HSIP-MAPA-5073(1)

30th St. Road Diet, Omaha; C.N. 22706

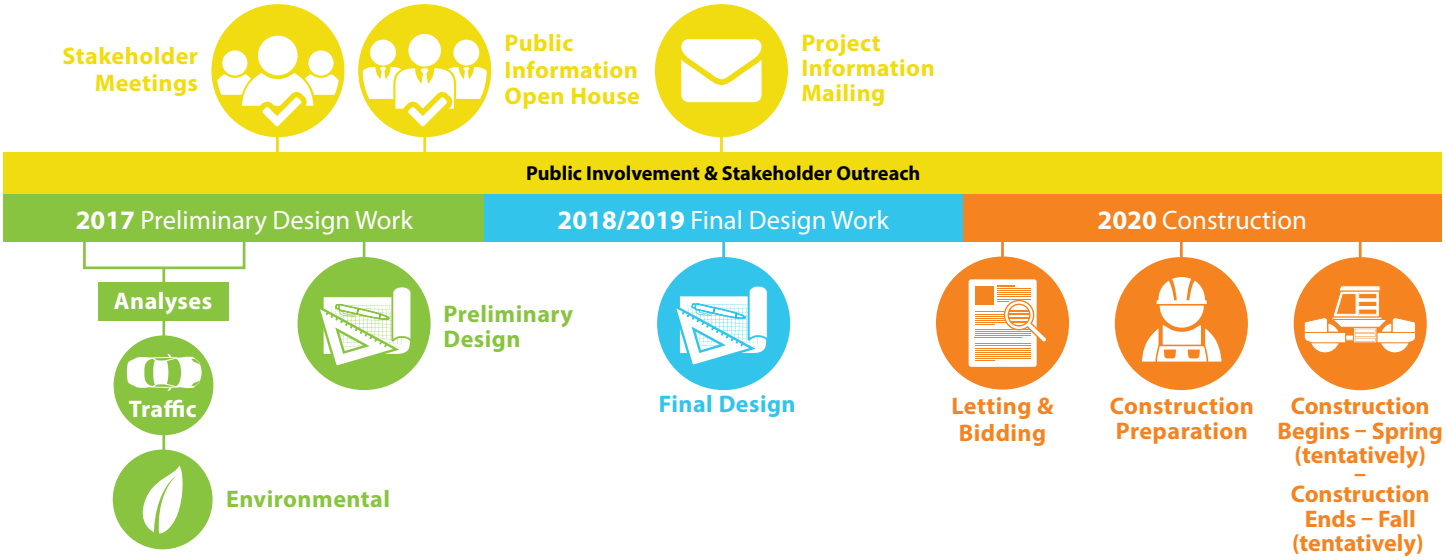
LOCATION: The 30th Street Road Diet Project is located along 30th Street from Cuming Street to Ames Avenue, in Omaha, Douglas County, Nebraska.

PURPOSE AND NEED: The purpose of the proposed project is to reconfigure the roadway section to accommodate traffic volumes and enhance motorist and pedestrian safety, while meeting the objectives of the Federal Highway Administration's Road Diet Initiative. The need for the project is to meet current and future traffic needs and conditions in a manner conducive to safety, durability and economy of maintenance. Between 2011-2013, left-turn crashes (64) contributed the most to the total crashes (252) along the corridor followed by rear end (46) and right angle (45) crashes. Additionally, several of the intersections along the corridor have been identified as high crash intersections in the City of Omaha for the 2011, 2012, and 2013 study years. Adding capacity or turn lanes would not address observed crash patterns along the corridor because left-turn lanes already exist, and the corridor has excess capacity. Because existing and future traffic volumes are below the capacity of the existing roadway, other types of improvements other than adding capacity are necessary to reduce crashes along the corridor.

