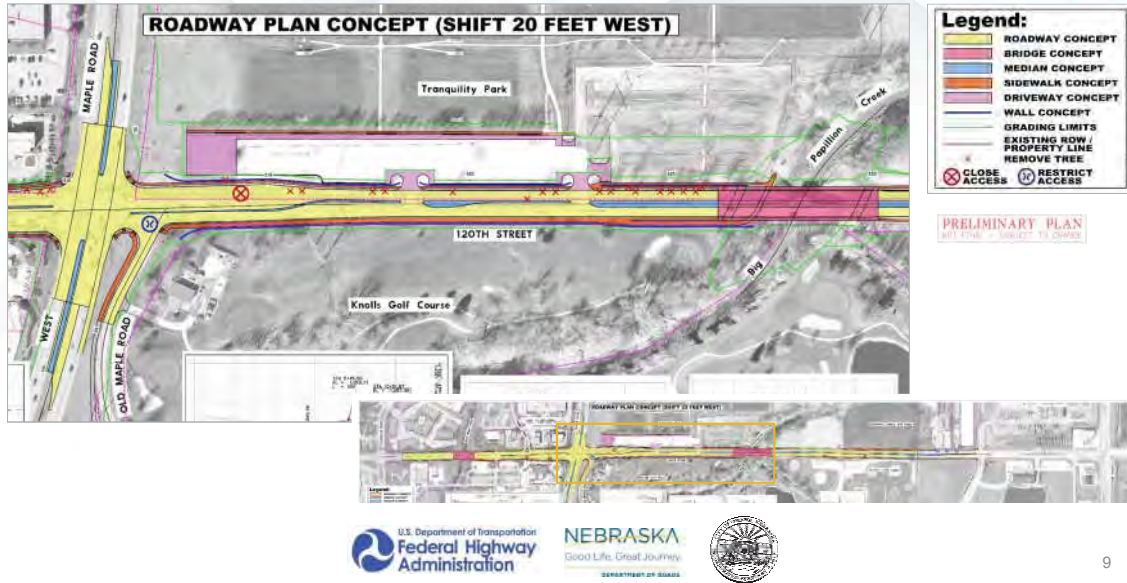
PRELIMINARY PLAN  
NOT FOR CONSTRUCTION



8

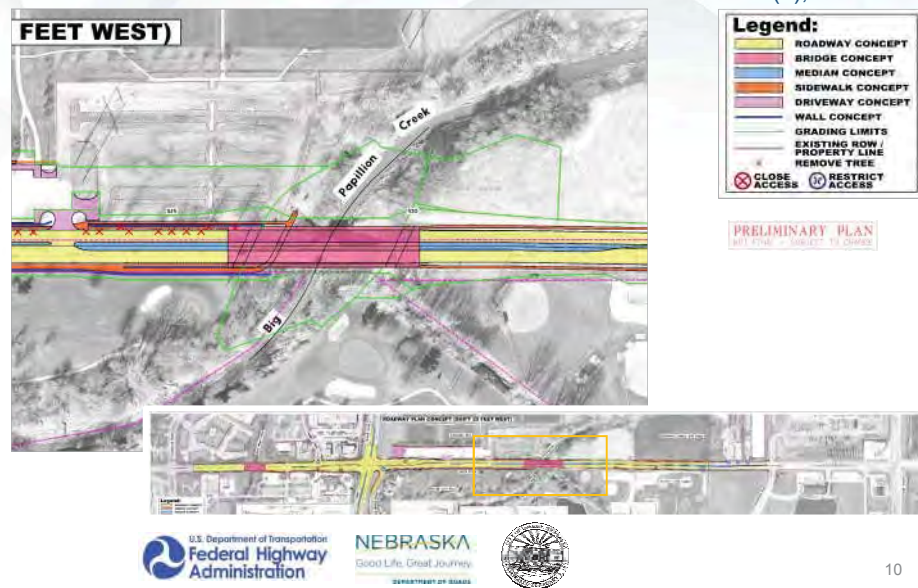
## WEST MAPLE TO BIG PAPILLION CREEK

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



## BIG PAPILLION CREEK

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



## BIG PAPILLION CREEK TO ROANOKE

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



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## DRAFT ENVIRONMENTAL ASSESSMENT

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

Signed by the Federal  
Highway Administration on  
May 4, 2017

120<sup>th</sup> STREET - STONEGATE TO FORT STREET  
CITY OF OMAHA, DOUGLAS COUNTY, NEBRASKA

**DRAFT ENVIRONMENTAL ASSESSMENT**

Submitted Pursuant to 49 CFR 199.23 and 23 CFR 770.6.174  
To:  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
By:  
CITY OF OMAHA AND NEBRASKA DEPARTMENT OF ROADS

This document contains information that is the property of the U.S. Department of Transportation and is loaned to the City of Omaha and the Nebraska Department of Roads for their use only. It is not to be distributed outside the City of Omaha and the Nebraska Department of Roads without the written permission of the U.S. Department of Transportation.

*[Signatures]*

For the City of Omaha: *[Signature]*  
For the Nebraska Department of Roads: *[Signature]*

Date: 5-4-17

The following persons are authorized to act on behalf of the City of Omaha and the Nebraska Department of Roads:

Mr. Andrew Johnson City Engineer City of Omaha 1000 Cornwell Blvd., Room 200 Omaha, NE 68102 Telephone: 402-333-3333	Mr. David Johnson Chief, Engineering Nebraska Department of Roads 1000 North 10th Street Lincoln, NE 68508 Telephone: 402-473-4738	Mr. David L. Johnson, P.E. Director of Public Works City of Omaha 1000 Cornwell Blvd., Room 200 Omaha, NE 68102 Telephone: 402-333-3333
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## DRAFT ENVIRONMENTAL ASSESSMENT

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

#### Resources Studied/Affected Resources

- Air Quality
- Visual Resources
- Wild & Scenic Rivers
- Platte River Depletions
- Farmlands
- Land Use and Right-of-Way
- Social / Economic Considerations
- Title VI and Environmental Justice
- Historic and Archeological Resources
- Parks and Recreation, Section 4(f) and Section 6(f)
- Noise
- Utilities
- Land Resources
- Drainage, Floodplains, and Water Resources
- Wetlands
- Vegetation
- Threatened and Endangered Species
- Hazardous Materials and Mobile Source Air Toxics
- Temporary Construction Impacts
- Secondary and Cumulative Impacts



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## LAND USE & RIGHT-OF-WAY

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

#### Land Use

- The project conforms to Transportation Improvement Plans, the City's Master Plan, and existing/future land use plans.

