Federal Highway Administration

Finding of No Significant Impact

For

Project No. MAPA-5127(1)

Control No. 22376

156th Street Phase 2, Pepperwood to Corby

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.

12-9-14

Date

Division Administrator

Project No. MAPA-5127(1) CN 22376
156th Street Improvements - Phase 2
Pepperwood Drive to Corby Street

Final Environmental Assessment

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
NEBRASKA DEPARTMENT OF ROADS
CITY OF OMAHA

COOPERATING AGENCY:
DOUGLAS COUNTY

11-24-14
Date

for City of Omaha

11/21/14
Date

for Douglas County

12/8/14
Date

for NDOR

12/9/14
Date

for FHWA

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 above indicate verification that the content of the attached document/errata sheet accurately reflects the scope of this project.

156th Street Improvements - Phase 2, Pepperwood Drive to Corby Street
Project No. MAPA-5127(1), CN 22376
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 Roads (NDOR) to the Federal Highway Administration (FHWA), and was signed and approved by FHWA on July 16, 2014. The DEA was made available at the following locations for review for a 30-day Public Comment Period, which began on September 3, 2014:

- City of Omaha – Public Works, 1819 Farnam Street, 6th Floor Omaha, Nebraska
- City of Omaha – Equipment Maintenance, 5225 Dayton Street Omaha, Nebraska
- Saddlebrook Library, 14850 Laurel Avenue, Omaha, Nebraska
- NDOR District 2 Office, 108th Street Omaha, Nebraska
- NDOR Headquarters, 1500 Highway 2 Lincoln, Nebraska
- FHWA Nebraska Division, 100 Centennial Mall North Lincoln, Nebraska

The DEA was also made available online through NDOR's website portal, at the following location: http://www.transportation.nebraska.gov/gov-aff/proposed-local-projects.htm. Comments were accepted through the website portal. A link to this website was also posted on the Metropolitan Area Planning Agency (MAPA) website.

Resource agencies and stakeholders were notified via email regarding the availability of the DEA and of the Public Hearing. There were no agency comments on this project.

The City held a Public Hearing regarding the above referenced project at Grace Abbot Elementary, 1313 N 156th Street, Omaha, Nebraska, Thursday, September 18, 2014, from 6:30 – 8:30 P.M. A copy of the Public Hearing Transcript is attached. Approximately 215 citizens signed in on the attendance sheets provided at the Public Hearing. Personnel from the City, FHWA, NDOR, and the Consultants designing 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 phone calls) were accepted on the DEA until October 3, 2014.

This Final Environmental Assessment (FEA) includes comments from the Public Hearing and any other written comments received regarding review of 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 hearing process and to provide additions or changes to the DEA, where necessary, using this errata format. This document, in conjunction with the July 16, 2014 DEA document, constitutes the completed National Environmental Policy Act (NEPA) Document.

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1. COMMENTS FROM THE PUBLIC HEARING

Verbal and written comments received from the public at the Public Hearing and during the 30-day public comment period are presented below.

Table 1. Verbal Citizen Comments (Recorded at the Public Hearing)
1.1 Requested that action be taken by police to control speeding in the neighborhoods adjacent to the project during and following construction. Requested information about an elevated crosswalk over 156th Street at Cuming Street. Also wanted to know if there has been any follow-up monitoring of noise levels along Blondo Street after noise walls were constructed there.
Response: The City of Omaha Police Department would be notified of the project, and if there is a noticed increase in traffic in the neighborhood then temporary stop signs could be placed to control speeding, and also for enforcement. *An elevated crosswalk (i.e., an overpass) was considered at this location but was determined to be too difficult and costly to construct to meet current Americans with Disabilities Act (ADA) guidelines. The City has removed several existing elevated crosswalks over City streets in the last few years. In addition, from the City's experience, most people do not use the crosswalks due to the excessive out of distance travel required to use them.* *No monitoring has been done in areas that have had noise walls constructed. The City does not plan on checking noise levels, as it is not required by the NDOR noise policy. Noise walls are built for future noise levels, and it would be very difficult to correlate actual noise levels at various times of day with traffic levels to verify the reductions.*
1.2 Requested clarification on the progress of construction, which roads would be closed at what times, and the overall sequence of events.
Response: Currently (at the 50% design stage), the plan is for 156th Street to remain open at all times, except for the segment between Cuming/Burt Streets and Charles Street where the grade needs to be lowered by several feet. This would be done during the summer to avoid conflicts with school traffic, and there are commitments to always leave open either Burt Street or Charles Street during construction. Otherwise, along 156th Street, due to the need to build utilities and other infrastructure at the same time, it may be advantageous to build one half and then the other over two construction seasons. Blondo Street would be similar, with the segment between Patrick Avenue/158th Street and 160th/162nd Streets also needing to be closed during the summer to lower the grade. See Section 2.4 Proposed Funding Plan and Project Implementation (Phasing) and Section 3.18 Temporary Construction Related Considerations in the DEA.

1.3 Requested information about impacts to the irrigation system and utilities for a neighborhood sign for Bent Creek at the corner of 156th Street and Burt Street.
Response: If the utility line is in the public right-of-way, then it would need to be relocated at the neighborhood's expense. If it is on private property (or neighborhood owned property), then it would be handled in coordination with the neighborhood during the negotiation process for temporary and permanent easements and property acquisition. The sign itself is currently shown as being avoided. See Section 3.18 Temporary Construction Related Considerations in the DEA.
1.4 Requested clarification of the right-in/right-out conversion at various streets, including 160th Street.
Response: The street segments of Decatur Street (east of 156th Street), Burdette Street (east and west of 156th Street), Patrick Avenue (north of Blondo Street), and 158th Street (south of Blondo Street) would be converted to right-in/right-out access. The intersection of 160th Street/162nd Street and Blondo Street would remain full access. See Section 3.2, Social and Economic Considerations in the DEA.
1.5 Questioned if there would be any extra speed bumps installed on surrounding roadways. Questioned if an underpass had been considered for the crosswalk at 156th Street and Cuming Street. Questioned if the City had considered building noise walls prior to construction.
Response: The City of Omaha has a traffic calming program in place that allows citizens and neighborhood groups to submit information to the City for evaluation of speed bumps. There would be no speed bumps installed on neighborhood streets as part of this project because they are outside the project limits and do not meet the purpose and need for the project. Furthermore, the traffic analysis for the project does not indicate that there would be an increase in traffic volumes on neighborhood streets as a result of the proposed project. *An underpass had not originally been considered for this location; however, as stated earlier regarding an overpass, the length of the approach ramps make it very difficult to construct and utilize such structures safely and effectively, and also reduce their use. At this particular location, the amount of space needed to construct an underpass would have much greater impacts than constructing an at-grade crossing, including grading, the acquisition of private property, a drainage system, and lighting. It should be noted that the City has taken out several underpasses in the past few years, and the City does not consider them to be safe alternatives to signalized, at-grade crosswalks, due to the propensity for crime, graffiti, and other undesirable activities.* *The current plan (at 50% design stage) is to construct the noise walls concurrently or following roadway construction, depending on the need for them to also be used as retaining walls and to accommodate for utilities. Noise walls would also require negotiations for ROW acquisition, so there is not much time in the schedule to speed up the process and get them built any sooner. Furthermore, the noise walls are being required to reduce future noise levels (i.e. 2035), so there is no need to build them before the roadway is constructed, because the noise level will not reach these future thresholds while the road is being constructed or immediately following construction. Furthermore, construction noise will be mitigated by Best Management Practices (BMPs) as outlined in Section 3.18 Temporary Construction Related Considerations of the DEA, including restricted work hours. The construction noise would be minor and temporary.*

1.6 Wanted to know if a traffic signal was considered at 156th Street and Charles.
Response: There is not a traffic signal currently at this location because it does not meet the correct criteria for a signal. At the Public Hearing, it was stated that this intersection would be reviewed during final design, and that signal bases and conduit would be installed if the intersection were found to meet the criteria for a signal. However, following the Public Hearing, the Traffic Study that was approved on February 9, 2012 was reviewed for additional information, and it was determined that this intersection would not meet the criteria for a signal in the future; therefore, the signal bases and conduit would not be installed as part of this project.
1.7 Wanted to know if this project is funded.
Response: This project is currently in the City of Omaha Transportation Improvement Plan (TIP) and has funding programmed and secured. See Section 2.4, Proposed Funding Plan and Project Implementation (Phasing) in the DEA.
1.8 Wanted to know if there would be timing adjustments made at 156th Street and West Dodge Road to improve the flow of traffic for accessing West Dodge Road.
Response: Timing adjustments would be made to area intersections following this project, as part of the City's regularly scheduled traffic counts and signal maintenance efforts. Furthermore, the City of Omaha is currently on the verge of a major signal timing improvement project that is expected to dramatically improve traffic flows citywide .
1.9 Wondered about trees that will be impacted as part of noise wall construction.
Response: Trees affected by noise wall construction (or any part of construction) would be compensated for during the temporary and permanent easement and acquisition process using the NDOR ROW Manual and the Uniform Act (i.e. homeowners would be paid for damages to trees). Whether a homeowner chooses to replant (or not replant) a tree is their decision. Trees on the public ROW would not be replanted, rather, the City would provide funding to the Planning Department to implement the Green Streets of Omaha Plan. See Section 3.4 Right-of-Way, Acquisitions, and Relocations; Section 3.11 Vegetation, Wildlife, and Migratory Birds; and 3.17 Visual Impacts and Aesthetic Considerations in the DEA.
1.10 Wanted to know if 156th Street will be resurfaced before this project starts.
Response: Potholes and normal repairs will continue to be made, but the funds required for an overlay need to have a much longer lifespan, so this roadway will not be resurfaced before this project starts.
1.11 Wanted to know if the back side of the noise walls can be stained.
Response: Current City of Omaha policy is to stain only the Roadway side of the noise wall. This information was provided at the noise wall voting meeting and in documentation provided to landowners when they voted for their individual wall locations. If property owners would like to use their own funds (or funds from any required property acquisition) to stain the wall, the City could work with them to address that need. The City of Omaha appreciates the fact that homeowners would like to aesthetically improve the area and the City would be glad to assist with these efforts. A permit would be required for staining the wall. Documentation provided during the noise wall voting process to

homes benefitted by the noise walls clearly identified the fact that the walls would not be stained on the landowner side. See Section 3.14 Noise Impacts in the DEA.
1.12 Wanted to know if there will be street lights installed along 156th Street.
Response: Street lighting would be provided at intersections, but not all along the corridor. The City and OPPD regularly review areas for safety and would install lighting if needed in the future.
1.13 Concerned about traffic operations at 168th Street and Blondo Street intersection, specifically left-turns.
Response: The City is aware of this intersection, which is outside the project area, and has been monitoring it for some time. The City anticipates that the left-turn movements are going to meet the criteria for an improved traffic signal in the very near future.
1.14 Curious as to why this segment of 156th Street was chosen for improvements, and not between West Dodge Road and Pacific Street.
Response: All projects in the City and region must go through the Metropolitan Area Planning Agency (MAPA) for review and approval. They are ranked on a number of factors, including traffic volumes, safety, accident data, schools' needs, among others. This segment ranked higher than the segment referred to above, which is also in the list of projects to be considered in the future, but is not currently programmed. Please refer to the MAPA Long Range Transportation Plan (LRTP) at the following website location: http://www.mapacog.org/long-range-transportation-planning.
1.15 Questioned if the City had considered the use of alternate roadway materials, such as rubberized asphalt, to reduce the noise levels.
Response: The City has considered alternate pavement materials for similar projects in the past; however, the lifespan of these materials is not as long as poured concrete. Often times, a concrete roadway is eventually overlaid with asphalt, but this may not happen for 20 or 30 years after a new concrete roadway is built. The costs to install asphalt pavement initially, and then begin maintenance on it much sooner, with an overall reduced lifespan for the roadway is not a cost-effective solution. In addition, the City cannot use bond funding to install asphalt because it does not meet the minimum lifespan of 15 years, as required for capital expenditures by the City. *In regards to the use of rubberized asphalt for noise reduction, while there are some locations around the country that do install alternative pavement materials as noise reduction measure, it is not considered an eligible noise mitigation measure by federal standards.*
1.16 Requested clarification if the 153rd Avenue and Blondo Street intersection would be signalized as part of the Phase 1 project (i.e. Blondo Street from just east of 156th Street to Eldorado Boulevard).
Response: Yes, a traffic signal would be installed at the intersection of 153rd Avenue and Blondo Street as part of the Phase 1 project (i.e., widening of Blondo Street from approximately 500 feet east of 156th Street to Eldorado Boulevard).
1.17 Requested information about when noise levels would meet the criteria for a noise wall, and if noise walls would be considered in the future without another project on 156th Street.

Response: 156th Street would not be widened beyond four lanes in the foreseeable future, possibly not in our lifetime. In Omaha's long-term transportation plans, 144th Street and 180th Street are the ones shown as being six lanes. So, there would not be another project in this corridor that would require a noise study to be done again in the future. It should be noted that while there are federal-aid programs available nationally to retrofit roads with noise abatement measures, referred to as Type II projects, these programs need to be included in the respective individual state highway agency noise policies (in this case, NDOR's noise policy). At this time, NDOR does not have any Type II programs available.

As for when noise levels will be higher, they will be higher during the peak hours of the day, which are currently about one hour in the morning and one hour in the evening. See Section 3.14 Noise Impacts in the DEA for further details. If Omaha grows to the size of a larger major metropolitan area, then these times could be increased.

1.18 Questioned the traffic patterns resulting from the closure of Decatur Street, and the effects that would have on neighborhood streets such as 153rd Avenue.

Response: The City of Omaha evaluated traffic conditions along Blondo Street and 156th Street in the future, taking into consideration the effects of the closures mentioned. The neighborhood streets, where they intersect with 156th Street or Blondo Street, are not shown to have any adverse traffic impacts. In the model, traffic that cannot use a closed access point re-routes itself to the nearest street, and other traffic may shift as well, but the neighborhood streets are not shown to exceed their capacity.

Furthermore, the City of Omaha has a traffic calming program in place that allows citizens and neighborhood groups to submit information to the City for evaluation of speed bumps. There would be no speed bumps installed on 156th Street, Blondo Street, or other neighborhood streets as part of this project. Furthermore, the proposed project would improve mobility on 156th and Blondo Streets, thus reducing the potential for cut-through traffic that currently uses the neighborhood roads to avoid delays on the arterial roadway system during peak hours.

1.19 Pointed out an error on the aerial photograph, related to a recently constructed house.

Response: Thank you for pointing this out. The City will ensure that this house is considered during future planning for this project.

1.20 Wanted to know why the City of Omaha allows homes to be built along two lane arterial roadways without the roadways being improved to four lanes first.

Response: The City of Omaha currently has $500 million in unmet capital improvement needs, and the housing in the area has grown faster than our ability to fund these infrastructure improvements. Either housing needs to cost more, or taxes would need to be raised to pay for these projects.