SCOPE OF WORK: The proposed project would restripe and reconfigure 2.18 miles of 30th Street from Cuming Street to Ames Avenue from a five-lane roadway as a three-lane roadway with on-street parking and bicycle lanes. The project would largely occur within the existing curb limits, with traffic signal modification and associated sidewalk repairs as the exception. Construction would include pavement repair, diamond grinding, pavement resurfacing, pavement markings, traffic signs, traffic signal removals, and traffic signal modifications along 30th Street. Minor soil disturbance is anticipated relating to signal modifications and associated sidewalks repairs at the following locations: 30th and Hamilton Streets, 30th and Lake Streets, 30th and Binney Streets, 30th Street and Bedford Avenue, and 30th and Sprague Streets. Signal modifications include installing new signal poles, signal pole foundations, signal controllers, signal heads, pull boxes, underground conduit, wiring and the work associated with installing these items. Signal pole foundations are typically 3.5-foot-wide drilled shafts that may extend up to 20 feet deep. No trees would be removed as a part of the project.

CONSTRUCTION SCHEDULE AND ACCOMMODATION: Construction for the proposed project could begin as early as spring of 2020 and be complete by the fall of 2020. Sidewalks would be repaired as impacted by the project. Curb ramps would be updated along the corridor in accordance with ADA (prior to the resurfacing activities). Information regarding the proposed project will be available on the City's website at: http://www.keepomahamoving.org

30th Street Project Schedule



U.S. Department of Transportation
Federal Highway Administration

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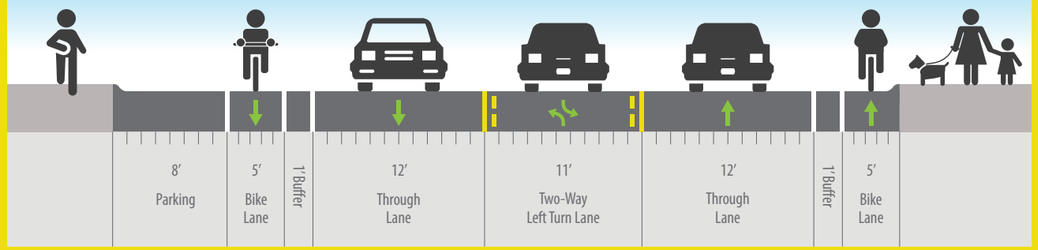
KEY

- 30th Street Road Diet Project Area
- Typical Cross Sections
- Sprague to Ames Cross Sections
- Parker to Lake Cross Sections

TYPICAL CROSS SECTION

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE



CROSS SECTION – SPRAGUE TO AMES

PRELIMINARY PLAN
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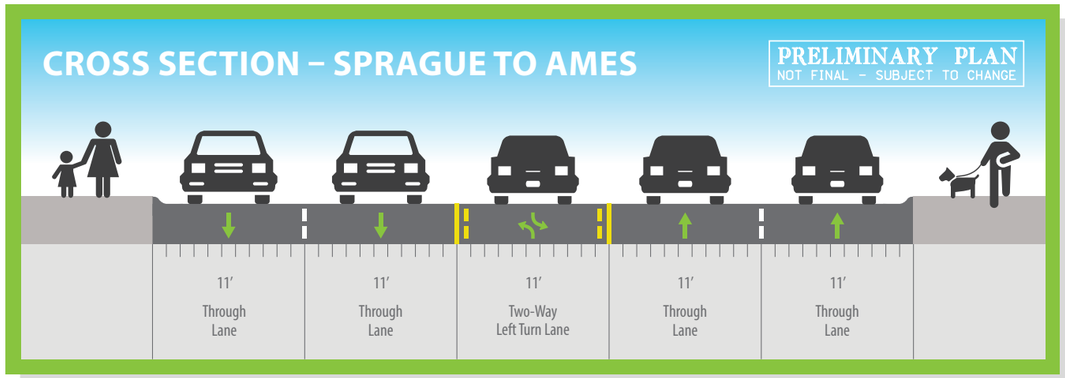