#### Right-of-Way

- Acquisition and permanent easements
- Temporary construction easements
- Designs are preliminary at this time
- Fair market value – includes impacts to trees, fencing, landscaping



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## SOCIAL/ECONOMIC CONSIDERATIONS

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

- Notice to the public 14 days prior to construction (newspaper notice, message boards).
- Coordination with emergency services (fire, police), Omaha Metro, and school busses before and during construction to minimize effects to routes
- Maintenance of access to businesses, recreational areas and other facilities



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## PARKS & RECREATION

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

#### **Tranquility Park – Section 4(f) / 6(f)**

- Lost parking stalls (85) would be replaced; losses minimized with retaining walls
- South entrance closed; other two replaced with addition of left turn lanes from 120<sup>th</sup> Street

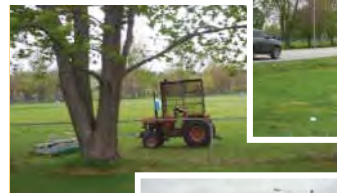
#### **The Knolls Golf Course – Section 4(f) / 6(f)**

- Retaining walls used to minimize right-of-way required along two fairways

#### **Keystone Little League, Schmidley's Driving Range, Tennis Club/Soccer Center**

- Privately owned; regular right-of-way process

All properties would have access throughout construction and play would be maintained. Temporary easements would be restored after construction.



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## NOISE

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

- A Noise Study was conducted in compliance with FHWA and NDOR policies.
- Traffic projections were used to model future noise levels.
- Two of 38 receptors would be impacted (both on Keystone Little League bleachers).
- Noise abatement measures were determined to be infeasible.



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## UTILITIES

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

- Providers in the Study Area: OPPD, MUD, Century Link, Cox, Northern Natural Gas, City of Omaha
- The City of Omaha would coordinate with utility owners.
- Some utilities would require relocation.
- Utility owners are responsible for relocation costs; service would not be interrupted.

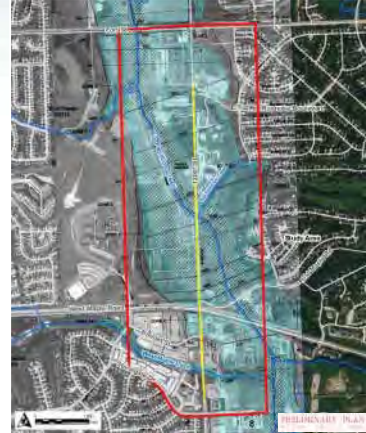


18

## DRAINAGE AND FLOODPLAINS

- Urban, closed storm sewer system (curb inlets)
- The City of Omaha would obtain Floodplain Permits
- Hydraulic Studies
  - West Maple Creek/Ditch (less than 1-ft. rise at 100-year event)
  - Big Papillion Creek (no-rise at 100-year event, overtopping protection for 30-year event with current conditions or 10-year event with future conditions)

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



## WETLANDS & WATERS

- The City of Omaha would obtain all required permits and adhere to their provisions.
- Permanently impacted wetlands would be mitigated.
- A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and followed to minimize impacts from project site runoff.

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



## TEMPORARY CONSTRUCTION IMPACTS

**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

- From Stonegate north to and including West Maple Road, construction would be phased so traffic can be maintained during construction.
- 120<sup>th</sup> Street would be closed to through traffic from north of West Maple Road to Roanoke Boulevard during construction, with 108<sup>th</sup> and 132<sup>nd</sup> Streets serving as alternate routes.
- Access would be maintained to all properties along 120<sup>th</sup> Street during construction.
- The public and emergency services would be notified of road closures in advance. Message boards or similar means would be used to alert the public.



**Legend**

- Project Location
- Alternate Routes
- Study Area



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## CONSTRUCTION PHASING

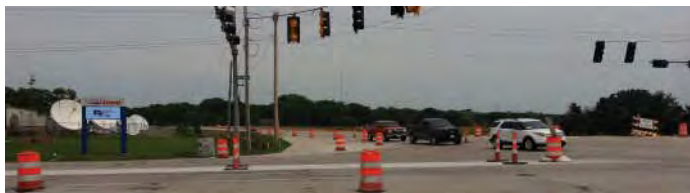
**120<sup>th</sup> Street**  
Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

### Phasing South of West Maple Road (Maintain Traffic)

- **Phase One** – build southbound lanes while traffic uses northbound lanes
- **Phase Two** – build northbound lanes while traffic uses southbound lanes

### Phasing North of West Maple Road to Roanoke (Closed to Through Traffic)

- Closed to through traffic for approx. 9 months (one construction season)
- Alternative routes for through traffic: 108<sup>th</sup> Street or 132<sup>nd</sup> Street
- Local access provided to reach properties



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## PRELIMINARY COST ESTIMATE / SCHEDULE

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

### CONSTRUCTION COSTS

(not including Right-of-Way or Engineering) are estimated at:

**\$12.5 Million**

The cost of the project would be split between Federal government (80%) and the City of Omaha (20%).

### SCHEDULE

**Final Design:** Fall 2017-2018    **Right-Of-Way Acquisition (tentative):** 2019

**Construction (tentative):** 2021 – 2022

Utility work may begin sooner



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## PUBLIC INVOLVEMENT

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

#### Property Owner/Stakeholder Meetings

- 2008 – Present

#### Informational Meeting

- January 18, 2011

#### Public Hearing

- June 1, 2017 (tonight)
- Public Forum to record spoken comments
- Written or emailed comments accepted until June 16, 2017
- Notice of Final Environmental Assessment to attendees/commenters



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## OPEN HOUSE STATIONS

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277

- Draft Environmental Assessment
- Engineering & Design
- Parks and Recreation – Section 4(f) / 6(f)
- Right-of-Way



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## PROJECT CONTACT

### 120<sup>th</sup> Street

Stonegate Drive to Fort Street  
MAPA-5009(3), CN 22277



### Jon Meyer

City of Omaha Public Works Department  
1819 Farnam Street  
Omaha, NE 68183  
Phone: 402.444.4191  
Email: jon.meyer@cityofomaha.org

***The City of Omaha thanks you for your participation!***

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



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Public Hearing  
Thursday, June 1, 2017  
Project Number: MAPA-5009(3); OPW-50949  
Federal Aid CN 22277

**Thank you for attending the public hearing for  
120<sup>th</sup> Street – Stonegate Drive to Fort Street.**

Tonight's meeting will allow citizens to express their opinions to all assembled and to hear other participants' comments and opinions. Comments will be recorded at the hearing and will also be accepted in writing for 15 days following the hearing (until June 16, 2017).