1.21 Requested information about the project limits near 162nd Street, and wanted to know when the next project to widen Blondo west to 168th Street (and beyond) would happen.

Response: The project limits end just to the east of 162nd Street. The westward extension of Blondo Street from the west end of the currently proposed project (i.e., past 168th Street) is in MAPA's long-range plan, but would not likely start for at least 10 years.

1.22 Questioned how much of the public's tax dollars go toward road funding and what political candidates would direct more funding towards road projects.

Response: Funding for this project is 80% federal and 20% city/county shared funds. These funds come from tax dollars, fuel taxes, and wheel taxes. See Section 2.4, Proposed Funding Plan and Project Implementation (Phasing) in the DEA. Several Senators and Representatives in Nebraska are proponents for road funding and have met with local agencies to find ways to increase these funds.

Table 2. Written Citizen Comments (Received at or following the Public Hearing)

2.1 The City of Omaha should add a drainage layer below the pavement to the typical cross section. Constructing city streets directly on prepared subgrade has proven over and over to lead to significant pavement failure in less than ten years and often in less than five years. The project pamphlet mentions summer closures to thru traffic in both 2017 and 2018 – please clarify the anticipated limits on closure during each summer period. The formal public hearing presentation was comprehensive and well-prepared. The images and text on the slides were hard to read from the back of the room. Either a larger screen or reformatted slides would have helped.

Response: Drainage layers are utilized if determined to be necessary on a per project basis, longitudinal drainage tile would also be provided when a drainage layer is identified as being cost effective. If the project soils report identifies area's where a wet subgrade is an issue, designs are modified to alleviate this issue so that the required subgrade treatment can be achieved. The cost to benefit analysis of mandating a drainage layer under all proposed pavements has not been justified to date. The City of Omaha Public Works Department is not aware of any pavement failures within 5 or 10 years that have been attributed to not providing a drainage layer beneath the pavement. Known early pavement failures have been attributed to concrete pavement mix designs or materials that are no longer in use or provided, but a lack of drainage was not an identified cause for the early failure.

At this time, the roadway design is only 50% completed, so specific phasing cannot be identified until the final design is complete. Most importantly, as presented at the public hearing, while full closures of both Blondo Street and 156th Street would be required at various times during construction, these closures would not occur at the same time. Preliminary plans call for the full closure of Blondo Street during the summer of 2017 to construct major utility work, which may be required between approximately 154th Street and the intersection of 160th/162nd Streets. During this closure, one or the other of the intersections of Parker Avenue/158th Street or 160th/162nd Streets would be left open for this phase of construction. Full closures of the 156th and Blondo Streets intersection may also be required; however, these would be kept to a minimum. The full closure of Blondo Street between Parker Avenue/158th Street and 160th/162nd Streets may also be required during the summer of 2017 or 2018 to lower the grade and reconstruct the roadway. Again, one of the intersections on either end of this closure would be left open at all times. The full closure of 156th Street would occur during the summer of 2017, or possibly the summer of 2018, and is planned to be between the intersections of Cuming/Burt Streets and Charles Street. Again, one or the other of these intersections would be left open during this phase of construction. Alternate routes would be available during the full closures, and would utilize the adjacent section-line roadways of 168th Street, 144th Street, West Dodge Road, and West Maple Road.

Thank you for your comment on the content of the Public Hearing. We apologize for the difficulty in seeing some of the slides from the back of the room. Most attendees were able to see the materials from their seats. In addition, the presentation materials were made available online in their entirety, as well as maps and copies of the handout. In the future, we will try to make the presentation slides more visible.

2.2 I hope the sound wall colors will blend with what is left of what we have now (sort of brick and brown tones)
Response: Noise wall designs would be consistent with other similar noise walls constructed recently around the City, and shall consist of stamped or colored concrete, stone façades, or other similar materials. These are typically earth-toned colors. The front of the noise walls shall be stained concrete, while the back side of the walls shall be left unfinished. See Section 3.14 Noise Impacts in the DEA for more information.
2.3 Would like this project to include replacing, widening, or improving the bridge across the West Papio Creek to the west of 162nd Street, and to include a pedestrian bridge or trail across it.
Response: The proposed project meets the purpose and need with the existing logical termini for the project along 156th and Blondo Street. The Blondo Street portion of the project was originally intended to end at Patrick Avenue /158th Street; however, due to the resulting lack of stopping sight distance on the existing pavement, the project was extended to include flattening the hill 500 feet to the west to improve the stopping sight distance. The next 500 feet of the paving is required for the transition from the proposed four-lane divided cross-section down to the existing two-lane cross-section. See Section 1.2 Background and Study Area for more information about the logical termini. Typically, projects like this cost $1.5 million per lane mile if no noise or retaining walls are required, and bridge widening is at least $125/ft^2 so a conservative estimate of the additional 1/4 mile of roadway and bridge improvements would be approximately $2 million. There are no additional funds at this time to improve Blondo any farther to the west than is currently planned.
2.4 Would like to have the back side of the noise walls stained. Expressed concern for the views of those residents immediately behind the wall. (Note: This commenter does not live directly behind the noise walls in question.)
Response: The current City of Omaha policy is to stain only the roadway side of the noise wall. This information was provided at the noise wall voting meeting and in documentation provided to landowners when they voted for their individual wall locations. This information is also in Section 3.14 Noise Impacts in the DEA for more information. Aesthetics are an individual preference and noise walls are left unstained because it can be difficult to find a consensus among homeowners. If property owners would like to use their own funds to stain the wall, the City could work with them to address that need. A permit would be required for staining the wall. In order to acquire the permit, a wall improvement district of a group of homeowners would have to be formed to assess the costs of the staining, and then the permit would have to be approved by the City.
2.5 Disappointed about the lack of a proposed noise wall on the east side of 156th Street between Charles Street and Decatur Street. Concerned about the right-turn-only exit at the Bag 'N Save shopping center and Decatur Street, and how this would require them to use 153rd Avenue to access the shopping center and then return to their home. Concerned about crossing four lanes of traffic on Blondo Street at 153rd Avenue.
Response: Noise wall locations must meet a reasonable and feasible criteria that is defined by the current NDOR noise policy developed and implemented in 2011. In reviewing the noise study prepared by the consultant in accordance with the NDOR noise policy and FHWA's regulations for mitigation of highway traffic noise contained in Title 23 CFR Part 772. It appears that the cost of the wall in the area mentioned is too high to meet what is referred to as the reasonableness criteria. In order for a wall to be reasonable it must provide a certain reduction in noise and cost less than $40,000 per benefited receptor. The increased costs in this area appears to be attributed to the distance between the

houses. This estimated cost would be $46,824 per receptor, which is substantially over the acceptable threshold of $40,000, so this wall would not be considered reasonable in accordance with the NDOR noise wall policy and therefore is not eligible for project funding.

The median closures referred to in the second question are being implemented in accordance with the City of Omaha's Transportation Master Plan (TMP). The TMP typically only allows median breaks for left turns at the 1/4 mile location from major intersections such as 156th and Blondo Streets.

Consequently, U-turns would be allowed at the signalized intersections of 156th and Blondo Streets and 153rd Avenue and Blondo Street. Also, the intersection of 153rd Avenue and Blondo Street is going to be signalized during the Phase 1 project (i.e., Blondo Street from just east of 156th Street to Eldorado Boulevard) and will therefore provide full access to the Bag 'N Save shopping area. The U-turns proposed for this project would provide southbound 156th Street drivers the ability to make a U-turn on the left turn arrow at the 156th and Blondo Streets intersection. This would allow southbound drivers to access the right-in access referred to without having to go east on Blondo Street. In addition to the full signalized access at 153rd Avenue and Blondo Street there would also be an opportunity for eastbound drivers to make a U-turn at this intersection to utilize the Bag 'N Save drive currently in place as a right-in access.

2.6 Disappointed about the lack of noise walls on both sides of 156th Street north of Blondo Street. Concerned about the amount of property being taken from their yard, and possible loss of trees. Questions why Burdette will become right-in/right-out when this policy does not appear to have been followed on Blondo Street just west of 144th Street. Wants to know if this is a City project or a County project.

Response: Noise wall locations must meet the feasible and reasonableness criteria that is defined by the current NDOR noise policy developed and implemented in 2011. In reviewing the noise study prepared by the consultant in accordance with the NDOR noise policy it appears that the walls (NB05, NB06 & SB01) in the area mentioned do not meet what is referred to as the feasibility and reasonableness criteria. In order for a wall to be feasible it must be able to provide a 5dB reduction in noise to the benefitted receptors and be designed to fit the existing topography, be less than 30 feet high, and be located at least 6 feet from the back of curb. In order for a wall to be reasonable it must provide a 7dB reduction in noise to a certain number of receptors and cost less than $40,000 per benefited receptor. Noise wall locations identified along 156th Street north of Blondo Street are as follows: Blondo to Burdette on the east side (NB05), Burdette to Corby on the east side (NB06), and Corby to Burdette on the west side (SB01). SB01 did not meet the minimum noise reduction criteria listed above, so this wall is not warranted as feasible in accordance with the NDOR noise policy and therefore is not eligible for project funding. (Note: The noise study guidelines and the approved noise study were also provided to this commenter.)

The current plans are only 50% complete and property owner impacts have not been finalized at this time. The City anticipates only needing temporary easements from most properties in this area, except that corner properties would probably require some minor right-of-way (ROW) acquisition to install new sidewalk and curb ramps at this intersection. Temporary easements are typically 10 to 15 feet wide. If fences are shown as being removed, they would be replaced by our contractor. Compensation for project activities on private property would be completed in accordance with the NDOR ROW Manual.

The 145th Street access along Blondo Street referred to is within Douglas County, not the City of Omaha limits, so it was not required to meet the City of Omaha Transportation Master Plan (TMP).

The conversion of full access to right-in/right-out only access for Burdette Street is being planned in accordance with the TMP.

The project is being paid for with 80% federal funds and 20% local funds, of which a portion is being paid by both Douglas County and the City of Omaha.

2. CHANGES (ERRATA) TO THE DEA

The following changes are hereby made universally to the DEA text: references to the "*Proposed Alternative*" are hereby changed to the "*Selected Alternative*" and 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. In addition, all references to "*would*" in connection with the City or Contractor's responsibility to comply with the required mitigation measures are hereby changed to "*shall*".

Other changes were also made to the mitigation measures in the DEA resulting from public comments or agency review, in order to further clarify, discuss, or make corrections. The following section includes all of the mitigation measures for ease of reference, and presents them all in their final, edited format. DEA text to be deleted is shown as ~~red strikeout~~, and revised or new text is shown as *red italicized text*.

3. REQUIRED MITIGATION MEASURES

The following mitigation measures were presented in the DEA, and are listed below in their final, edited format. These mitigation measures shall be implemented by the City of Omaha and NDOR by incorporating them into the project construction documents. In addition to the mitigation measures listed below, the contractor shall be required to comply with NDOR's *Standard Specifications for Highway Construction* (NDOR, 2007). Among other requirements, these standard specifications contain provisions and standard practices to maintain environmental quality compliance during construction. These mitigation 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.

The mitigation measures are presented in association with the resource for which they most directly act to avoid or minimize impacts.

Social and Economic Considerations

- Individuals directly affected by construction, Grace Abbott Elementary School, neighborhood associations, and the businesses at the corner of 156th and Blondo Streets shall be notified of the construction schedule approximately four weeks prior to construction. (City)
- The City shall notify the general public of the start of construction by placing notices in the newspaper at least 10 calendar days prior to construction, and electronic message boards shall be used prior to the beginning of construction activities. (City)

- The City shall 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)
- Throughout construction the City shall continue to coordinate with neighborhood associations, the businesses at the corner of 156th and Blondo Streets, and Grace Abbott Elementary School to provide up-to-date information regarding construction timing and maintenance of pedestrian and vehicular access. (City)
- Temporary access shall be provided for residents temporarily affected by construction through the use of existing side streets and on-street parking. (City, Contractor)
- Phasing *and alternate routes* shall be used to construct the portion of 156th Street between Cuming/Burt Street and Charles Street*, as well as the portion of Blondo Street between Patrick Avenue/158th Street and 160th/162nd Street,* during the summer, when school is out of session. (City, Contractor)
- Pedestrian access across 156th Street at Cuming/Burt Streets shall be maintained at all times when school is in session. (City, Contractor)
- The City shall maintain the 25mph "school zone" on 156th Street for Grace Abbott Elementary School, and shall also configure the pedestrian crossing time to consider the speed of children walking across 156th Street at the Cuming/Burt Street intersection. (City)
- Vehicular access to Grace Abbott Elementary School at Burt Street shall be maintained at all times when school is in session. If, for unforeseen reasons, it is not possible to maintain vehicular access at this location when school is in session, access shall be provided at Charles Street and 155th Street. (City, Contractor)
- Access to the businesses at the corner of 156th and Blondo Streets shall be maintained at all times during construction, from either 156th Street or Blondo Street. (City, Contractor)
- The City shall allow U-turns on 156th Street at the intersection of 156th Street and Blondo Street, and on Blondo Street at the intersection of 153rd Avenue and Blondo Street. (City, Engineer)

Right-of-Way, Acquisitions, and Relocations

- The City shall acquire all ROW and temporary and permanent easements in accordance with the Uniform Act and NDOR's *Right of Way Manual*. (City)
- Impacts to fencing, landscaping, neighborhood monuments, and sprinklers shall be handled in accordance with NDOR's *Right-of-Way Manual*. (City)
- ROW impacts shall be minimized through the use of retaining walls, to reduce the additional grading needed on adjacent property. (City, Engineer)
- Impacts to trees on private property shall be mitigated by compensating the owner during the acquisition process. (City)

Standard Specifications (NDOR, 2007):

- Standard Specification 104.05 - Scope of Work - Maintenance of Detours and Shooflies
    - Requires the Contractor, the extent practicable, to provide private dwellings, commercial properties, business, and public facilities access to the nearest public road.
- Standard Specification 104.08 - Scope of Work - Final Cleaning Up

    - Requires the Contractor to remove all rubbish, excess material, and equipment from the project site, and to leave the site in a neat and presentable condition. Also requires the Contractor to fill borrow sites.
- Standard Specification 105.12 - Control of Work - Use of Land
    - Requires the Contractor to leave any lands outside the ROW used for construction in a neat and presentable condition.
- Standard Specification 107.01 - Legal Relations and Responsibility to the Public – Laws to be Observed
    - Requires the Contractor to be fully informed of and observe local, state and federal laws and regulations.
- Standard Specification 107.09 - Legal Relations and Responsibility to the Public - Preservation and Restoration of Property, Trees, Monuments, etc.
    - Requires the Contractor to preserve, protect, and prevent damage to all public and private property, including utilities, structures, and facilities, and shall be responsible for damage from neglect or misconduct.
- Standard Specification 107.12 - Legal Relations and Responsibility to the Public - Responsibility for Damage, Injury, or Other Claims
    - Requires the Contractor to be responsible for all damage to property used during construction resulting from neglect or misconduct. The Contractor shall also be required to meet with local government entities to advise them of their intentions to use local roads, and is responsible for damage from such use.