CROSS SECTION – PARKER TO LAKE

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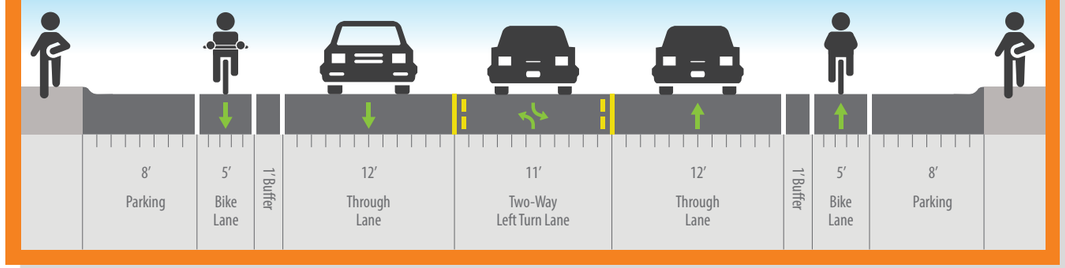

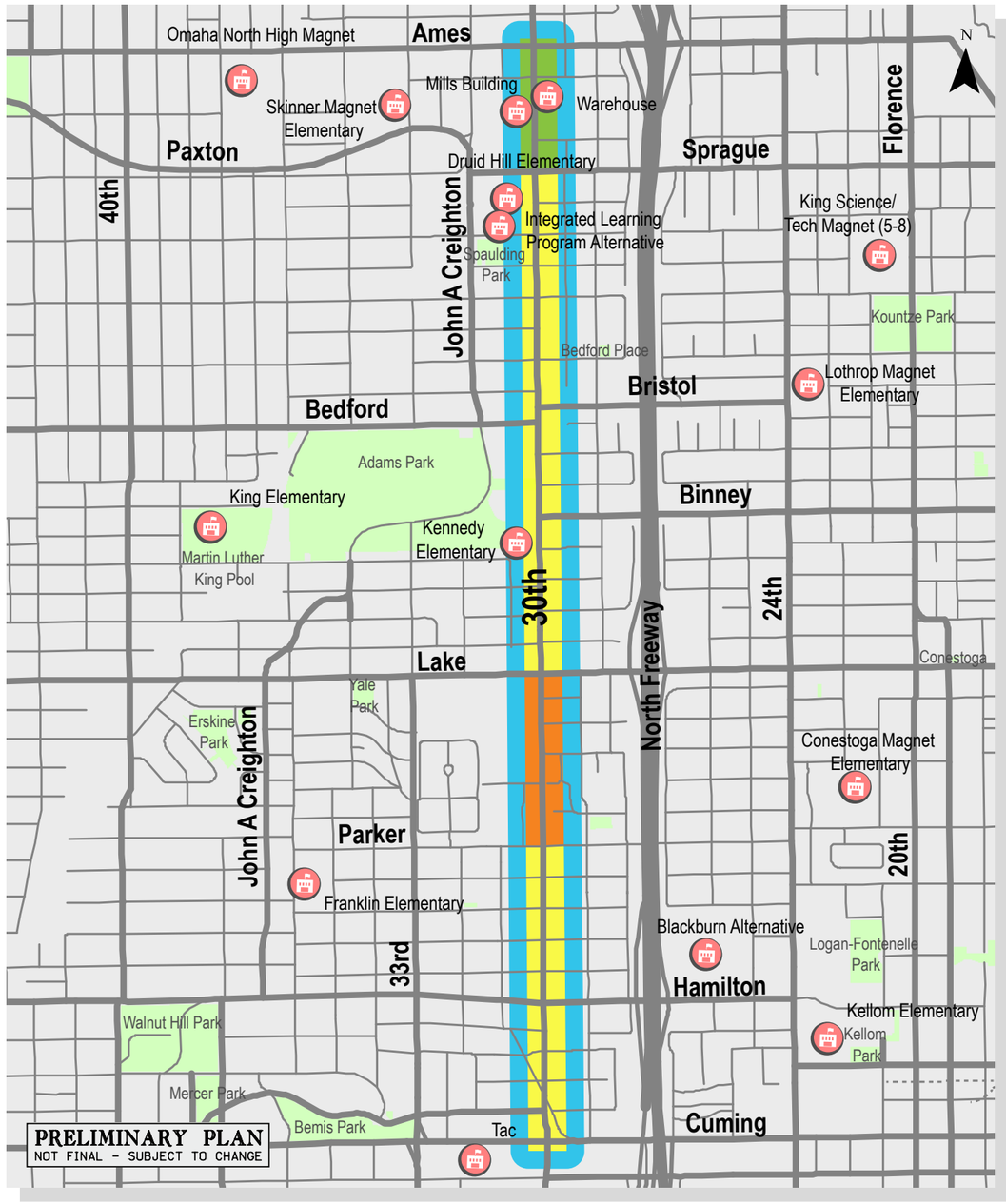

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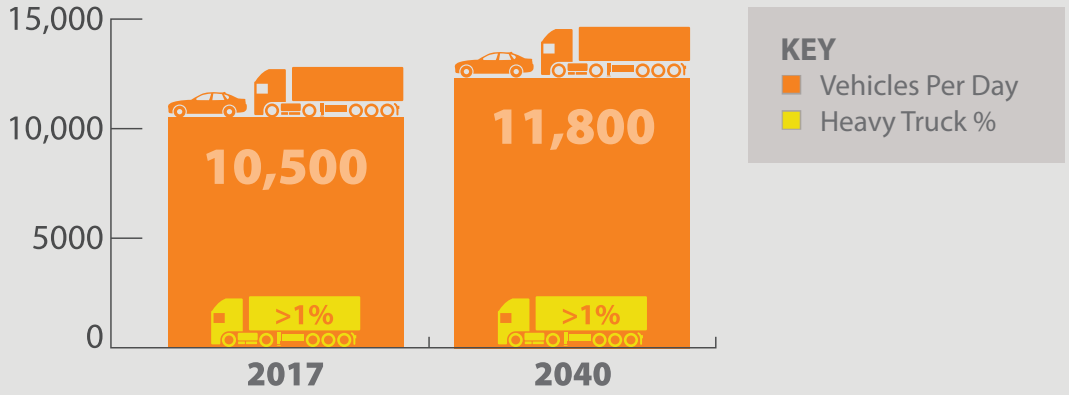
30th Street Traffic Volumes

30th Street Average Daily Traffic (ADT)

ADT is the average number of vehicles traveling a roadway within a 24-hour period



RIGHT-OF-WAY AND ACCESS: The proposed project would require the acquisition of additional property rights which could include new right-of-way (ROW), permanent easements (PE), and/or temporary easements (TE) due to the signal work at the following locations: 30th and Hamilton Streets, 30th and Lake Streets, 30th and Binney Streets, 30th Street and Bedford Avenue, and 30th and Sprague Streets. The project would be completed under traffic and no detour routes would be utilized. Temporary lane closures are anticipated and would be controlled with approved temporary traffic control devices and practices. Access to surrounding residences and businesses would be maintained using partial closures and side street access. The project does not include work on any structures (bridges or culverts) within the project limits. Vehicular and pedestrian access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS: Section 4(f) property impacts are planned for this project for ROW acquisition at Druid Hill Elementary School and Kennedy Elementary School. The project would impact less than 0.01 acre of Druid Hill Elementary School property at the southwest corner of 30th Street and Sprague Street for signal modification and pole replacement work. The project would also impact approximately 0.01 acre of Kennedy Elementary School property at the northwest corner of Binney Street and 30th Street and approximately 0.02 acre at the southwest corner of Binney Street and 30th Street for signal modification and pole replacement work. The project would not impact playground equipment or other areas used by the schools. Kennedy Elementary School is also a historic property, but the ROW acquisition does not rise to a level of adverse effect. Impacts to 6(f) properties, wetlands and other Waters of the United States, or threatened and endangered species are not anticipated.

PROJECT COST : The cost of the proposed project is approximately $2.9 million and would derive from federal and local funding sources.

Visit us Online:
www.KeepOmahaMoving.com

Send us an Email:
Info@KeepOmahaMoving.com

Stay informed throughout the project by visiting www.KeepOmahaMoving.com.

Project news, highlights and construction updates will be posted as they become available.

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