Thank you for your participation and input!

Return comments tonight or send to:

**Jon Meyer**

## Design Division

## Omaha Public Works Department

1819 Farnam St.

Omaha, NE 68183

Phone: 402.444.4191

E-mail: [Jon.Meyer@cityofomaha.org](mailto:Jon.Meyer@cityofomaha.org)

This image shows a single sheet of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

(Optional)

Name \_\_\_\_\_

Address

Phone

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**Jon Meyer, Design Division**  
Omaha Public Works Department  
1819 Farnam St.  
Omaha, NE 68183

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120th Street | Stonegate Drive to Fort Street  
 Project Identification Numbers: MAPA-5009(3), CN 22277, OPW 50949  
 Public Hearing

Your attendance and participation is appreciated. The following information will be used for future meeting notifications and affirmative action purposes, as specified by law.

Name (Nombre)	Contact Information (Direccion)	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes		
			Notification	Sex	Ethnicity
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Thursday, June 1<sup>st</sup>, 2017 at Alice Buffett Magnet Middle School from 6:30pm to 8:30pm



120th Street | Stonegate Drive to Fort Street  
 Project Identification Numbers: MAPA-5009(3), CN 22277, OPW 50949  
 Public Hearing

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Thursday, June 1<sup>st</sup>, 2017 at Alice Buffett Magnet Middle School from 6:30pm to 8:30pm



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Thursday, June 1<sup>st</sup>, 2017 at Alice Buffett Magnet Middle School from 6:30pm to 8:30pm



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Public Hearing

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# Public Forum Question/Comment - Sign In Sheet

120th Street | Stonegate Drive to Fort Street

Project Identification Numbers: MAPA-5009(3), CN 22277, OPW 50949

*Your questions and comments are appreciated.*

Name	General Nature of Question/Comment for the Public Forum
Please Print 1 Commenter 1	Any plan on deleting sidewalks or trails
3 Commenter 3	traffic signal @ Mulhalls? Trees being replaced?
2 Commenter 2	Connecting to trail in Hefflinger Park
5 Please Print Commenter 5	Exit from Tranquility to W Maple
4 Please Print Commenter 4	light @ Roanoke, trees in median
6 Please Print Commenter 6	phasing
Please Print	
Please Print	<b>NOTE: Order of speakers was different from the order on the sign-in sheet.</b>
Please Print	
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Thursday, June 1<sup>st</sup>, 2017 at Alice Buffett Magnet Middle School from 6:30pm to 8:30pm











## **APPENDIX C**

### **Public Comments**

**Transcript of Public Comments (from audio recording of the hearing)**  
**Completed Comment Forms**  
**Comments Received via Email**

1 **Todd Pfizter, City of Omaha**

2 **Slide 1: Title / Opening**

3 Good evening and welcome to the Public Hearing for the 120<sup>th</sup> Street from Stonegate  
4 Drive to Fort Street project. The project is formally identified as MAPA-5009(3). Due to  
5 the involvement of federal funding for this project, a Draft Environmental Assessment  
6 has been prepared, which is available for public review. Tonight's public hearing serves  
7 two purposes: first, as a required component of the environmental process, and second,  
8 as an opportunity to present updated design and schedule information about the project.

9 The Hearing will follow the format outlined on the slide above. <Aside: Shane, I don't  
10 need to change anything? Thank you.> We hope you had an opportunity to view some  
11 of the displays on your way in; you will have another opportunity at the end of the  
12 presentation. Following the formal presentation, there will be a public forum for you to  
13 voice opinions and pose questions to the panel. The discussion will be officially  
14 recorded and responded to in the Final Environmental Assessment. Following the  
15 public forum, you will have an opportunity to visit with project representatives about  
16 specific topics at tables around the room. These topics include: Engineering Design,  
17 Parks and Recreation, the Draft Environmental Assessment, and Right-of-Way.

18 Again, my name is Todd Pfizter. I am the City of Omaha Engineer, and I am joined by  
19 several staff member from the City of Omaha, but before I get to that, I would like to  
20 introduce Council Member Aimee Melton, who is here tonight representing her district.  
21 Jon Meyer is the Project Manager with the City of Omaha Public Works Department;  
22 Murthy Koti, the City of Omaha Traffic Engineer; Tim Phelan, Right-of-Way Coordinator  
23 for the City of Omaha; and several other representatives from NDOR, the City of  
24 Omaha, Federal Highway Administration, and the consultant team. These individuals  
25 will be available following this presentation to answer your questions.

26 We encourage you to take a comment sheet and write your comments down, even if  
27 you don't come up to the microphone. Your concerns will be responded to by the City  
28 and included in the Final Environmental Assessment. This is the best way to have your  
29 concerns heard and responded to. If you do plan to make a public comment during the  
30 forum, we would ask that you sign in at the back table prior to approaching the  
31 microphone, so we are able to properly record your name, as well as gauge how many  
32 commenters there will be for the allotted time available.

33 I am also joined tonight by Connie Farmer, Connie is over to your left; Senior  
34 Environmental Program Manager, from Tetra Tech, the consultant hired to prepare the  
35 Draft EA. Another consultant, The Schemmer Associates, has prepared the Preliminary

Engineering Plans. Shane Swope, a Civil Engineer with Schemmer, will be presenting some of the results of the Draft EA and information regarding the proposed project.

***Shane Swope, Schemmer***

**Slide 2: Project Location & EA Study Area**

Thank you, Todd. Good evening. As Todd said, my name is Shane Swope, and I am the Project Manager for the Preliminary Engineering portion of the project. I am going to present the findings of the Draft EA, and provide some more information about the proposed project before turning it back over to Todd, who will provide details on funding, timing, and next steps.

The study area for the Environmental Assessment includes the existing right-of-way for 120<sup>th</sup> Street between Stonegate Drive and Fort Street, as well as a buffer to the east and west, shown here in red. As part of the NEPA decision making process, many resources are considered. For some resources, the study area may be larger, depending on the type of resource and the potential for impacts.

**Slide 3: Purpose & Need**

The purpose of this project is to improve the consistency of 120<sup>th</sup> Street's roadway section, the continuity of pedestrian facilities, to address roadway capacity, and enhance safety to accommodate projected future traffic demands. The project is intended to support local and regional initiatives of the City of Omaha and the Metropolitan Area Planning Agency, known as MAPA.