Special Provisions:

- Status of Right-of-Way
    - Requires the Contractor to work only within the ROW until property acquisition is complete and easements are obtained, and to also verify this with the Engineer prior to entering any private property.

Pedestrians, Bicyclists, and Accessibility for Individuals with Disabilities

- During construction, existing pedestrian access shall be maintained (i.e. sidewalks shall be kept open) to the maximum extent practicable along the entire corridor. If closures are necessary, temporary alternate routes or advanced notice of closures shall be provided for pedestrians and bicyclists. (City, Contractor)
- Residents shall be provided access to their homes at all times during construction. (City, Contractor)
- Pedestrian access across 156th Street at Cuming/Burt Streets for Grace Abbott Elementary School shall be maintained at all times when school is in session. (City, Contractor)
- Following construction, permanent signage shall be provided at the northeast and southeast corners of the 160th/162nd and Blondo Streets intersection to direct pedestrians and bicyclists to use the sidewalks along 160th Street to access the West Papio Trail to head north, and to use the sidewalks along 162nd Street, Parker Street, and 164th Street to head south on the West Papio Trail. (City)

- Audible crossing signals for visually impaired persons shall be installed if the individual requesting these devices provides the documentation required by the City's policy. The City of Omaha's policy regarding the installation of audible crossing signals requires that the City be presented with medical documentation from a physician, physician's assistant, or nurse practitioner for the individual's impairment prior to installing the device. (City)
- The City shall identify persons with individual concerns for special access during construction (e.g. elderly or disabled persons temporarily affected by driveway or sidewalk reconstruction) by placing door hangers on affected property owners' front doors prior to construction. The City shall coordinate directly with these individuals to arrange solutions to provide access during construction, which could including special timing, temporary paving, providing assistance for trips, or other acceptable measures. At this time, there is only one individual who has expressed concern about these impacts, and the City shall coordinate with this individual directly. **If you or someone you know may require special access or provisions during construction, please contact the City at 402-444-5000.** (City, Contractor)

Historic and Archeological Resources

- During construction, the City and Contractor shall follow standard provisions for the unintended discovery unknown artifacts, or unidentified human remains, in compliance with the *Nebraska Unmarked Human Burial Sites and Skeletal Remains Act*, and the *Native American Graves Protection and Repatriation Act*. (City, Contractor)

Standard Specifications (NDOR, 2007):

- Standard Specification 107.01 - Legal Relations and Responsibility to the Public - Laws to be Observed
    - Requires the Contractor to be fully informed of and observe local, state and federal laws and regulations.
- Standard Specification 107.10 - Legal Relations and Responsibility to the Public - Archaeological and Paleontological Discoveries
    - In the event of a late discovery of archeological materials, this specification states "The Engineer shall be promptly notified when any such articles are uncovered and the Contractor shall suspend operations in the area involved until such time that arrangements are made for their removal and preservation."

Water Resources and Water Quality

- The City shall incorporate "inline" structural BMPs into the design of the stormwater system to improve the capacity and timing of the runoff entering the unnamed tributary northwest of the 156th and Blondo Streets intersection to reduce localized flooding on adjacent properties. The City shall also include BMPs to reduce the velocity of runoff entering the unnamed tributary and install bank protection measures to reduce bank erosion and stream degradation. (City, Engineer)
- The City shall implement a Post-Construction Stormwater Management Plan, which shall include submitting design plans, construction certifications, and a long-term maintenance commitment to the Environmental Quality Control Division of Public Works. (City, Engineer)

- The City shall obtain a CWA Section 402 NPDES permit from NDEQ for grading activities greater than one acre in size. The permit shall require submission of a Stormwater Pollution Prevention Plan (SWPPP), a Notice of Intent (NOI), and a Notice of Termination (NOT) following re-vegetation of the site. All provisions of the permit shall be incorporated into the construction specifications and shall be implemented to minimize impacts to water quality. (City, Engineer, Contractor)

Standard Specifications (NDOR, 2007):

- Standard Specification 107.01 - Legal Relations and Responsibility to the Public - Laws to be Observed
    - Requires the Contractor to be fully informed of and observe local, state and federal laws and regulations.

Wetlands and Riparian Areas

- Prior to starting construction, the City of Omaha shall submit for and obtain a CWA Section 404 Permit for impacts to the unnamed tributary to the North Branch of West Papillion Creek and adjacent wetlands. (City, Engineer)
- All provisions of the permit shall be incorporated into the construction specifications and shall be implemented to minimize impacts to wetlands. (City, Contractor)
- BMPs for impacts to wetlands and waters of the U.S. shall be implemented. (City, Contractor)

Standard Specifications (NDOR, 2007):

- Standard Specification 107.01 - Legal Relations and Responsibility to the Public - Laws to be Observed
    - Requires the Contractor to be fully informed of and observe local, state and federal laws and regulations.

Floodplains

- The City of Omaha shall acquire the proper floodplain permits, and shall certify that the construction activities are in compliance with the State of Nebraska floodplain regulations, prior to starting construction. Standard provisions included in the required floodplain permit shall be incorporated into the construction specifications, and shall be followed to minimize impacts on the floodplain. (City, Contractor, Engineer)

Standard Specifications (NDOR, 2007):

- Standard Specification 107.01 - Legal Relations and Responsibility to the Public - Laws to be Observed
    - Requires the Contractor to be fully informed of and observe local, state and federal laws and regulations.

Vegetation, Wildlife, and Migratory Birds

- If the proposed construction project shall occur during the primary nesting season (April 1 – September 1) or any other time which may result in the "take" of migratory birds, a qualified biologist shall conduct a field survey in accordance with NDOR's Avian Protection Plan (APP) and Special Prosecution and Progress for Migratory Birds (A-42-0807). (City)

- Impacts to trees on private property shall be mitigated by compensating the owner during the acquisition process. (City)
- Tree impacts in the existing ROW shall not be mitigated. Instead, the City of Omaha Public Works Department shall continue its practice of providing funding to the Planning Department to create tree planting projects to implement as necessary to meet the requirements of the *Green Streets Plan for Omaha*, in which 156th Street and Blondo Street are both classified as "Multi-lane, undivided, new/suburban" Major Arterials. (City)

The following standard specifications shall be used to minimize the spread of invasive species and noxious weeds that could result from the ground disturbance and grading for the Selected Alternative.

Standard Specifications (NDOR, 2007):

- Standard Specification 107.01(6) Amended A-43-0210 - Legal Relations and Responsibility to the Public- Laws to be Observed
    - Requires the Contractor to prevent the transfer of invasive plant and animal species.
- Standard Specification 202.01(4)(d) - Clearing and Grubbing – Description
    - Trash, dead trees, and other vegetation in the ROW limits and beyond the limits of construction shall be disposed of by the Contractor.
- Standard Specification 803.02 - Seeding - Material Requirements
    - Specifies seeding methods, rates of application, and seed mixtures.
- Standard Specification 803.03 - Seeding - Construction Methods
    - Specifies planting seasons and methods.
- Standard Specification 806.02(4)(c) - Sodding - Material Requirements
    - Specifies that sod may not contain invasive plant species.
- Standard Specification 807 - Erosion Control
    - Specifies methods for erosion control.

Threatened and Endangered Species

The following "General Conservation Conditions" provided by NDOR shall be incorporated into the specifications for this project, and implemented as appropriate (responsible parties are noted):

- 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. (NDOR Environmental)

- If species surveys are required for this project, results shall be sent by NDOR to the USFWS, NGPC, and if applicable COE. FHWA shall be copied on submittals. (NDOR Environmental, District Construction)

- If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. (NDOR Environmental, District Construction, Contractor)

- Environmentally sensitive areas shall be marked on the plans, in the field, or in the contract by NDOR Environmental for avoidance. (NDOR 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 right-of-way 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 U. S. Fish and Wildlife Service and Nebraska Game and Parks Commission 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 ground 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 NDOR Environmental which shall coordinate with FHWA for acceptance if needed. The Contractor must receive notice of acceptance from NDOR, 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. (NDOR Environmental, District Construction, Contractor).

- If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. (District Construction, Contractor)

- Requests for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes shall require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. (District Construction, Contractor)

- Construction waste/debris shall be disposed of in areas or a manner which 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)

The following specific conservation conditions for northern long-eared bat shall also be followed:

NLEB-1 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. (NDOR Environmental, Construction, Contractor)

OR

NLEB-2 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), NDOR or a qualified biologist shall perform surveys prior to the start of these activities at the following locations: entire length of the project (location of suitable habitat). If the species is absent, work may proceed. If the species is found, NDOR Environmental Section shall consult with the USFWS, NGPC, and FHWA prior to the start of construction. (NDOR Environmental, Construction, Contractor)

Standard Specifications (NDOR, 2007):

- Standard Specification 107.01 – Legal Relations and Responsibility to the Public – Laws to be Observed
    - Requires the Contractor to be fully informed of and observe local, state and federal laws and regulations.

Utilities

- During final design, the City shall ~~ensure that the~~ *coordinate with* OPPD *regarding the* high-mast transmission towers along the north side of Blondo. ~~are not impacted, except for the two at the intersection of 156th and Blondo Streets that shall be affected by the intersection.~~ *Three of the fours towers that are currently in direct conflict with the proposed widening are planned to be relocated, and one additional tower is planned to be constructed. Costs associated with modifications or relocations of these OPPD facilities, which are currently situated within an OPPD easement, shall be considered project costs.* (City, Engineer)
- The City shall notify utility companies of the need for relocation during the design stage of the project. The City shall coordinate with Cox Communications, OPPD and MUD to relocate utilities ahead of roadway construction. Where relocations are required, designs to relocate the utility shall be developed by the utility company. The cost of utility relocation and each party's responsibilities shall be determined through coordination with each utility company and evaluations of past agreements between the City of Omaha and each utility company. The City's Construction Division shall coordinate utility agreements with the utility companies prior to construction. (City, Engineer)

- The Contractor shall follow the guidelines of NDOR's *Policy for Accommodating Utilities on State Highway ROW* (NDOR, 2001). (Contractor)
- 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. (City, Contractor)

Standard Specifications (NDOR, 2007):

- Standard Specification 105.06 – Control of Work – Cooperation with Utilities
    - Requires the City to notify all utility companies, pipeline owners, railroads, or other parties affected by the proposed work.
- Standard Specification 107.09 – Legal Relations and Responsibility to the Public – Preservation and Restoration of Property, Trees, Monuments, etc.
    - Requires the Contractor to preserve, protect, and prevent damage to all public and private property.
- Standard Specification 107.16 – Legal Relations and Responsibility to the Public – Contractor's Responsibility for Utility Property and Services
    - Requires the Contractor to verify the location of existing utilities.
- Standard Specification 107.12 – Legal Relations and Responsibility to the Public – Responsibility for Damage, Injury, or Other Claims
    - Requires the Contractor to be responsible for all damage to property used during construction resulting from neglect or misconduct. The Contractor shall also be required to meet with local government entities to advise them of their intentions to use local roads, and is responsible for damage from such use.

Special Provisions:

- Status of Utilities
    - Presents a detailed plan for utility company coordination, including names, telephone numbers, stationing for utility conflicts, ~~schedules,~~ and other pertinent information for the Contractor.

Noise Impacts

- Noise walls shall be constructed at the following locations: NB01, NB02, NB04, SB02, SB03, EB01, and Location 1. (City, Engineer)
- Noise wall designs shall be consistent with other similar noise walls constructed recently around the City, and shall consist of stamped or colored concrete, stone façades, or other similar materials. The front of the noise walls shall be stained concrete, while the back side of the walls shall be left unfinished. (City, Engineer, Contractor)
- *An access door shall be installed in the SB02 noise wall to provide access to the Century Link building located at 1504 N. 156th Street (on the west side of 156th Street, north of Charles Street). The single access door shall be at least 4 feet wide and 7 feet tall to accommodate people and equipment. The door shall be an insulated aluminum, stainless, or powder-coated steel door with*

a matching frame, with a frost-free footing. Century Link shall secure the door with their own hardware. (City, Engineer, Contractor)

Hazardous Materials and Recognized Environmental Conditions

- If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material shall stop until NDOR/FHWA is notified and a plan to dispose of the Hazardous Materials has been developed. Then DEQ shall be consulted and a remediation plan shall be developed for this project. (City, Contractor)
- The potential exists to have contaminants present resulting from minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the DEQ shall be contacted for consultation and appropriate actions be taken. (City, Contractor)

Standard Specifications (NDOR, 2007):

- Standard Specification 107.01 as Amended A-43-0210 - Legal Relations and Responsibility to the Public - Laws to be Observed
    - Requires the Contractor to notify the Engineer if previously unidentified hazardous materials are encountered during construction. Also requires the Contractor to handle and dispose of contaminated material in accordance with applicable laws.