This project is needed because of lack of consistency in the roadway section, insufficient existing and future vehicle capacity, inadequate pedestrian facilities, incompatibility with the Stonegate Drive intersection, and limited sight distance. The table on the slide shows the projected increase in traffic volumes by the year 2040. The figure on the right illustrates several of the project needs – the number and type of lanes, which changes more than five times in just over a mile, and the lack of sidewalks are the most obvious.

**Slide 4: Project Overview**

The proposed project would improve 120<sup>th</sup> Street in the project area from a primarily two-lane rural street to a four-lane urban street with raised median, turn lanes, curbs,

and gutters. Other improvements include reconstructing side roads and drives to match the proposed improvements, sidewalks along the entire corridor, a trail between West Maple and Tranquility Park, street lighting and traffic signals, retaining walls, and storm sewer. The bridge over West Maple Creek would be widened. The bridge over the Big Papillion Creek would be replaced at a higher profile elevation.

#### **Slide 5: Alternatives Considered**

As presented at the 2011 public information meeting, several other alternatives were considered. The No Build alternative is always evaluated during the environmental process. Alternatives not adjacent to 120<sup>th</sup> Street would not address the purpose and need of the project described earlier. Therefore, they were not evaluated. The “shift east” alternative would result in substantially more impacts to The Knolls Golf Course and the Keystone Little League facility – reconstruction of a fairway and green at the golf course and loss of at least one ball field. It would also require realignment of a tributary to the Big Papillion Creek just east of 120<sup>th</sup> Street. The “centerline” alternative would similarly require the reconstruction of a fairway at The Knolls. Due to the magnitude of the potential impacts to parks and recreation property, these alternatives were eliminated during pre-screening.

#### **Slide 6: Proposed Alternative**

The proposed alternative for 120<sup>th</sup> Street would shift the centerline approximately 20 feet west of the current centerline of the existing roadway north of West Maple Road. The proposed alignment would include four 12 foot wide driving lanes, two in each direction; a 16-foot wide raised median; and 5-foot wide sidewalks on each side that are separated from the driving lanes with a grassed shoulder.

This slide shows typical cross sections for the majority of the proposed improvements. The upper illustration shows a location where retaining walls would be used to minimize right-of-way and a trail would be included on the east side of 120<sup>th</sup> Street. The lower illustration shows a location with a left turn lane.

#### **Slide 7: Proposed Alternative**

This slide shows a five lane typical cross section, which would be used in the transition area at the south end of the project, near Stonegate Drive. The lower cross section

shows a 28-foot median to accommodate dual left turns and also a right turn lane; this is the configuration proposed for all four legs of the intersection at West Maple Road.

#### **Slide 8: 120<sup>th</sup> Street – Stonegate Drive to West Maple Road**

In this and several following slides, we will walk through the proposed construction on 120<sup>th</sup> Street. The existing roadway would be removed and replaced as shown – with roadway lanes in yellow, bridges in pink, raised medians in blue, and sidewalks in orange. A blue “x” in a circle indicates an access restricted to right turns in and right turns out. A red “x” in a circle represents a permanently closed access location.

As will be described in the next several slides, access management along arterial streets is part of the City of Omaha Transportation Master Plan. Incorporating elements of the Transportation Master Plan would provide the maximum benefit to safety and efficiency of the proposed improvement.

Approximately 200-feet north of Stonegate Drive, the proposed construction would begin. In this transition area, two through lanes in each direction would be built, along with a center two-way-left-turn-lane. Five foot wide sidewalks would be built on each side of 120<sup>th</sup> Street. The bridge over the West Maple Creek/Ditch would be widened to accommodate two lanes in each direction with a center two-way-left-turn-lane. The primary entrance to Mulhall’s would be relocated to their south driveway and CARSTAR would continue to access 120<sup>th</sup> Street at their current location. Just north of these entrances, about 300-feet north of West Maple Creek, the raised median would begin. A left turn lane would be provided for southbound traffic on 120<sup>th</sup> Street to access Mulhall’s at their new entrance, which would be their only entrance with direct access to 120<sup>th</sup> Street. Northbound traffic on 120<sup>th</sup> Street would no longer be able to turn left directly onto Emmet Street; however, U-turns would be allowed at West Maple Road. Two left turn lanes and one right turn lane would be provided on each leg of the intersection at West Maple Road and 120<sup>th</sup> Street. Approximately 500-feet of West Maple Road would be removed and replaced to accommodate the turn lanes and 120<sup>th</sup> Street profile adjustments. New traffic signals and intersection lighting would be a part of the improvements at the intersection.

#### **Slide 9: 120<sup>th</sup> Street – West Maple Road to the Big Papillion Creek**

Continuing north of West Maple Road, the new raised median would create a right-in / right-out access at Old Maple Road; U-turns would be allowed at West Maple Road.

The new roadway would continue as a four-lane roadway with a 16-foot wide raised median, 5-foot sidewalk on the west side, and 10-foot pedestrian trail on the east side. Retaining walls, shown with a dark blue line, would be built outside of the sidewalk and trail to minimize impacts to Tranquility Park and The Knolls Golf Course. The southernmost access to the parking lot at Tranquility Park would be removed; the access locations 745-feet north and 1200-feet north of West Maple Road would be reconstructed in place with median breaks and left turn lanes from 120<sup>th</sup> Street. The additional pink area adjacent to the Tranquility Park parking lot illustrates the proposed location of replacement parking.

#### **Slide 10: 120<sup>th</sup> Street – Big Papillion Creek**

As part of the proposed improvements, the existing bridge over the Big Papio Creek would be removed and replaced. The same typical section would be used: four through lanes, a 16-foot raised median, and 5-foot sidewalks on both sides. The new bridge would be substantially longer than the existing structure – both for hydraulic reasons required due to the floodplain and to accommodate the trail, which would cross under 120<sup>th</sup> Street on the southern berm before tying into the Tranquility Park parking lot. In addition to a longer bridge, the proposed bridge would be at a higher elevation in order to meet the requirements of the floodplain.

#### **Slide 11: 120<sup>th</sup> Street –The Big Papillion Creek to Roanoke Boulevard**

In the final segment of proposed improvements to 120<sup>th</sup> Street, a median break and left turn lanes for north and southbound 120<sup>th</sup> Street would be provided at a new access location for the Keystone Little League property. These drives would be located between the existing southern and center drives for the property, which would both be closed. The northern existing drive would be replaced and become a right-in / right-out access. Just north of this drive, 120<sup>th</sup> Street was previously improved to a five lane section. The two through lanes in each direction would remain to be used in place; however, in order to maintain consistency through Fort Street, a raised median would be constructed. The three drives on the west side of 120<sup>th</sup> Street – accessing Schmidley's Golf Range, The Fountains West, and The Tennis Club / Soccer Center – would be restricted to right turns in and right turns out. Left turn lanes would be provided at Roanoke Boulevard and U-turns would be allowed. New sidewalks would continue from the bridge to the existing sidewalks near Roanoke Boulevard, where the proposed construction ends. Retaining walls, shown with a dark blue line, would be

built outside of the sidewalk to minimize impacts to Keystone Little League circulation roadway.

#### **Slide 12: Draft Environmental Assessment**

A Draft Environmental Assessment has been prepared for this project in accordance with the federal National Environmental Policy Act, known as NEPA. NEPA is a process to help make good decisions for projects that use federal funding. The lead federal agency for the 120<sup>th</sup> Street project is the Federal Highway Administration, or FHWA. The Nebraska Department of Roads and the City of Omaha also signed the completed Draft Environmental Assessment. The Draft EA was signed on May 4, 2017, and is available for your review tonight. It will be available until June 16 at the City's Public Works office, the Saddlebrook Branch Library, and NDOR's District 2 Office, all in Omaha, as well as NDOR and FHWA offices in Lincoln. It will also be posted online.

#### **Slide 13: DEA Resources Studied / Affected Resources**

For the project's NEPA documentation, a range of social, economic, cultural, and environmental resources were studied. This slide shows a list of resources mentioned in the Draft EA. The resources shown in grey were eliminated from further study because they do not occur in the study area or were not affected by the proposed project. A detailed description of the potential impacts to the remaining resources and a complete listing of mitigation measures is included in the Draft EA. Tonight's presentation includes a brief overview of the impacts and mitigation for the underlined resources, which are among the most relevant and important to this project.

#### **Slide 14: Land Use and Right-of-Way**

The 120<sup>th</sup> Street project conforms to various planning documents, including Transportation Improvement Plans, the City's Master Plan, and future land use plans. Right-of-way would be required to construct the project. Some property would be permanently acquired for future right-of-way. Permanent easements may be needed to maintain part of the project's infrastructure, such as storm sewer, that would not affect the surface permanently. Temporary construction easements would likely be required for adjacent properties. Designs shown at this time are still preliminary. The federal Uniform Act would be followed to assure fair market value is paid to owners. That includes impacts to trees, fencing, and landscaping.

205

206 **Slide 15: Social / Economic Considerations**

207 In order to minimize impacts to socio-economic resources like businesses, residences,  
208 schools, and churches, the City has committed to a variety of mitigation measures,  
209 including public notice of construction two weeks prior to the start of construction. This  
210 may be accomplished by newspaper notices and message boards placed on the  
211 project. The City would coordinate with emergency services, Metro, and school districts  
212 to ensure effects to emergency and bus routes are minimized. Access to all  
213 businesses, recreational areas, and other facilities would be maintained throughout  
214 construction. Additional mitigation measures are presented in the Draft EA, which is  
215 available for review tonight.

216

217 **Slide 16: Parks and Recreation**

218 Impacts to parks and recreation areas are the major factor that led to the selection of  
219 the preferred alignment, "shift west." These impacts have been minimized to the extent  
220 practicable by a number of design decisions, including alignment and the use of  
221 retaining walls. Publicly owned parks and recreation areas like Tranquility Park and The  
222 Knolls Golf Course require a special evaluation referred to as Section 4(f). These two  
223 properties were developed using Land and Water Conservation Fund grants, which  
224 means they are also classified as Section 6(f) and any land used for non-recreational  
225 purposes must be replaced. Coordination with the Nebraska Game and Parks  
226 Commission is ongoing and will ensure the impacted property is replaced. Lost parking  
227 stalls at Tranquility Park would be replaced as part of improvements to the facility. The  
228 south entrance to Tranquility Park would be closed. The two remaining drives would be  
229 rebuilt and served by left turn lanes from 120<sup>th</sup> Street. For more details on Tranquility  
230 Park and the Knolls Golf Course, please see the Parks table. The other recreational  
231 areas along the project are privately owned; impacts to these properties would be  
232 handled via the regular right-of-way acquisition process. All properties would maintain  
233 access and play throughout construction. Access may be limited at times due to  
234 construction. Temporary easements would be restored.

235

236 **Slide 17: Noise**

237 To determine potential noise impacts, a noise study was completed in compliance with  
238 FHWA and NDOR Noise Policies. Traffic projections were used to model future noise

levels. While two of the 38 receptors analyzed would be impacted as modeled, noise abatement measures, such as noise barriers, earth berms, and buffer zones, were determined to be infeasible.

#### **Slide 18: Utilities**

Some utilities along the project corridor would need to be relocated. Coordination with utility companies has already begun and would continue throughout construction. Utility companies within existing right-of-way would plan for and pay for their own relocation costs. Services would not be interrupted during utility relocation or construction.

#### **Slide 19: Drainage and Floodplains**

The project would create an urban, closed storm sewer system for pavement drainage where the current roadway uses open ditches. In addition, portions of the proposed project are within the 100-year floodplain. Therefore, the City would obtain all necessary permits to be in compliance with State of Nebraska and Federal Emergency Management Agency (FEMA) guidelines. The West Maple Creek bridge, south of West Maple Road, would be widened. Due to its location, the proposed widening must result in less than one-foot of rise in the flood elevation during a 100-year event when compared to existing conditions. The new bridge and roadway profile at the Big Papillion Creek must result in a no-rise of existing flood elevations. Hydrologic and hydraulic studies and computer modeling have verified the proposed design would meet these requirements. The proposed roadway near the Big Papillion Creek would provide overtopping for a 30-year event under current conditions, which is roughly equivalent to a 10-year event if the entire upstream area into Washington County is completely developed in the future.

#### **Slide 20: Wetlands and Waters**

The City of Omaha would obtain all appropriate permits from the US Army Corps of Engineers for impacts to streams and wetlands. Impacts have been avoided and minimized to the extent practicable, and permanently impacted wetlands in excess of one-tenth of an acre would be mitigated. In addition, a Storm Water Pollution Prevention Plan would be prepared and actively monitored during construction to minimize impacts from project site runoff.