Visual Impacts and Aesthetic Considerations

- Lighting shall be designed to avoid intrusion into the back yards of residences. Specifically, lighting shall only be installed at intersections. Lighting between intersections shall be reviewed by OPPD and installed if needed for safety. (City)
- Disturbed areas shall be re-vegetated with native species where appropriate. (City, Contractor)
- Noise walls and retaining walls, if constructed, shall use current NDOR and City of Omaha design criteria and shall be similar to other recently constructed walls in the City (i.e. pre-cast concrete walls textured with a painted, false stone façade, or other similar aesthetic treatment), and ~~reflect~~ *complement* the aesthetics of the ~~existing fences, walls, and the~~ surrounding ~~community~~ *features*. (City)
- Impacts to trees on private property shall be mitigated by compensating the owner during the acquisition process for permanent and temporary easements. (City)
- Landscaping and fencing removed by the project shall be mitigated through the acquisition process, in coordination with the appropriate HOA or homeowner, whichever owns the landscaping or fencing. (City)
- Neighborhood monument signs impacted by the project shall be replaced in accordance with NDOR's *Right-of-Way Manual.* (City)
- Tree impacts in the existing ROW shall not be mitigated. Instead, the City of Omaha Public Works Department shall continue its practice of providing funding to the Planning Department to create tree planting projects to implement as necessary to meet the requirements of the *Green Streets Plan for Omaha*, in which 156th Street and Blondo Street are both classified as "Multi-lane, undivided, new/suburban" Major Arterials. (City)

Temporary Construction Impacts

- Impacts to properties along the roadway shall be mitigated by a variety of BMPs that may include restricted work hours, watering during dry periods, special equipment, erosion control measures (e.g. seeding, mulching, and blankets), sediment containment (e.g. silt fences, hay bales, and inlet protection), special provisions for access, temporary fencing, and replacing vegetation, landscaping and fencing following construction. (City, Contractor)
- Temporary fences shall be installed upon removal of existing fences and maintained throughout construction until permanent fences are installed. Impacts to fencing, landscaping, and sprinklers shall be handled in accordance with NDOR's Right-of-Way Manual. (Contractor)
- Impacts to trees on private property shall be mitigated by compensating the owner during the acquisition process for permanent and temporary easements. (City)
- Landscaping and fencing removed by the project shall be mitigated through the acquisition process, in coordination with the appropriate HOA or homeowner, whichever owns the landscaping or fencing. (City)
- Neighborhood monument signs impacted by the project shall be replaced in accordance with NDOR's *Right-of-Way Manual.* (City)
- Dust emissions shall be controlled throughout the construction project in compliance with Nebraska State Code (Title 129, Chapter 32). (Contractor)
- For those driveways that are being reconstructed in place (15560 Charles Street, 15606 Charles Street, 15537 Seward Street, 15548 Burdette Street, 15549 Burdette Street, 15550 Burdette Street, and 15605 Burdette Street), the driveways shall be constructed in phases (i.e. one side of the driveway shall be removed and re-poured, and the other side shall be removed and re-poured several days later to allow the concrete to cure) allowing for vehicular access at all times. These individuals shall be contacted directly by the City to discuss specific accommodations that could made to maintain access to their properties during construction. (City, Contractor)
- The City of Omaha shall notify the trash hauler (currently Deffenbaugh) and the United States Postal Service prior to construction, and shall make accommodations for the removal and replacement of mailboxes during the acquisition process. Trash pickup and mail delivery shall not be disrupted. (City)
- For individuals with concerns for special access (e.g. elderly or disabled persons affected by driveway or sidewalk reconstruction) along the project corridor, the City of Omaha shall identify these individuals by placing door hangers on affected property owners' front doors prior to construction and holding pre-construction meetings to discuss special provisions, access, and timing. The City shall coordinate with these individuals directly during the final design phase to work out solutions to provide access during construction. Examples of solutions may include special timing, temporary paving, providing assistance for trips, or other measures. At this time, there is only one individual who has expressed concern about these impacts, and the City shall continue to coordinate with this individual directly. **If you or someone you know may require special access or provisions during construction, please contact the City at 402-444-5000.** (City, Contractor)

- Temporary impacts to the traveling public shall be mitigated by providing signage and information prior to lane closures, modifying side street access, making temporary alternate routes (i.e. detours) available using adjacent major roadways (e.g. 144th and 168th Streets, West Maple Road, West Dodge Road), and/or other acceptable measures to provide safe vehicular access. No improvements shall be made to the temporary alternate routes. (City, Contractor)
- Pedestrian access shall be maintained at all times in priority areas, particularly by maintaining a pedestrian crossing at 156th and Cuming Streets at all times for Grace Abbott Elementary School when school is in session. (City, Contractor)

Standard Specifications (NDOR, 2007):

- Standard Specification 104.05 - Scope of Work - Maintenance of Detours and Shooflies
    - Requires the Contractor, the extent practicable, to provide private dwellings, commercial properties, business, and public facilities access to the nearest public road.
- Standard Specification 104.08 - Scope of Work - Final Cleaning Up
    - Requires the Contractor to remove all rubbish, excess material, and equipment from the project site, and to leave the site in a neat and presentable condition. Also requires the Contractor to fill borrow sites.
- Standard Specification 105.12 - Control of Work - Use of Land
    - Requires the Contractor to leave any lands outside the ROW used for construction in a neat and presentable condition.
- Standard Specification 107.01 - Legal Relations and Responsibility to the Public - Laws to be Observed
    - Requires the Contractor to be fully informed of and observe local, state and federal laws and regulations.
- Standard Specification 205.02 - Excavation and Embankment - Material Requirement
    - Specification for earthwork materials and borrow sites.
- Standard Specification 208 - Borrow and Waste Site Restoration
    - Specifications for restoration of borrow sites.
- Standard Specification 301.02(1a, 1b) - General Requirements - Equipment
    - Requires the Contractor to keep equipment in satisfactory working condition and to operate equipment in the manner it was intended.

Special Provisions:

- Disposition of Materials
    - Requirements for the Contractor to deliver surplus materials to the City, and disposal of all other waste materials.

APPENDIX A

AGENCY CORRESPONDENCE

Email notification of Public Hearing and Public Comment Period, as sent to agencies
List of Agencies Included

The following agencies and stakeholders were e-mailed on August 22, 2014 the public notice and notified of the public hearing for the MAPA-5127(1) 156th Street Improvements – Phase 2; CN 22376:

Bob Puschendorf – Deputy State Historic Preservation Officer at State of Nebraska
Brook Stansberry – U.S. Fish and Wildlife Service
Carey Grell – Nebraska Game and Parks Commission
Dionne Gioia – ISDA – APHIS Wildlife Services, Nebraska
Eliodora Chamberlain – U.S. Environmental Protection Agency
Frank Albrecht – Nebraska Game and Parks Commission
Jason Garber – Nebraska Department of Environmental Quality
Jill Dolberg – Nebraska State Historical Society
John Cochnar – U.S. Fish and Wildlife Service
John Moeschen – U.S. Army Corps of Engineers
Michelle Koch – Nebraska Game and Parks Commission
Phil Rezac – U.S. Army Corps of Engineers
Rob Bozell – Nebraska State Historical Society
Shane Tucker - UNL
Ted LaGrange - Nebraska Game and Parks Commission
Emily Smith Deleon – Winnebago Tribe of Nebraska
Jason Olsufka – Ponca Tribe of Nebraska
Randy Teboe – Ponca Tribe of Nebraska
Calvin Harlan – Omaha Tribe of Nebraska
Pawnee Nation
Dee Phan – Federal Transit Administration
Reggie Robinson – U.S. Department of Housing and Urban Development
Earl Redrick - U.S. Department of Housing and Urban Development
Camas Steuter – Nebraska Health and Human Services
Larry Johnson – Nebraska Trucking Association
Rebecca Valdez – Urban League of Nebraska
Leon Milobar – Nebraska Small Business Administration
Brian Dunnigan – Nebraska Department of Natural Resources
Curt Simon – Omaha Metro Transit
Greg Youell – MAPA
Michael Felschow – MAPA
Aimee Melton – City of Omaha
Carrie Murphy – City of Omaha
Marlin Petermann – Papio-Missouri Natural Resource District
Trina Westman – City of Omaha, Landmarks Heritage Preservation Commission Administrator
Julye Ward – Nebraska Department of Education
Pepperwood HOA and SID 206
Farmington Woods Neighborhood HOA
Bent Creek HOA
Diamond Head HOA and SID 350
Huntington Park HOA
Barrington Park HOA
Erik Chaussee – Principal, Grace Abbott Elementary School
Dr. Susie Melliger – Principal, Aldrich Elementary School
Denise McCown – Principal, Picotte Elementary School

APPENDIX B

PUBLIC HEARING – SEPTEMBER 18, 2014, 6:30-8:30 PM

ADVERTISING

Official Advertising – Legal Notice of Public Hearing
Affidavit of Publication
External and Internal Notice of Public Hearing
NDOR and MAPA Websites

VENUE

Floor Plan of Event Setup

DISTRIBUTED MATERIALS

Handout Distributed to the Public
Slides from the Formal Presentation
Open House Displays
Sample Comment Form

ATTENDANCE

Sign-In Sheets
Photos of Event

ADVERTISING

Official Advertising – Legal Notice of Public Hearing

Affidavit of Publication

External and Internal Notice of Public Hearing

NDOR and MAPA Websites

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

August 14, 2014

CITY OF OMAHA
NOTICE OF HIGHWAY PUBLIC HEARING
MAPA-5127(1) 156th Street Improvements – Phase 2; CN 22376
Thursday, September 18, 2014; 6:30 - 8:30 PM
Grace Abbott Elementary School, 1313 North 156th Street, Omaha, NE

The City of Omaha will hold a Public Hearing in an open house format regarding improvements to 156th Street from Pepperwood Drive to Corby Street, in Omaha, Douglas County, Nebraska. The project also includes improvements to Blondo Street from just east of 162nd Street to approximately 500 feet east of 156th Street. The meeting will be held at Grace Abbott Elementary School, on Thursday, September 18, 2014, and will include an Open House from 6:30-7:00 PM; a Formal Presentation from 7:00-7:15 PM; a Public Forum from 7:15-8:00 PM; and an Open House from 8:00-8:30.

The proposed project is identified as ***MAPA-5127(1) 156th Street Improvements – Phase 2; CN 22376.*** The proposed design would consist of re-constructing 1.25 miles of 156th Street, starting at Pepperwood Drive and extending to Corby Street, and 0.50 miles of Blondo Street starting at 162nd Street and extending approximately 500 feet east of 156th Street. Federal funds would be used for the project, and the Federal Highway Administration (FHWA) is the lead federal agency.

The proposed project would remove and re-construct the existing two-lane asphalt roadways to four-lane concrete roadways with raised medians. Additional auxiliary lanes would be added to accommodate turning movements and to increase the traffic capacity of the roadways. Construction is anticipated to begin in 2017. Additional project information will be available at the Public Hearing.

Other proposed features of the project include constructing new ADA compliant sidewalks and shared use paths, making traffic signal improvements, constructing noise walls and retaining walls, temporary impacts to fences and landscaping, re-location of utilities, and the replacement or extension of stormwater culverts.

The current designs will require the acquisition of new right-of-way (ROW), permanent maintenance easements, and temporary construction easements throughout the project area; however, no relocations are anticipated.

(Continued on reverse)

The Public Hearing is being held to provide information to the public and receive input regarding the design and development of this project. Roadway and right-of- way plans will be further developed after the Public Hearing. All citizens are invited to attend and present relevant comments and questions. Current design information will be displayed and personnel from the City of Omaha will be present to answer questions and receive comments.

The Public Hearing is set up such that participants can gather as much information as they desire and leave as 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 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 also be accepted for 15 days following the hearing, or until October 3, 2014.

A Draft Environmental Assessment (DEA) has been prepared for this project in accordance with regulations of the National Environmental Policy Act (NEPA). The DEA will be made available for review at the Public Hearing, and will also be available for review at the following locations for a 30 day comment period, beginning on September 3, 2014 and ending on October 3, 2014:

- City of Omaha Public Works, 1819 Farnam Street, 6th Floor, Omaha, NE
- City of Omaha Equipment Maintenance, 5225 Dayton St, Omaha, NE
- Saddlebrook Library, 14850 Laurel Avenue, Omaha, NE
- NDOR District 2 Office, 108th Street, Omaha, NE
- NDOR Headquarters, 1500 Highway 2, Lincoln, NE
- FHWA Nebraska Division, 100 Centennial Mall North, Lincoln, NE

For more information, or to review the DEA, visit http://www.transportation.nebraska.gov/gov-aff/proposed-local-projects.htm and click on "***Omaha - MAPA-5127(1) 156th Street Improvements – Phase 2; CN 22376***"

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 September 3, 2014. 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

Place Ad Here

CITY OF OMAHA
NOTICE OF HIGHWAY PUBLIC HEARING
MAPA-5127(1) 156th Street Improvements - Phase 2; CN 22376
Thursday, September 18, 2014; 6:30 - 8:30 PM
Grace Abbott Elementary School,
1313 North 156th Street, Omaha, NE

The City of Omaha will hold a Public Hearing in an open house format regarding improvements to 156th Street from Pepperwood Drive to Corby Street in Omaha, Douglas County, Nebraska. The project also includes improvements to Blondo Street from just east of 162nd Street to approximately 500 feet east of 156th Street. The meeting will be held at Grace Abbott Elementary School, on Thursday, September 18, 2014, and will include an open House from 6:30-7:00 PM; a Formal Presentation from 7:00-7:15 PM; a Public Forum from 7:15-8:00 PM; and an Open House from 8:00-8:30.

The proposed project is identified as **MAPA-5127(1) 156th Street Improvements - Phase 2; CN 22376**. The proposed design would consist of re-constructing 1.25 miles of 156th Street, starting at Pepperwood Drive and extending to Corby Street, and 0.30 miles of Blondo Street starting at 162nd Street and extending approximately 500 feet east of 156th Street. Federal funds would be used for the project and the Federal Highway Administration (FHWA) is the lead federal agency.

The proposed project would remove and re-construct the existing two-lane asphalt roadways to four-lane concrete roadways with raised medians. Additional auxiliary lanes would be added to accommodate turning movements and to increase the traffic capacity of the roadways. Construction is anticipated to begin in 2017. Additional project information will be available at the Public Hearing.

Other proposed features of the project include constructing new ADA compliant sidewalks and shared use paths, making traffic signal improvements, constructing noise walls and retaining walls, temporary impacts to fences and landscaping, re-location of utilities and the replacement or extension of stormwater culverts.

The current designs will require the acquisition of new right-of-way (ROW), permanent maintenance easements, and temporary construction easements throughout the project area; however, no relocations are anticipated.

The Public Hearing is being held to provide information to the public and receive input regarding the design and development of this project. Roadway and right-of-way plans will be further developed after the public hearing. All citizens are invited to attend and present relevant comments and questions. Current design information will be displayed and personnel from the City of Omaha will be present to answer questions and receive comments.

The Public Hearing is set up such that participants can gather as much information as they desire and leave as 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 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. Their opinions/comments will be recorded at the hearing, and will also be accepted for 15 days following the hearing, or until October 3, 2014.

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 September 3, 2014. 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

A Draft Environmental Assessment (DEA) has been prepared for this project in accordance with regulations of the National Environmental Policy Act (NEPA). The DEA will be made available for review at the Public Hearing, and will also be available for review at the following locations for a 30 day comment period beginning on September 3, 2014 and ending on October 3, 2014:

- City of Omaha Public Works, 1819 Farnam Street, 6th Floor, Omaha, NE
- City of Omaha Equipment Maintenance, 5225 Dayton St, Omaha, NE
- Saddlebrook Library, 14850 Laurel Avenue, Omaha, NE
- NDOR District 2 Office, 108th Street, Omaha, NE
- NDOR Headquarters, 1500 Highway 2, Lincoln, NE
- FHWA Nebraska Division, 100 Centennial Mall North, Lincoln, NE

For more information on to review the DEA, visit http://www.transportation.nebraska.gov/projects/ and click on **MAPA-5127(1) 156th Street Improvements - Phase 2; CN 22376**

Proof of publication

AFFIDAVIT

State of Nebraska, County of Douglas, ss:

Kiley Petersen, 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 18 day of August, 2014, 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 132,416 Daily and 165,454 Sunday, in 2014.

(Signed) _____ Title: **Account Executive**

Subscribed in my presence and sworn to before me this 18 day of August, 2014.