**Slide 21: Temporary Construction Impacts**

From Stonegate Drive to West Maple Road, construction would be phased so traffic can continue to use 120<sup>th</sup> Street and West Maple Road during construction. North of West Maple Road, 120<sup>th</sup> Street would be closed to through traffic during construction. Potential alternative routes, 108<sup>th</sup> Street and 132<sup>nd</sup> Street, shown in red on the map. Access to all properties along 120<sup>th</sup> Street would be maintained during construction. Further mitigation includes early notification of road closures.

**Slide 22: Construction Phasing**

During construction south of West Maple Road, 120<sup>th</sup> Street traffic would use the northbound lanes while the southbound lanes are built. Then, traffic would be shifted to the new southbound lanes while the northbound lanes are reconstructed. Improvements on West Maple Road would be handled in a similar manner so that both 120<sup>th</sup> Street south and West Maple Road are open to through traffic during construction, though some turning movements may be restricted for periods of time. North of West Maple Road, as previously mentioned, 120<sup>th</sup> Street would be closed to through traffic during construction. Message boards or similar means would be used to alert the public of road closures and alternate routes. It is anticipated that through traffic would use 108<sup>th</sup> Street or 132<sup>nd</sup> Street between West Maple Road and Fort Street. Local access would be provided to reach all properties between West Maple Road and Roanoke Boulevard. This concludes our overview of impacts and mitigation related to the project; at this time, I'll turn it back to Todd

***Todd Pfitzer, City of Omaha***

**Slide 23: Preliminary Cost Estimate & Schedule**

Thank you, Shane. The current cost estimate to build the 120<sup>th</sup> Street project is approximately 12.5 million dollars. The federal government, through FHWA, would fund 80% of the project; the City of Omaha would pay for the remaining 20%.

Following completion of the Environmental Assessment, Final Design may begin. Once Final Design has been approved, right-of-way acquisition can begin. The current project schedule anticipates right-of-way acquisition in 2019. Construction is expected to take approximately 18 months, which is two construction seasons. Construction is tentatively planned for 2021 and 2022. Utility work may begin sooner.

306

307 **Slide 24: Public Involvement**

308 Tonight's public hearing is part of the project's public involvement effort. This effort has  
309 included individual property owner and stakeholder meetings as needed since 2008, as  
310 well as the Informational Meeting held in January of 2011. This public hearing is being  
311 held to provide an opportunity to review the Draft Environmental Assessment and  
312 preliminary engineering plans, as well as to provide official comments. Following our  
313 presentation, comments and questions will be taken at the microphone during the public  
314 forum. They can also be recorded on a comment form and left tonight or returned by  
315 mail or email by June 16. The project team will respond to comments and questions,  
316 and all substantive comments received will be included in the Final Environmental  
317 Assessment and reflected in the decision document prepared by FHWA for the project.  
318 A letter will be distributed to all those who signed in at the public hearing and/or  
319 provided comments to notify them when and where the Final Environmental  
320 Assessment is available. It will be available on the project website and at the City of  
321 Omaha offices.

322

323 **Slide 25: Open House Stations**

324 Following the public forum, there will be another opportunity to review project  
325 information and project representatives will be available to answer questions. The  
326 tables include information on several specific topics: the Draft Environmental  
327 Assessment, engineering and design, parks and recreation, and right-of-way. The Draft  
328 Environmental Assessment document is available tonight and on the City's website, as  
329 well as at the locations shown on the handout and mentioned earlier.

330

331 **Slide 26: Project Contact**

332 Thank you for coming to tonight's public hearing. If you have questions after tonight,  
333 please direct them to Jon Meyer at the City of Omaha. His contact information is shown  
334 here and included on tonight's handout. At this time, our panel will take questions from  
335 the public. If you have a question, please step to the microphone, state your name, and  
336 sign in on the sheet to ensure your name is spelled correctly for the record. If you  
337 would like to leave an official comment without making a public statement, there are  
338 forms available at the sign-in table. This concludes our presentation, so we are  
339 available for your questions at this time.

340 **Shane Swope:**

341 There is a sign in sheet right back on the table, so if you want to sign in, we'd like you to  
342 sign in if you're going to ask a question.

343

344 **Commenter 1:**

345 I saw nobody was standing up, so I thought somebody ought to.

346

347 **Todd Pfitzer:**

348 Could you state your name, please, for the record?

349

350 **Commenter 1:**

351 [Commenter 1]. I'm glad to see that trails and sidewalks are included in the plan and,  
352 um, I'm wondering: what is the likelihood they will be deleted from the plan before the  
353 project is built.

354

355 **Todd Pfitzer:**

356 There is no plan to delete any sidewalks or trails. We have to build ADA compliant  
357 sidewalks with projects and this trail actually ties in with the trails master plan for the  
358 City up to Tranquility Park and down to Hefflinger, so there's no plan to delete them; I  
359 don't know why that would happen.

360

361 **Commenter 1:**

362 Ok, thank you.

363

364 **Todd Pfitzer:**

365 You're welcome.

366 Could you please... As a reminder, if you're going to come up and ask a question, could  
367 you please sign in at the back so we have the correct spelling of your name for the  
368 record, please.

369

**Commenter 2:**

[Commenter 2]. Since the trail was mentioned already, is there any parallel planning going on to actually connect the trail to the end of the trail that ends in Hefflinger Park as far as time frame and sequencing it so it all comes together at one time.

**Todd Pfitzer:**

Not as part of this project. The City's Parks and Recreation Department handles the trails systems and I would encourage you if you have specific questions regarding that tie in to contact Dennis Bryers at the City of Omaha Parks and Recreation Department for that information, please.

**Commenter 3:**

Hi, I'm [Commenter 3]. I have a question regarding the south end of the reconstruction, taking out the two entrances into Mulhall's and channeling all the traffic into one portal. Is that going to have a traffic light or how are they going to cross if they need to turn left?

**Murthy Koti:**

Thank you for the comment. At this point, we are not considering a traffic signal at the new driveway for Mulhall's. Traffic signals are pretty much regulated by federal highway regulations as documented in the Manual on Uniform Traffic Control Devices. And it lists several warrants we call them, there are thresholds that define the volume necessary to consider a traffic signal. In this case, there is not enough volume to warrant a traffic signal; hence, we are not going to be installing a traffic signal at this intersection.

**Commenter 3:**

Ok, and a secondary question, unrelated. There are a lot of trees being removed along this route. Is there any plan to incorporate some replacement of those trees, especially along the Mulhall's and then the north side by Tranquility Park?

**Jon Meyer:**

Currently, there is no plan with the project to install new trees. But, what the City Public Works provides funding to the Parks Department and they come back with tree planting programs. Since this is a green street in the City Planning Department's guidelines, and so, consequently, we do anticipate a future project somewhere along the line where trees will be planted along the corridor in acceptable ... where... in areas where they feel will have continuing life. We have a lot of issues with trees dying, it seems, when we do them with the construction projects.

**Commenter 4:**

[Commenter 4]. Thank you very much for your presentation. Regarding traffic control devices, I understand the FHWA has limits or what you called warrants. I really think, given the absence of speed control along 120<sup>th</sup>, you strongly consider and be proactive today on public safety and look strongly at lights not only at Mulhall's but also at Roanoke Boulevard. I turn left, southbound out of Roanoke. Now I'm going to have to cross four lanes of traffic and that can be a real bear at rush hour.

Regarding the planting of trees: please don't plant trees in the medians. Because, when you got those elevated medians, you put trees there that makes visibility of southbound vehicles on 120<sup>th</sup> that much more difficult to see. So, thank you.

**Murthy Koti:**

Thank you for your comment. I'll address the first part of your question and maybe the second part, too. But, on the subject of traffic signals and speeding. Traffic signals are not the proper tools to control speeding on arterials like 120<sup>th</sup> Street. In fact, if traffic signals are installed at the wrong location, meaning they don't meet the criteria as prescribed in the Manual on Uniform Traffic Control Devices, they actually lead to more crashes because people are not expecting to stop at these locations. As far as the concerns with speeding, when we are going to be widening 120<sup>th</sup> Street, the capacity of the street is going to be doubled. When I mean by that is the number of lanes are going to go from a two-lane section to four-lanes – two lanes in each direction. It will create gaps for the traffic on 120<sup>th</sup> Street. So, for example, if in your case, if you're trying to make a left turn from Roanoke Boulevard, you should have more gaps on 120<sup>th</sup> Street to safely enter 120<sup>th</sup> Street from Roanoke Boulevard. Now, if there are concerns about speeding, that's something the City will certainly evaluate post-project and perhaps,

enforcement, if it's appropriate, we would recommend that and get some officers, law enforcement, to enforce speeding.

On your second question about trees, plantings in the medians. Absolutely. We will ensure that there are no obstructions in the sight triangles creating safety hazards. So, that's a good suggestion and we will definitely take it into consideration. Thank you.

**Commenter 5:**

Hello. [Commenter 5]. I was wondering if there was any consideration taken into creating an exit from the Tranquility Park new extended parking lot on the south. To create an exit to West Maple westbound. I believe if you at least made an exit-only out of there that would merge onto there, you would alleviate a lot of the coming-and-going traffic out of those two remaining entrances to Tranquility because you have people trying to turn multiple directions and also make left-turns into there. I believe you would... people would learn they could get out onto West Maple a lot quicker and they might alleviate some of the traffic on those two main entrances there.

**Todd Pfitzer:**

To answer your question: first of all, it's outside of the project limits of this project, so it would not be done with this project. It falls outside those limits. Secondly, West Maple is also a state highway. It's controlled by the Nebraska Department of Roads and the access policy would not allow the spacing of that driveway to be constructed at that point. The City's master plan, as well as the State's controlled access policy, limits the amounts and distance that we have to provide between those intersections.

**Commenter 6:**

My name's [Commenter 6]. First, thank you for talking about trees. I assure you, that on our piece of property, anyway, we'll put some back. On the construction timing, you talk about two seasons of construction. Are you anticipating closing the bridge over the Papio Creek at the same time you're doing north of Maple, er, south of Maple or have you even got that far to figure out how the phasing might work?

466 **Todd Pfitzer:**

467 We really haven't gotten that far. That would be... the phasing would be developed  
468 during the final design phase of the project, which we've not started yet. Just for  
469 everybody's information – I'm glad you brought that question up, because the next step,  
470 or the next time you may see us: if we finish this document and we move into that final  
471 design, we would have another meeting during final design and definitely pre-  
472 construction to walk through specifically when we would close certain things, how the  
473 phasing would look, what dates you would be forced into different detours and things  
474 like that. But we don't have that information developed yet.

475

476 Any other questions out there? Otherwise, if there are no other questions, we'll go  
477 ahead and formally conclude this part. We'll answer questions back at the stations if  
478 you have individual questions. Last call for questions. None other for the record? Ok,  
479 well, thank you very much for your attendance. If you did ask a question and you did  
480 not sign up in the back, I would ask one last time so you do that so we can get the  
481 spelling of your name right. Otherwise, you can take comment forms with you tonight  
482 and fill out questions or comments later and provide those to us after this if you'd like to.

## COMMENT FORM

Public Hearing  
Thursday, June 1, 2017  
Project Number: MAPA-5009(3); OPW-50949  
Federal Aid CN 22277



NEBRASKA  
Good Life. Great Journey.  
DEPARTMENT OF ROADS



**Thank you for attending the public hearing for  
120<sup>th</sup> Street – Stonegate Drive to Fort Street.**

Tonight's meeting will allow the public to express their opinions to all assembled and to hear other participants' comments and opinions. Comments will be recorded at the hearing and will also be accepted in writing until June 16, 2017. Thank you for your participation and input!

Return comments tonight or send to:

**Jon Meyer**  
**Design Division**  
**Omaha Public Works Department**  
1819 Farnam St.  
Omaha, NE 68183  
Phone: 402.444.4191  
E-mail: [Jon.Meyer@cityofomaha.org](mailto:Jon.Meyer@cityofomaha.org)

I am glad to see that trails and sidewalks are part of the plan. When Military Ave. from 120th westward was widened a few years ago, no sidewalks were included. This creates a hazard for cyclists riding from Ramble Ridge, Cherry Hills, Deer Creek, etc. to Standing Bear Lake. What is the likelihood that sidewalks will not be

(Optional)

Name

Address

Phone

**Commenter 1**

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① NEED FOR TRAFFIC CONTROL DEVICE @ ROANOKE BLVD  
Turning left (to southbound 120<sup>th</sup>) will be difficult if  
not impossible during rush hour conditions. Vehicle must  
cross 4 lanes of traffic. Don't wait until something  
happens; please be proactive in protecting public safety.

② SIGHT DISTANCE  
Please remove the trees from the medians. A low-profile  
vehicle, ~~traveling~~ is very difficult to see.