GENERAL NOTARY-State of Nebraska
HILLARY ADDISON
My Comm. Exp. November 23, 2015

_____ Notary Public

Printer's Fee $ _____
Affidavit _____
Paid By _____

www.OmahaDailyRecord.com

THE DAILY RECORD

Nebraska's Legal & Business News Since 1886

CITY PUBLIC NOTICES 8/20/14 *08/20/14 10:14:03 AM*

"NOTICE TO PUBLIC"
ORDINANCE NO. 40063
AN ORDINANCE to amend the official zoning map of the City of Omaha, adopted by Section 55-65 of the Omaha Municipal Code, by changing certain boundaries of the official zoning map of the City of Omaha in accordance with Section 55-886 of the Omaha Municipal Code, to rezone property located at 17255 Howard Plaza from R5-Urban-Family Residential District and DR-Development Reserve District to R5-Urban-Family Residential District.
SUMMARY:
The official zoning map adopted by Section 55-65 of the Omaha Municipal Code, be and the same hereby is, changed and amended in accordance with Section 55-886 of the Omaha Municipal Code so that:
Lot 1, Residences on the Green at Pacific Springs Replat 5, a subdivision as surveyed, platted and recorded in Douglas County, Nebraska, is hereby rezoned from R5-Urban-Family Residential District and DR-Development Reserve District to R5-Urban-Family Residential District.
PASSED: August 12, 2014, 7-0
APPROVED BY:
JEAN STOTHERT 08/14/2014
MAYOR OF THE
CITY OF OMAHA
BUSTER BROWN,
City Clerk
8-20-14

———

"NOTICE TO PUBLIC"
ORDINANCE NO. 40064
AN ORDINANCE to approve an Interlocal Agreement between the City of Omaha and Douglas County, Nebraska, for more than one year to set forth the rights, duties, and obligations of each party with regard to the Omaha Convention and Visitors Bureau specifically with regard to funding by the City as follows: $1,345,000 for 2015; $1,545,000 for 2016; $1,745,000 for 2017; $1,945,000 for 2018; $2,145,000 for 2019; $2,345,000 for 2020; $2,545,000 for 2021; $2,745,000 for 2022; and $2,945,000 for 2023; and to provide for the effective date hereof.
SUMMARY:
AN ORDINANCE to approve an Interlocal Agreement between the City of Omaha and Douglas County, Nebraska, for more than one year to set forth the rights, duties, and obligations of each party with regard to the Omaha Convention and Visitors Bureau specifically with regard to funding by the City as follows: $1,345,000 for 2015; $1,545,000 for 2016; $1,745,000 for 2017; $1,945,000 for 2018; $2,145,000 for 2019; $2,345,000 for 2020; $2,545,000 for 2021; $2,745,000 for 2022; and $2,945,000 for 2023; and to provide for the effective date hereof.
PASSED: August 12, 2014, 7-0
APPROVED BY:
JEAN STOTHERT 08/14/2014
MAYOR OF THE
CITY OF OMAHA
BUSTER BROWN,
City Clerk
8-20-14

_____

"NOTICE TO PUBLIC"

ORDINANCE NO. 40065

AN ORDINANCE to amend Section 23 - 177 of the Omaha Municipal Code by amending the pay range for the employment classification entitled Safety Inspector from 11 AEC ($44,500.82 - $52,928.20) to assign it to 15 AEC ($51,556.44 - $61,219.86); to repeal Section 23 – 177 as heretofore existing; and to provide the effective date hereof.

SUMMARY:

AN ORDINANCE to amend Section 23 - 177 of the Omaha Municipal Code by amending the pay range for the employment classification entitled Safety Inspector from 11 AEC ($44,500.82 - $52,928.20) to assign it to 15 AEC ($51,556.44 - $61,219.86); to repeal Section 23 – 177 as heretofore existing; and to provide the effective date hereof.

PASSED: August 12, 2014, 7-0

APPROVED BY:

JEAN STOTHERT 08/14/2014

MAYOR OF THE

CITY OF OMAHA

BUSTER BROWN,

City Clerk

8-20-14

_____

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GATOR TALES

Grace Abbott Elementary School
1313 No. 156th St. Omaha, NE 68118
http://mps.gaes.schoolfusion.us/ T: 402-715-2900

Volume 12, Issue 3
August 29, 2014

DR. CHAUSSEE'S NEWS

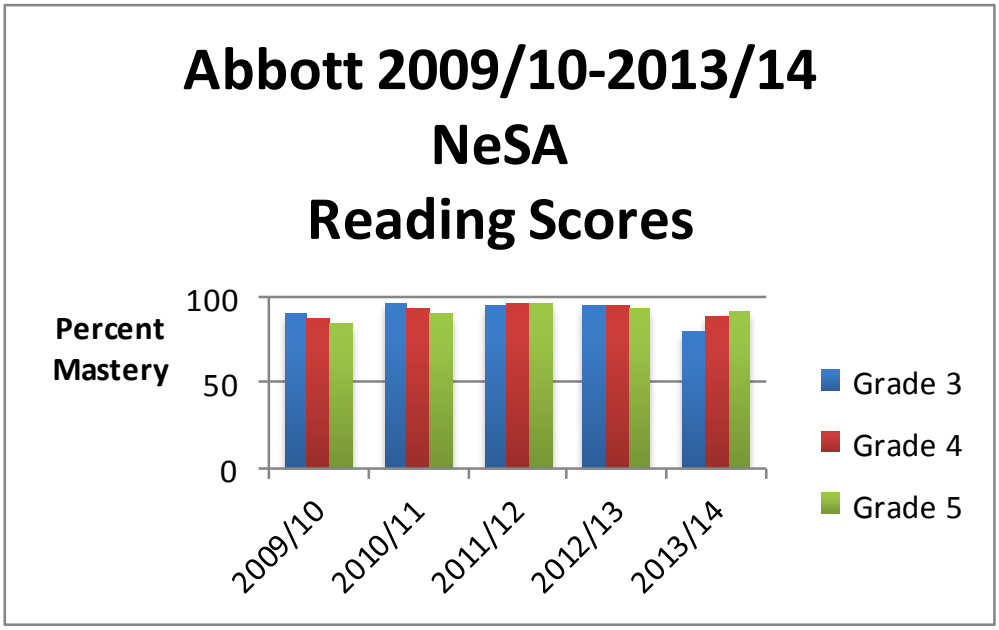
The NeSA results have now been released publicly. This is important information for all of us, and our staff is deep into a review of the data.

We have a lot to celebrate! Great work students and families!

Abbott students did very well. Below is a table showing the results of the percent of students who were proficient in reading since NeSA has been implemented.

We are always interested in fresh numbers that gives us another window into student learning. These state test scores are a key building block of the foundation of assessment that guides instruction in Millard. It is important to recognize that they are just one part of the foundation. As we take a close look at the scores, we see many points of celebration. We also find areas where adjustments can be made for better learning.

While these scores represent the whole, what is most important to you is your children's scores. You can expect these in a few weeks. When they arrive, your teachers will be happy to discuss any questions or concerns you may have. As always, our mission is a world-class education for your children, and this is another important milestone in helping us achieve that.



UPCOMING EVENTS

September 1
LABOR DAY—No School

September 2
PTO Meeting 6:30 p.m.

September 15
SIT 3:40 p.m.

September 18
Family Fun Center 5:30 p.m.

September 23
A-M Writing PJ Night 6:30 p.m.

September 26
Dinner/Dance 6:00 p.m.

September 30
PICTURE DAY

MILLARD SCHOOL BOARD

Mike Pate, Pat Ricketts, Mike Kennedy, Dave Anderson, Paul Meyer, Linda Poole

Superintendent

Jim Sutfin

Proud to be Millard PUBLIC SCHOOLS www.mpsomaha.org

CITY OF OMAHA
NOTICE OF HIGHWAY PUBLIC HEARING

MAPA-5127(1) 156th Street Improvements – Phase 2; CN 22376

Thursday, September 18, 2014; 6:30 - 8:30 PM
Grace Abbott Elementary School, 1313 North 156th Street, Omaha, NE

Buzz Book Reminder:

Last week an e-mail was sent to confirm your information for the Online Buzz Book. Please check all accounts given to the school and confirm your information before 9/15/2014. A second e-mail with your personal link will be e-mailed to only those who have not confirmed their information by Tuesday, September 2nd. For more information or questions, please e-mail abbottptofundraising@gmail.com

Thank you! Grace Abbott PTO Buzz Book Committee

NATIONAL LABOR DAY

It's Monday! Mondays are most people's least favorite day of the week, so what better way to spend it than to have it off of work! Today we celebrate Labor Day. We add an extra day to our weekend to celebrate the labor movement, which gave to us better working conditions and fair treatment from our employers and the government.

Labor Day was celebrated for the first time in New York City in 1882. It was originally celebrated on September 5th, but was moved to the first Monday in September in 1884. Labor Day started out as a state holiday, getting voted in by individual states, but gained popularity and was voted a national holiday by the U.S. Congress in 1894.

Labor Day is also associated by some as the end of summer, before the school year starts for some, and is often spent as a vacation weekend by many families. Most campgrounds on this weekend are packed full. As you celebrate this day, consider and appreciate your hard work and how it has added to the well-being and prosperity of our country.

Enjoy you and yours and have a Happy Labor Day!

CONNECT WITH US

LATEST NEWS

- Draft EA for 156th Street - Phase 2
- July/August What's Happening Newsletter
- Heartland 2050
- Final FY 2015 MAPA Budget Available
- Request For Proposals/Qualifications (RFP/RFQ)
- Meeting Agendas
- Employment

CALENDAR

OCT 15 — **Coordinated Transit (CTC)**
Wednesday, 10:30 AM - 11:30 AM

OCT 16 — **Citizens' Advisory Council (CAC)**
Thursday, 04:30 PM - 05:30 PM

OCT 22 — **Finance Committee**
Wednesday, 08:30 AM

SEE ALL CALENDAR EVENTS »

Official Nebraska Government Website

NDOR
Nebraska
Department of Roads

Materials & Research Division - Local Projects Section

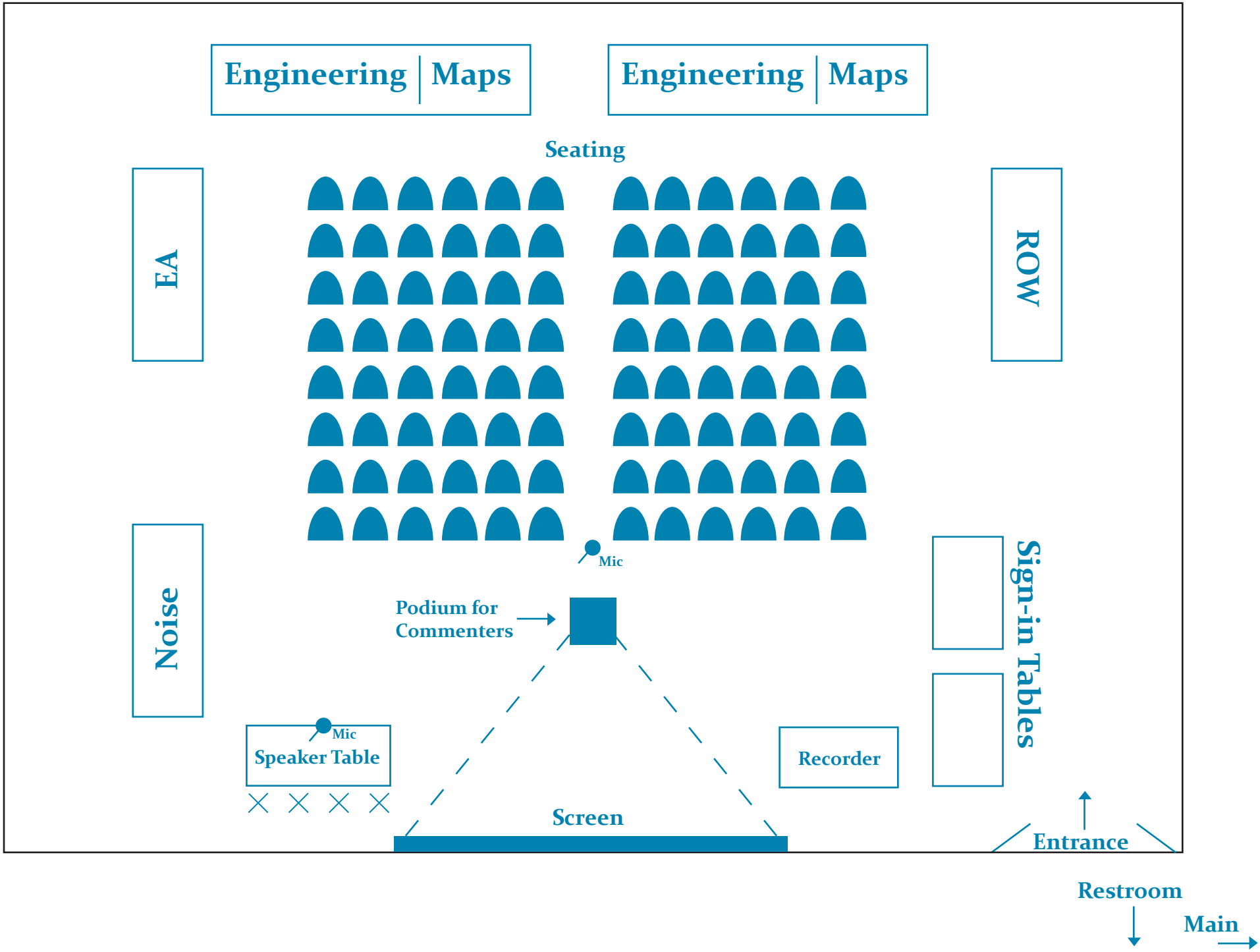
Proposed Local Projects

Text Only | **Main NDOR Page**

- **Omaha - MAPA - 5127(1) 156th Street Improvements - Phase 2; CN 22376**
  - Public Hearing Handout
  - Hearing Presentation

VENUE

Floor Plan of Event Setup


Engineering | Maps
Engineering | Maps
Seating
EA
ROW
Noise
Mic
Podium for Commenters
Sign-in Tables
Mic
Speaker Table
Recorder
Screen
Entrance
Restroom
Main

DISTRIBUTED MATERIALS

Handout Distributed to the Public

Slides from the Formal Presentation

Open House Displays

Sample Comment Form

Q&A

QUESTIONS AND ANSWERS

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

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

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

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

3. What happens to access at Decatur Street, Burdette Avenue, and 158th Street?

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

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

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

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

- There would be sidewalks/trails constructed on all segments of the project on both sides of the street, whereas there are places now that don't have any sidewalks. All sidewalks/trails would connect to existing sidewalks/trails to provide pedestrian connectivity.
- The distance for the school crossing would actually be the same as it is now, and there would be better signage, signal timing, and a median in the roadway for pedestrian refuge.
- The City of Omaha's current practice is to avoid constructing pedestrian overpasses on projects due to their poor safety record. New overpasses have to meet stricter ADA requirements, thus making them very long to meet the acceptable grade requirements. This would require additional ROW and impacts to adjacent properties.