③ PLEASE REMOVE THE ALLOWED U-TURN AT ROANOKE BLVD  
I understand the need, but the movement is unprotected  
and adds a possible conflict to a vehicle turning south  
@ Roanoke BLVD.

(Optional)

Name

Address

Phone

email

**Commenter 4**

## COMMENT FORM

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With nice sidewalks on both sides of  
Maple along 120<sup>th</sup> there is a need  
for a path over or under West Maple  
for bikers and walkers! What is  
the plan for this?

(Optional)

Name

Address

Phone

Commenter 7

## COMMENT FORM

Public Hearing  
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NEBRASKA

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Omaha, NE 68183  
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E-mail: Jon.Meyer@cityofomaha.org

- Please look at burying the power lines  
EAST of 120th, SOUTH OF W MAPLE  
AS PART OF THIS PROJECT.

(Optional)

Name

Address

Phone

**Commenter 6**

Forwarded message -----

From: [Redacted] [Commenter 6]

Date: Fri, Jun 2, 2017 at 7:10 AM

Subject: 120th & Maple timing

To: "[michael.kleffner@cityofomaha.org](mailto:michael.kleffner@cityofomaha.org)" <[michael.kleffner@cityofomaha.org](mailto:michael.kleffner@cityofomaha.org)>

Michael,

It was good meeting you yesterday. Thank you for the information.

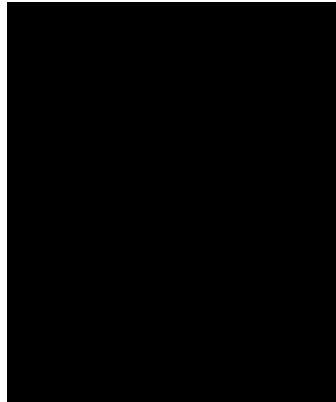
At Mulhall's we've been interested in the improvement of our intersection for 20+ years. It's exciting that it is getting closer to happening. From a timing perspective, we cannot over emphasize the importance of April and May to our business. Though it's only 1/6 of the year, those months account for 45% of our revenue. And traffic in and out of our facility during those months is very heavy.

The other thing to keep in mind is that much of the product we sell at our Maple Street location is produced at our Fort Street location. I was excited to hear that the bridge rebuild will take place over the winter. Our hope is that our access from Fort to Maple can be kept open during the spring selling season.

I know there are many details to be worked out between now and construction starting. I appreciate your interest in hearing our perspective along the way.

Unrelated to construction, can you tell me who I would visit with about the ground the project needs to purchase to mitigate the park property it is acquiring? I saw that explained on one of the exhibits last night.

Thanks again,



Forwarded message -----

From: [Commenter 8]  
Date: Mon, Jun 12, 2017 at 4:47 PM  
Subject: OPW 50949 - 120th Street - Stonegate to Fort  
To: [Jon.Meyer@cityofomaha.org](mailto:Jon.Meyer@cityofomaha.org)

Jon,

Thank you for taking the time to speak with me a couple weeks ago regarding this project. I am very pleased to see that the preliminary plans add bicycle facilities to to connect with Tranquility Park!

I have a couple items for consideration, and I hope that I can be a resource to help highlight possible solutions that make provide a low level of stress for people using this valuable connection. Below are my preliminary comments/questions regarding bicycle facilities associated with this project.

1. Safety is my primary concern for bicycle facilities, and I am delighted to see that the proposed facilities are separated from vehicular traffic. The public hearing display [slides](#) show an eleven foot side path on one side of the roadway. This facility will connect trails to the park, and that's great for tourism, active lifestyles, etc. To maximize the utility of these facilities a few tweaks could be made.
  - By increasing the side path from 11' to 14', it better creates a comfortable environment to accommodate pedestrians along with two-way bicycle traffic. Since space is constrained on this project as it is on all projects, you could gain the extra space needed by decreasing the lane width slightly. That would also have the added benefit of reducing the traffic speed which also increases safety.
  - When bike facilities are directly adjacent to the roadway, driveway and road crossings are often a source uneasiness for path users. Raised crossings for bike facilities at driveways and adjacent streets are low stress for the bicycle rider and provide an added benefit of traffic calming for motor vehicle traffic. (pic below is a cycle track but would work similarly on side path)



2. With this project's proximity to the terminus of the Big Papio Trail, are there complimentary plans from Omaha Parks and/or Papio NRD to create connections from the existing trail to the proposed bike facilities on this project?

Thank you for your time and consideration for bicycles on this improvement project!

Best,

SENDER INFO REDACTED

[REDACTED]

[REDACTED]

Forwarded message -----

From: [Commenter 9] >  
Date: Fri, Jun 2, 2017 at 7:54 AM  
Subject: Eagle Pointe-120th Street widening project  
To: [jon.meyer@cityofomaha.org](mailto:jon.meyer@cityofomaha.org)  
Cc: Aimee Melton <[aimee.melton@nehumanesociety.org](mailto:aimee.melton@nehumanesociety.org)>

Good morning, Jon,

A VERY conscientious neighbor provided the neighborhood with your communication re. the Eagle Pointe-120th Street widening project. The information provided, I would assume from you, is very thorough. Thank you.

Your information says that once you close the road south of Maple to Stonegate Drive that the north-south detours will be 108th and 132nd. streets.

Those will be the marked detours but the city needs to keep in mind one other thoroughfare that it will take about 15 mins to figure out and pretty soon EVERYONE will be using it and that is Eagle Run Drive which is an east-west thoroughfare that cuts through the Eagle Point and Eagle Run neighborhoods between Maple and 132nd Stereet.

**Two concerns that the City needs to keep in mind.**

1. The Eagle Run Drive and the neighborhoods were not designed for heavy traffic meaning that the houses are close to the street and there are many, many kids walking and riding bikes in the area. When you close 120th street the traffic on Eagle Run drive will increase by hundreds of percents.
2. The turning lane from Maple Street to Eagle Run Drive and the scheduling of the turn signal are not designed to handle an increase of hundreds of percents of additional traffic on Eagle Run Drive.

Both of these concerns your will certainly place in the Unintended Consequences section of your project but now that I have told you, Aimmee Melton and our Conscientious Neighbor you can NEVER say that no one ever brought the issue to your attention because I just did.

Additional traffic on Eagle Run Drive is going to be a problem - I guarantee it.

With all your schooling and with the help of Ms. Melton maybe there is something you can do between now and 2021.

If you have questions, please advise.

Thank you for your time.

[Sender Info Redacted]

[Redacted signature block]