6. How much Right of Way will be needed?

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

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

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

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

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

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

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

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

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

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

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

156th Street

Pepperwood Dr to Corby St

Public Hearing
Thursday, September 18, 2014

Grace Abbott Elementary School Gymnasium
1313 N 156th Street
MAPA-5127(1)

PURPOSE

To improve local and regional mobility by:

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

NEED

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

Project Contact

Jon Meyer
City of Omaha
402.444.4191
jon.meyer@cityofomaha.org

Project Overview

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

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

VICINITY MAP

- Shadow Glen
- Bridlewood
- Carriage Hill
- Huntington Park
- Villas of Huntington Park
- Seven Pines
- Highland Park
- Grayhawk
- Grayhawk 2
- Diamond Head
- Nelson's Creek

- Bent Creek
- Windridge
- Barrington Park
- Farmington Woods
- Eldorado
- Stonehenge
- Pepperwood
- Pepperwood Village
- Seville

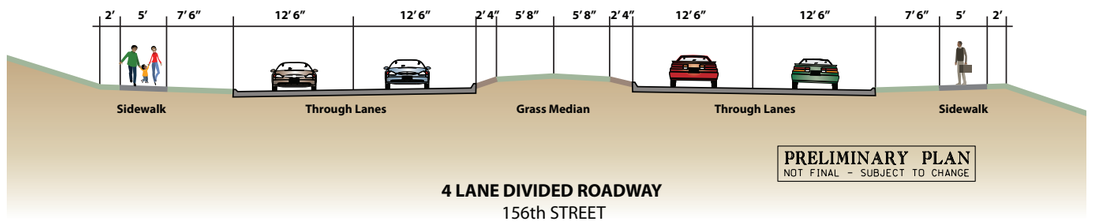
Nebraska Department of Roads

Roadway Concept: 156th Street

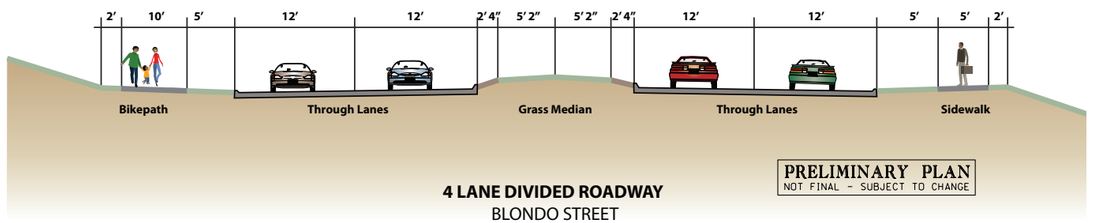
Four Lane, Median Divided

TYPICAL SECTIONS

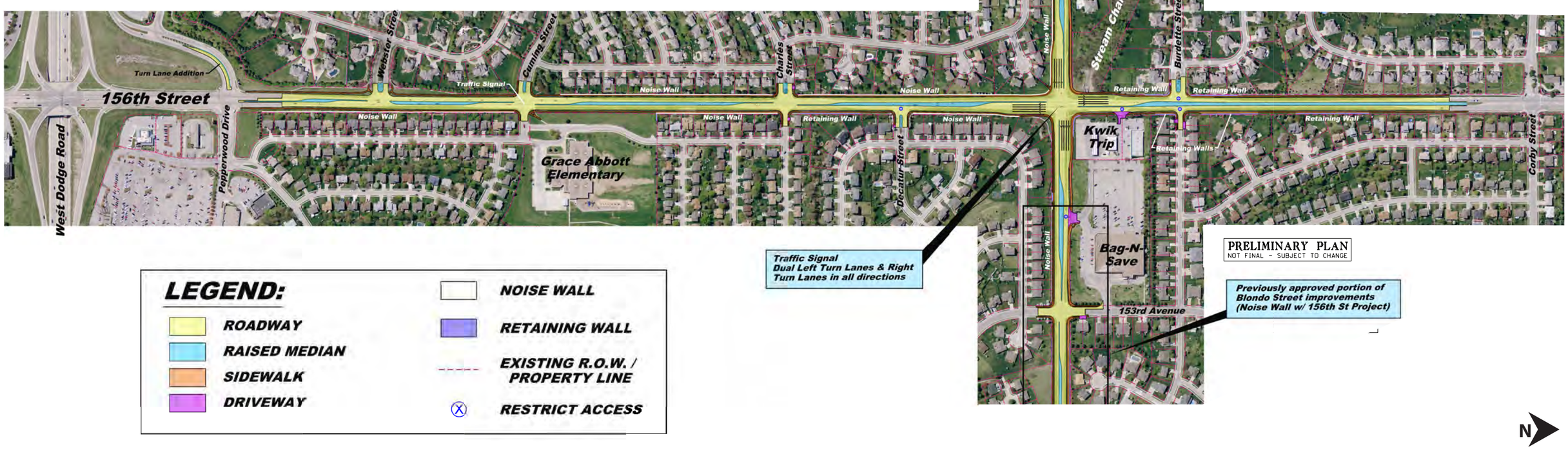
These illustrations represent what portions of the project might look like after the improvements are completed.



4 LANE DIVIDED ROADWAY
156th STREET



4 LANE DIVIDED ROADWAY
BLONDO STREET



LEGEND:

- ROADWAY
- RAISED MEDIAN
- SIDEWALK
- DRIVEWAY
- NOISE WALL
- RETAINING WALL
- EXISTING R.O.W. / PROPERTY LINE
- RESTRICT ACCESS

Nebraska Department of Roads

Public Hearing
Thursday, September 18, 2014

156th Street

Pepperwood Dr to Corby St

MAPA-5127(1)

AGENDA

6:30 - 7:00	OPEN HOUSE
7:00 - 7:15	FORMAL PRESENTATION
7:15 - 8:00	PUBLIC FORUM
8:00 - 8:30	OPEN HOUSE

City of Omaha

PURPOSE & NEED

The project is also intended to support local and regional goals and objectives of the City of Omaha and MAPA.

PURPOSE

To improve local and regional mobility by:

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

NEED

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

156th Street
Pepperwood Dr to Corby St
Phase 2

PROJECT OVERVIEW

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

The project includes:

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

156th Street
Pepperwood Dr to Corby St
Phase 2

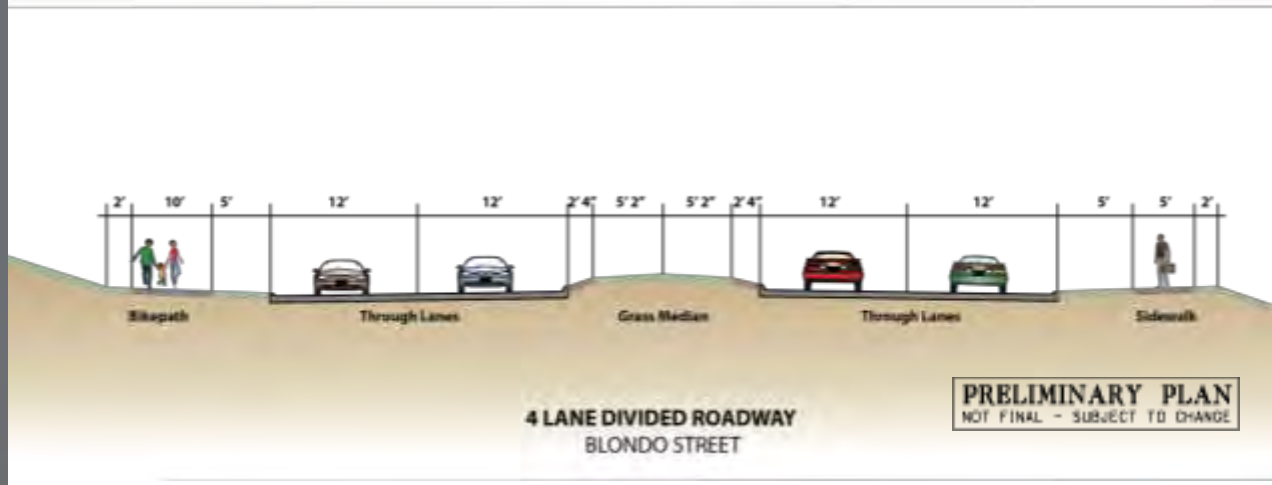
PROPOSED ALTERNATIVE

Proposed Alternative

Maintain access to:

- Adjacent residential neighborhoods
- Grace Abbott Elementary School
- Commercial area at 156th and Blondo

The **Proposed Alternative** is a four-lane roadway, with raised medians and curbs, and separated, parallel sidewalks or combination sidewalk/bike paths as shown.



156th Street
Pepperwood Dr to Corby St
Phase 2

156th: Pepperwood Drive to Cuming Street

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

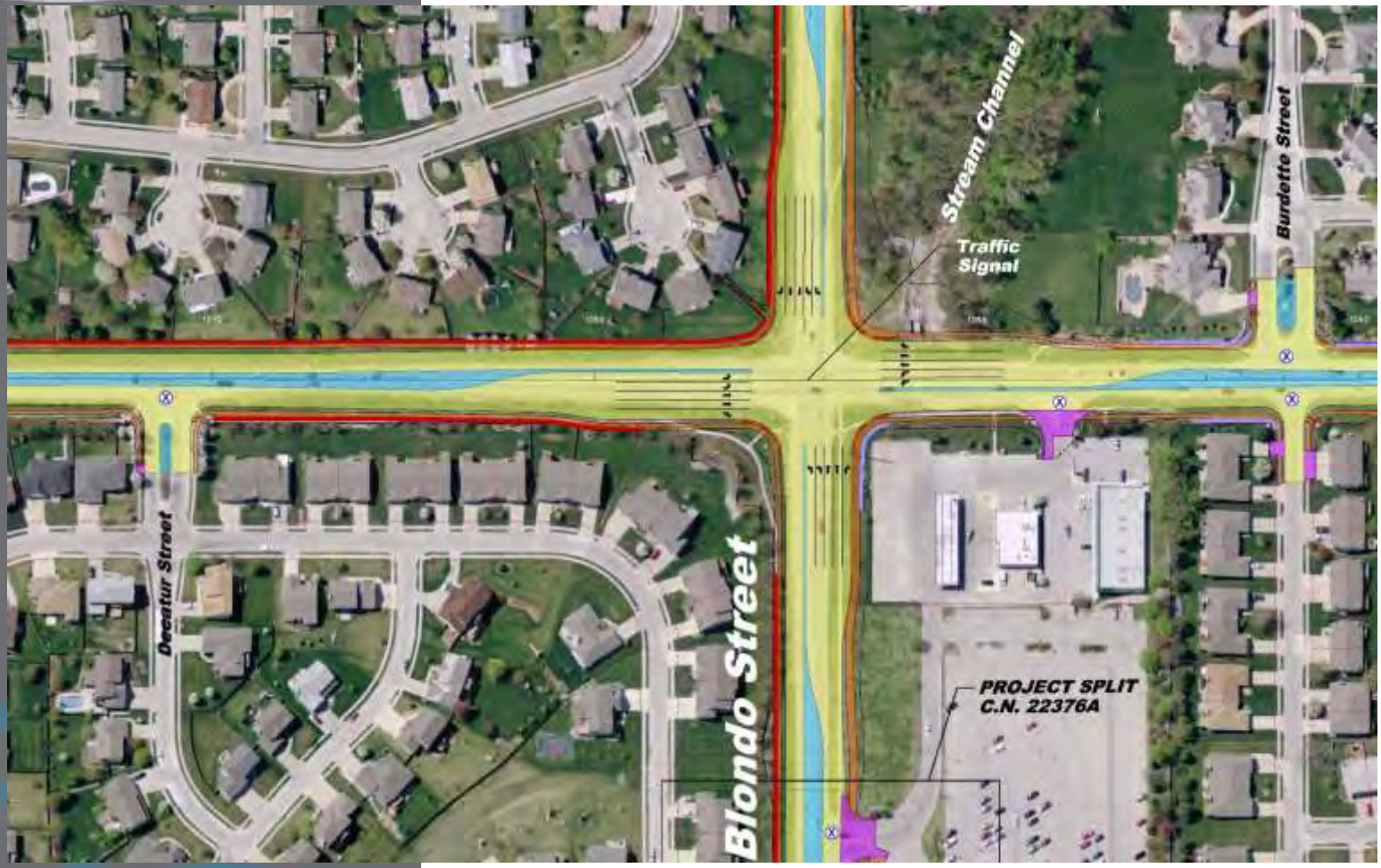
156th Street
Pepperwood Dr to Corby St
Phase 2

156th: Cuming Street to Charles Street

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

156th Street
Pepperwood Dr to Corby St
Phase 2

Intersection of 156th & Blondo Streets



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

156th Street
Pepperwood Dr to Corby St
Phase 2

156th: Burdette Street to Corby Street

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

156th Street
Pepperwood Dr to Corby St
Phase 2

Blondo: 162nd Street to 158th Street

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

156th Street
Pepperwood Dr to Corby St
Phase 2

SCHEDULE

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

156th Street
Pepperwood Dr to Corby St

DRAFT ENVIRONMENTAL ASSESSMENT DOCUMENT

156th Street Improvements - Phase 2

Pepperwood Drive to Corby Street

Project Number: MAPA-512(1), CN: 22376

City of Omaha, Douglas County, Nebraska

Draft Environmental Assessment

June 2014

Submitted Pursuant to 42 USC 4332 (2) (c)

by the

U.S. Department of Transportation
Federal Highway Administration
and
Nebraska Department of Roads
and
City of Omaha

Concerning Agency:
Douglas County

6-26-14
Date of Approval

6/30/14
Date of Approval

7-8-14
Date of Approval

Date of Approval

Date of Approval

The following persons may be contacted for additional information concerning this document:

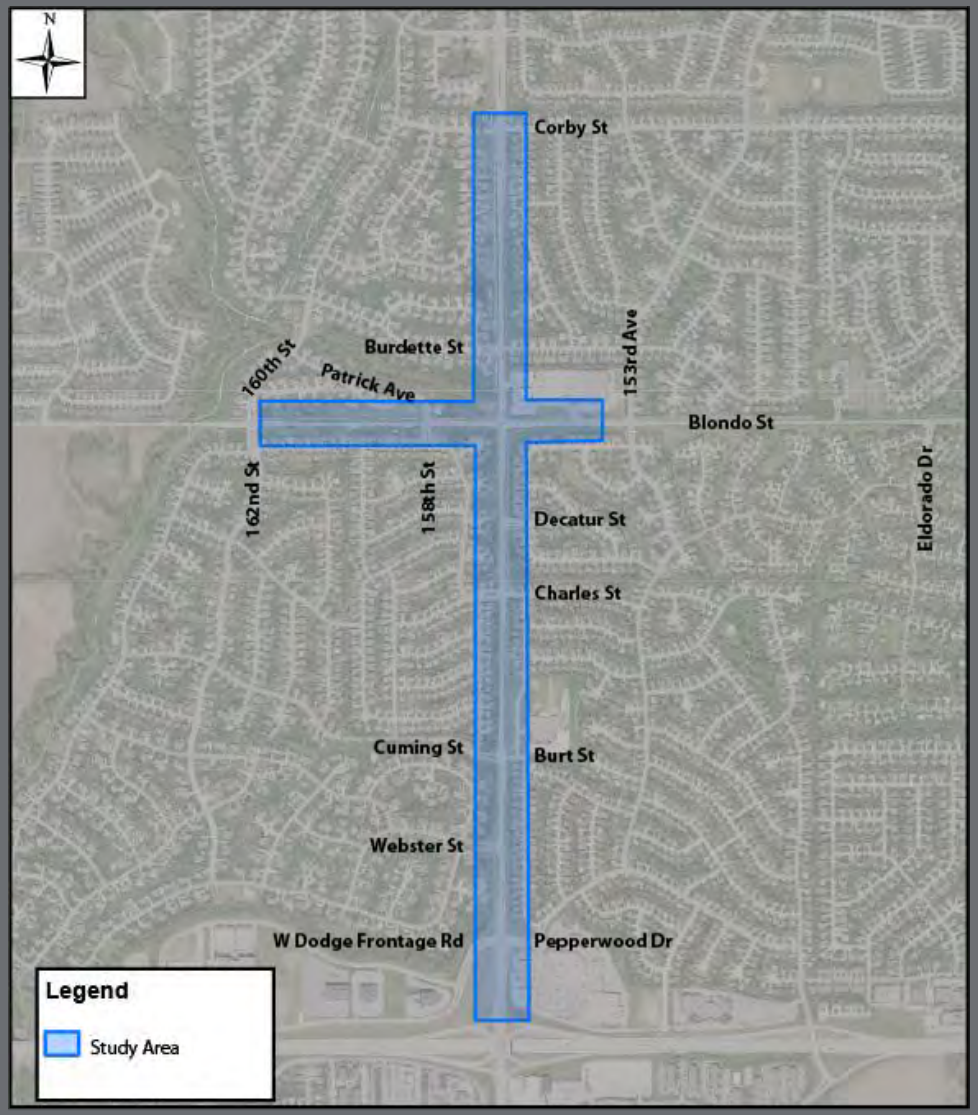
DRAFT ENVIRONMENTAL ASSESSMENT

RESOURCES STUDIED

- Land Use
- Social and Economic Considerations
- Environmental Justice
- Right-of-Way, Acquisitions, and Relocations
- Pedestrians, Bicyclists, and Accessibility for Individuals with Disabilities
- Parks, Recreation Areas, and Section 4(f) Resources
- Historic and Archeological Resources
- Water Resources and Water Quality
- Wetlands and Riparian Areas
- Floodplains
- Vegetation, Wildlife, and Migratory Birds
- Threatened and Endangered Species
- Utilities
- Noise Impacts
- Air Quality, Mobile Source Air Toxics, and Greenhouse Gases
- Hazardous Materials and Recognized Environmental Conditions
- Visual Impacts and Aesthetic Considerations
- Temporary Construction Impacts
- Secondary and Cumulative Impacts

156th Street
Pepperwood Dr to Corby St
Phase 2

STUDY AREA



DRAFT ENVIRONMENTAL ASSESSMENT

AFFECTED RESOURCES

- Land Use
- **Social and Economic Considerations**
- Environmental Justice
- **Right-of-Way, Acquisitions, and Relocations**
- **Pedestrians, Bicyclists, and Accessibility for Individuals with Disabilities**
- Parks, Recreation Areas, and Section 4(f) Resources
- Historic and Archeological Resources
- **Water Resources and Water Quality**
- **Wetlands and Riparian Areas**
- **Floodplains**
- **Vegetation, Wildlife, and Migratory Birds**
- **Threatened and Endangered Species**
- **Utilities**
- **Noise Impacts**
- Air Quality, Mobile Source Air Toxics, and Greenhouse Gases
- Hazardous Materials and Recognized Environmental Conditions
- **Visual Impacts and Aesthetic Considerations**
- **Temporary Construction Impacts**
- Secondary and Cumulative Impacts

156th Street
Pepperwood Dr to Corby St

SOCIAL AND ECONOMIC CONSIDERATIONS

NOTIFICATIONS

Public Notices | Public Notices | Public Notices

CITY OF OMAHA
NOTICE OF HIGHWAY PUBLIC HEARING
MAPA-5127(1) 156th Street Improvements – Phase 2: CN 22376
Thursday, September 16, 2004; 6:30 – 8:30 PM
Grace Abbott Elementary School,
1313 North 156th Street, Omaha, NE

- The City will notify schools, neighborhood associations, and businesses approximately four weeks prior to construction.
- Construction notices will appear in the Omaha World Herald at least 10 calendar days prior to construction and electronic message boards will alert the traveling public.
- Emergency services will be notified & coordinated with before and during construction.
- Construction timing and maintenance of pedestrian and vehicular access will be communicated to the public throughout the project.

156th Street
Pepperwood Dr to Corby St

SOCIAL AND ECONOMIC CONSIDERATIONS

ACCESS

- Access to businesses at the corner of 156th and Blondo Streets will be maintained at all times during construction.
- To mitigate the loss of full access at Charles Street, Burdette Avenue, and 158th Street, U-turns would be allowed on 156th Street at the intersection of 156th Street and Blondo Street, and on Blondo Street at the intersection of 153rd Avenue and Blondo Street.
- The City will seek to identify persons needing special access during construction by placing door hangers on affected property owners' front doors prior to construction. The City will coordinate directly with these individuals to address concerns.

156th Street
Pepperwood Dr to Corby St

SOCIAL AND ECONOMIC CONSIDERATIONS

SCHOOLS

- Pedestrian access across 156th Street at Cuming and Burt Streets will be maintained at all times when school is in session.
- The City will maintain the 25mph School Zone on 156th Street for Grace Abbott Elementary School and will also allow adequate pedestrian crossing times.
- Vehicular access to Grace Abbott Elementary School at Burt Street will be maintained at all times when school is in session.

156th Street
Pepperwood Dr to Corby St

RIGHT-OF-WAY, ACQUISITIONS, AND RELOCATIONS

- ROW impacts will be minimized through the use of retaining walls, to reduce grading on adjacent property.
- Impacts to trees, fencing and landscaping on private property will be mitigated by compensating the owners through the acquisition process.

156th Street
Pepperwood Dr to Corby St

PEDESTRIANS, BICYCLISTS ACCESSABILITY

- During construction, existing pedestrian access will be maintained to the maximum extent practicable along the entire corridor. If closures are necessary, temporary alternate routes or advanced notice of closures will be provided.
- Residents will be provided access to their homes at all times during construction.

NOISE IMPACTS

- Noise walls will be constructed at the following locations: NB01, NB02, NB04, SB02, SB03, EB01, and Location 1.
- Noise walls will be consistent with other similar noise walls recently constructed recently around the City.
- Walls will consist of stamped or colored concrete, stone façades, or other similar materials. The front will be stained concrete, while the back will be unfinished.

156th Street
Pepperwood Dr to Corby St

NOISE STUDY

- Conducted in compliance with FHWA and NDOR policies
- Models future noise levels using traffic projections
- Property is considered impacted if the future modeled noise level exceeds 66dBA
- Abatement areas (i.e. walls) analyzed in "blocks"
- Noise walls must be "feasible and reasonable" to be constructed
- Reasonableness includes consideration of the views of property owners and residents.

156th Street
Pepperwood Dr to Corby St

PROPOSED NOISE WALLS

- 7 wall locations were determined to be feasible and reasonable, and were voted in favor by benefited receivers.
- Proposed walls do not block all sound
- Funded by federal and local funds, no cost to homeowner
- Vary in height
- Final design profile may differ slightly

156th Street
Pepperwood Dr to Corby St

VISUAL IMPACTS AND AESTHETIC CONSIDERATIONS

- Landscaping and fencing on private property removed by the project will be mitigated by compensating the owners through the acquisition process.
- Impacted neighborhood monument signs will be replaced in accordance with NDOR's *Right-of-Way Manual*.
- Tree impacts in the existing ROW will not be mitigated. Instead, the City will provide funding for future tree planting projects that meet requirements of the *Green Streets Plan for Omaha*.

156th Street
Pepperwood Dr to Corby St

TEMPORARY CONSTRUCTION IMPACTS

- Temporary impacts to properties along the roadway will be mitigated by a variety of BMPs that may include restricted work hours, watering during dry periods, special equipment, erosion control measures, sediment containment, special provisions for access, temporary fencing, and replacing vegetation, landscaping and fencing following construction.
- Temporary fences will be installed upon removal of existing fences and maintained throughout construction.
- Dust emissions will be controlled.
- Driveways being reconstructed in place will be done in phases allowing for vehicular access at all times. These individuals would be contacted directly to address timing and access concerns.

156th Street
Pepperwood Dr to Corby St

TEMPORARY CONSTRUCTION IMPACTS

- The City will notify the City's trash hauler and the United States Postal Service prior to construction, and will make accommodations for the removal and replacement of mailboxes. Trash pickup and mail delivery will not be disrupted.
- Temporary impacts to the traveling public will be mitigated by signage and information prior to lane closures, modifying side street access, and by making temporary alternate routes (detours) available using adjacent major roadways.

COST ESTIMATE

Construction Costs (not including Right-of-Way, or Engineering) are estimated at

$11.7 MILLION

156th Street
Pepperwood Dr to Corby St

PUBLIC INVOLVEMENT

- Informational Meeting
  February 13th, 2012

- Noise Wall Stakeholder Meeting
  May 5th, 2014

- Public Hearing (Tonight)
  September 18th, 2014

  - Public Forum tonight to record spoken comments
  - Written/emailed comments accepted until October 3, 2014.

156th Street
Pepperwood Dr to Corby St

OPEN HOUSE STATIONS

- **NOISE IMPACTS**
- **RIGHT-OF-WAY**
- **ENVIRONMENTAL ASSESSMENT**
- **ENGINEERING & DESIGN**

156th Street
Pepperwood Dr to Corby St

CONTACTS

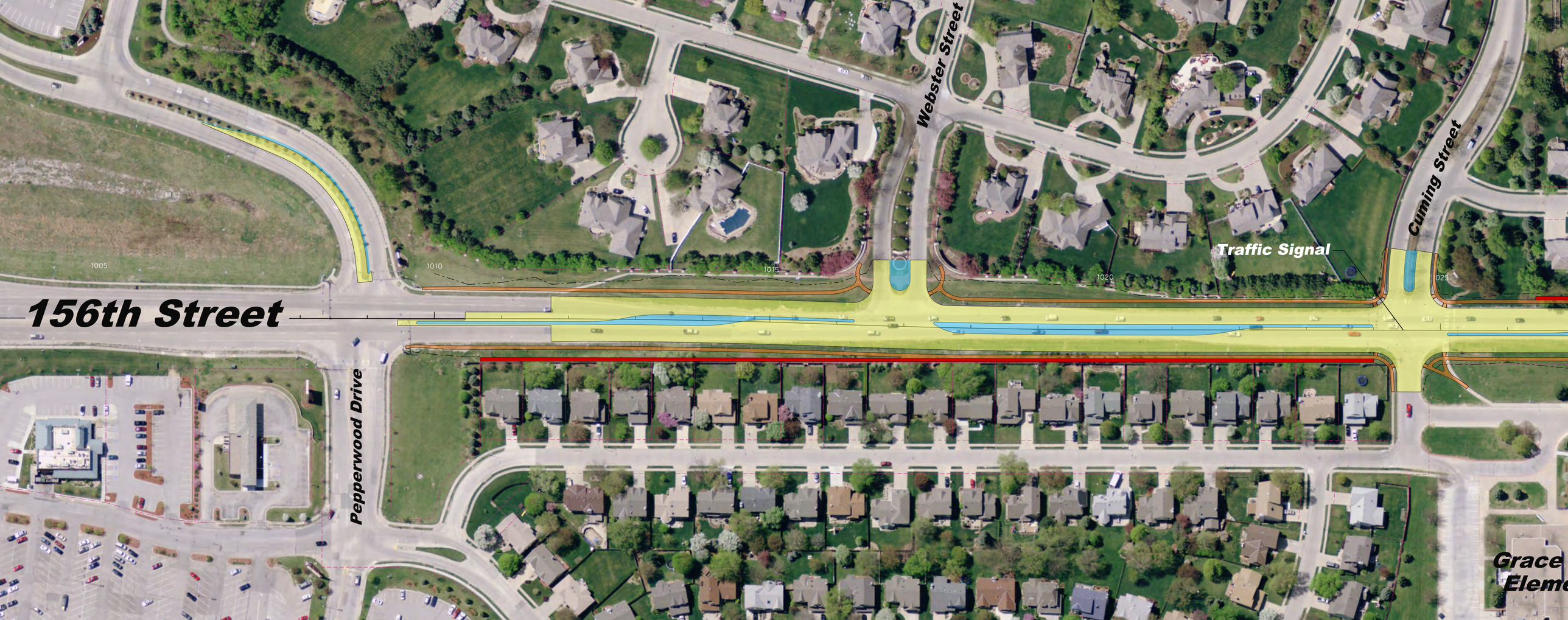
Jon Meyer

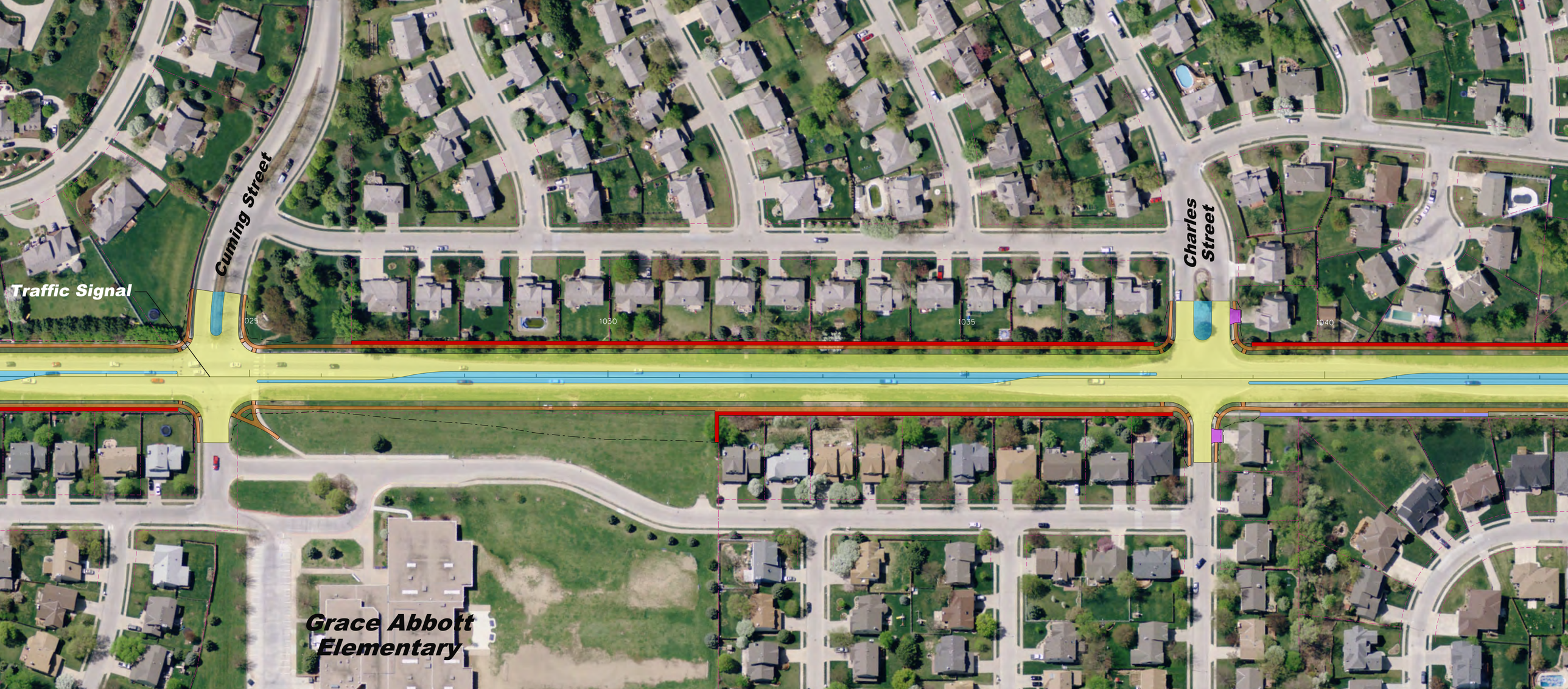
City of Omaha, Public Works Dept.

1819 Farnam St
Omaha, NE 68183
phone: (402) 444-4191
email: jon.meyer@cityofomaha.org

The City of Omaha
thanks you for your participation!

MAPA-5127(1)


156th Street
Webster Street
Cuming Street
Pepperwood Drive
Traffic Signal
1005
1010
1015
1020
025


Cuming Street
Charles Street
Traffic Signal
025
1030
1035
1040
Grace Abbott Elementary

Stream Channel

Traffic Signal

Burdette Street

1045

1050

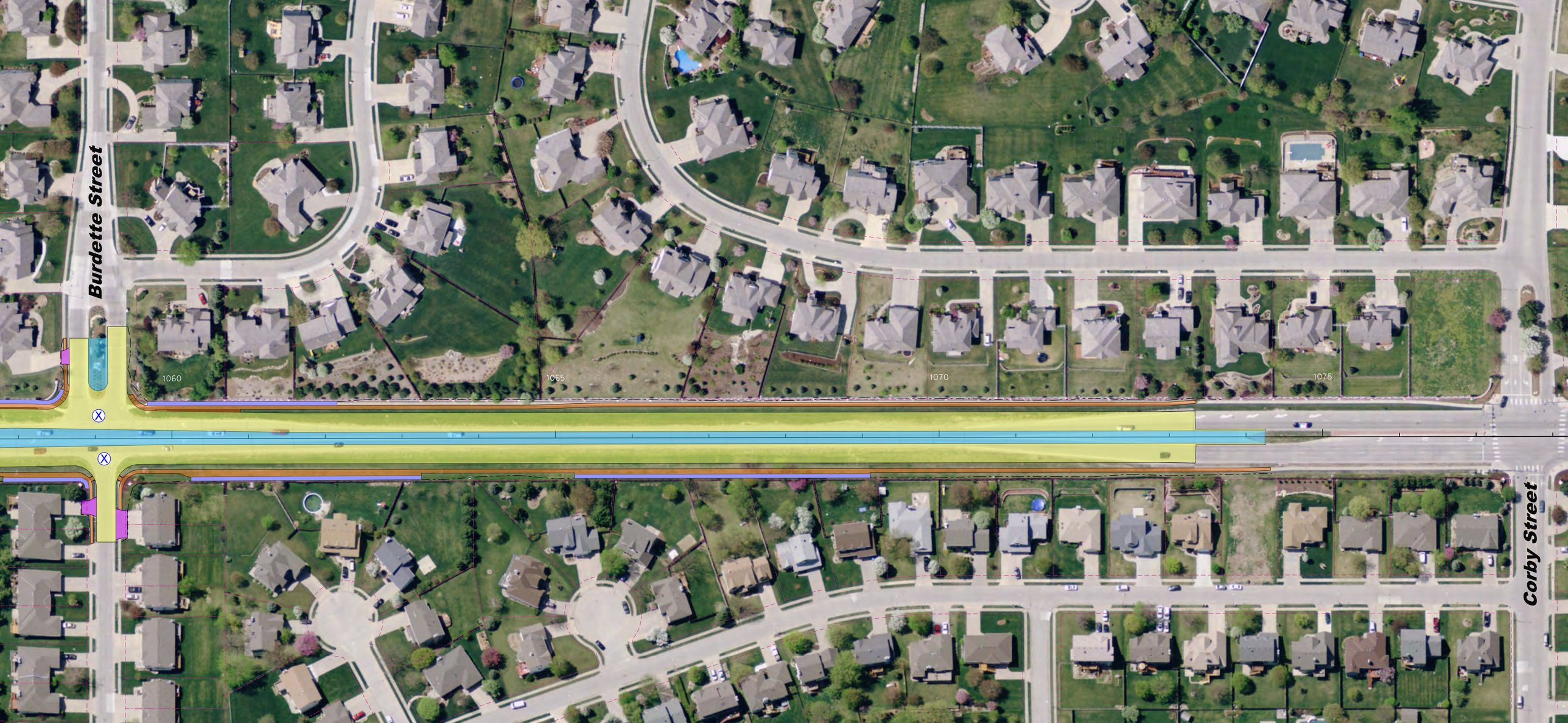
1055

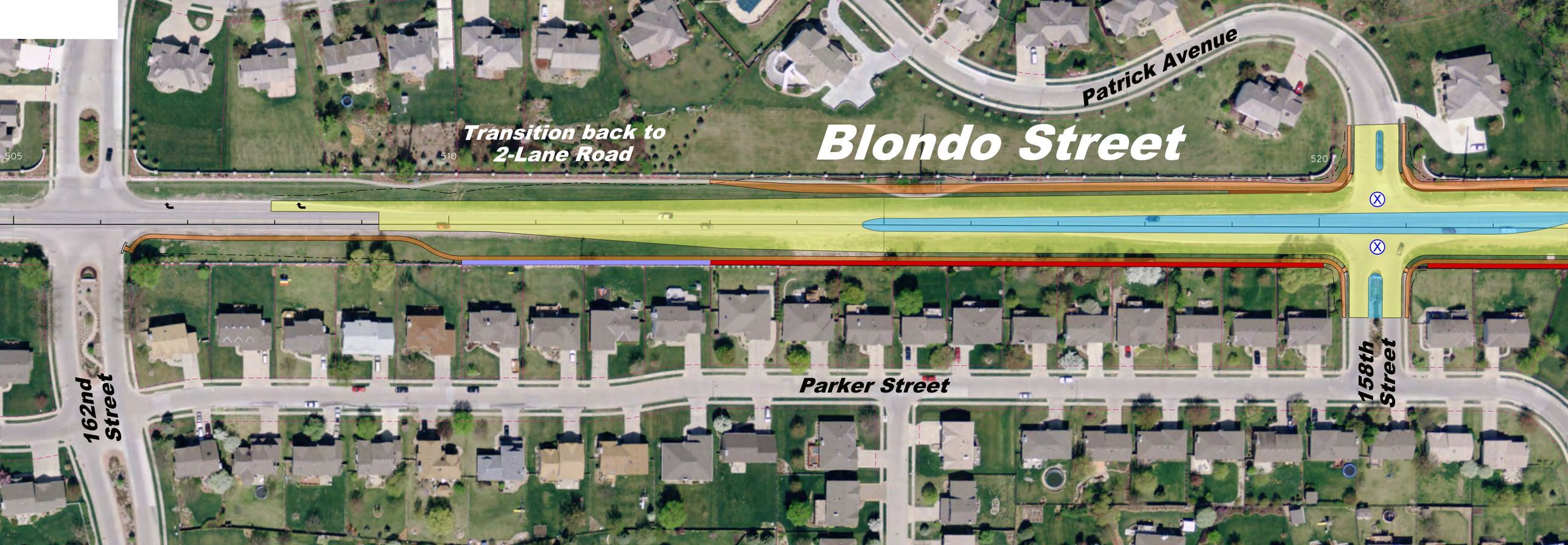
1060

Decatur Street

Blondo Street

PROJECT SPLIT
C.N. 22376A


Burdette Street
1060
1065
1070
1075
Corby Street


Patrick Avenue
Transition back to
2-Lane Road
Blondo Street
505
510
520
162nd
Street
Parker Street
158th
Street

Thank you for attending the156th Street, Pepperwood Drive to Corby Street Project Public Hearing.

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, or until October 3, 2014. Thank you for your participation!

Jon Meyer
Design Division
Omaha Public Works Department
1819 Farnam St
Omaha, NE 68183
phone: 402.444.4191
email: Jon.Meyer@cityofomaha.org

(optional)
Name _____
Address _____
_____
Telephone No. _____

Place
Stamp
Here

Jon Meyer
City of Omaha
1819 Farnam St
Omaha, NE 68183

Fold

ATTENDANCE

Sign-In Sheets

Photos of Event

MAPA-5127(1); C.N. 22376

156th Street Improvements Phase 2 - Pepperwood Drive to Corby Street

Public Hearing – September 18, 2014

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	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print Donald & Diane Sedlak	Address: 15365 Burdette St. City/Zip: Omaha, NE 68116	Property Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other Street sign	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Donna M. Nelson	Address: 1826 N. 155th Ave City/Zip: Omaha, Ne 68154		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Ken & Judy VonSeggern	Address: 15521 Seward St City/Zip: Omaha 68154	Property owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☒ Street sign ☐ Other	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Liz Orrick	Address: 13 Olen 158 Ave City/Zip:	Prop. owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☒ Sign ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print DYL	Address: 1415 N 153 CR City/Zip:	PROP OWN	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ SIGN ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Dennis Hitt	Address: 712 N 95th Plaza City/Zip: Omaha, Ne		☐ Mailing ☐ Website ☐ Newspaper ☒ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Gail Alukonis	Address: 15438 Hamilton St City/Zip:	Owner	☒ Mailing ☒ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Michelle Horton	Address: 15525 Seward St City/Zip:	Owner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print Chad R. Hansen	Address: 1311 N 160 Av. City/Zip:	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Mike Calderon	Address: 1411 N 159th St City/Zip:	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Steve Westerfield	Address: 15706 Burdette City/Zip:	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print SURESH + VEENA Meduseth	Address: 1210 N 155TH AVE City/Zip:	owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Brad Isaksen	Address: 2615 N 165th City/Zip:	owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☑ Sign ☐ Other	☑ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print AJ MUDD	Address: 15434 CHARLES ST City/Zip:	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Mary Trenerry	Address: 15114 Miami Cir City/Zip:	owner	☐ Mailing ☑ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print BEVERLY GRUNSTEINBERG	Address: 15018 CARROLL CIR City/Zip:	OWNER	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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156th Street Improvements Phase 2 - Pepperwood Drive to Corby Street

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print: Tom & Cheryl Connolly	Address: 15866 Western Ave City/Zip: 68116	Property Owner	☑ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Mark + Sandy Tillwick	Address: 15819 Burdette City/Zip:	Prop. Owner	☑ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☑ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Mindy & Jeremy Gierke	Address: 15729 Seward St. City/Zip:	Home Owner	☐ Mailing ☐ Newspaper ☑ Sign on Rd ☐ Website ☐ Friend ☐ Other	☑ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: M.P. Kenny	Address: 1322 No 164 City/Zip:	" "	☐ Mailing ☐ Newspaper ☑ Sign Rd ☐ Website ☐ Friend ☐ Other	☐ M ☑ F	☐ White ☑ Latino ☐ Black ☑ American Indian/Alaskan Native ☐ Asian Pacific Islander ☑ Other
Please Print: Matt & Kathleen Folkerts	Address: 15604 Decatur Cir City/Zip: 68118	Owner	☑ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☑ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Kenneth Beckstrom	Address: 15429 Hamilton St. City/Zip:	Owner	☑ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: ASHLEY MYERS	Address: City/Zip:		☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print:	Address: City/Zip:		☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print: Mike Horgranson	Address: 15322 Parker Cir. City/Zip:	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Scott Solberg	Address: 15357 Schuyler Dr City/Zip:	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Tom & Chris Bolds	Address: 15706 Hamilton St City/Zip:	owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ Other	☑ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Amy West	Address: 15517 Charles City/Zip:	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: PATRICK MORROW	Address: 6006 N. 164th St. City/Zip:	OWNER	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: David Pedersen	Address: 3234 N. 157 St. City/Zip:	Omaha	☐ Mailing ☑ Website ☐ Newspaper ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Roland + Carl Lyons	Address: 804 N 155th Ave City/Zip:	Omaha	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Bobbie Clark	Address: 810 N. 155th Ave City/Zip:	Owner	☑ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print Paul & Trish Adair	Address 1311 N. 156th Ave Omaha, NE. City/Zip	Owner	☑ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Dave Wilson	Address 15727 Burdette City/Zip	Owner	☑ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Norma Roberta Miller	Address 772 N 155 Ave City/Zip	Omaha	☑ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☑ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Mike Bonner	Address 16304 Corby St City/Zip	Omaha	☐ Mailing ☐ Newspaper ☐ Website ☐ Friend ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Elsebeth Morrow	Address 1804 N 155 Ave City/Zip		☑ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Grant Mullin	Address 1210 N. 156th Ave City/Zip	Omaha	☐ Mailing ☐ Newspaper ☐ Website ☑ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jeff Scherzberg	Address City/Zip	Douglas County	☐ Mailing ☐ Newspaper ☑ Message Board ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Trevor Brandenburgh	Address Parker Circle City/Zip	Douglas	☐ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print: DOUG ROBEY	Address: 16331 HAMILTON City/Zip: OMAHA, NE 68116	PO	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: R. CHARLES WAYMIRE	Address: 15176 BURDETTE ST City/Zip: OMAHA, NE 68116	PO	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☐ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Douglas Plaha	Address: 15423 Schuyler Dr City/Zip:	PO	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Kelly McMannama	Address: 2913 N. 161st Terrace City/Zip:	PO	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Susan Kuwitzky	Address: 1106 N 154 Ave Cir City/Zip:	PO	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Ron Chambers	Address: 16333 Patrick Ave City/Zip:		☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☐ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: JOEL ALEXANDER	Address: 15718 LOUIS DR City/Zip:	PROPERTY OWNER	☐ Mailing ☐ Newspaper ☒ SIGN ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: [illegible]	Address: 155 ST. City/Zip:		☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print Doug Moser	Address 2906 N 160 Ave Omaha, NE 68116 City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print SCOTT ANZAKONE	Address 15411 SCHUYLER ST. City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Luke Pavel	Address 15660 Gran Cir. City/Zip Omaha, NE 68116	citizen	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Marc Montanye	Address 15811 Seward St City/Zip Omaha NE 68118	citizen	☐ Mailing ☐ Website ☐ Newspaper ☒ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Bill Peterson	Address 150 on Blonco City/Zip	Property Own	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jill Fisher	Address 6214 N. 156th Cir City/Zip Omaha	Schools	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Sheila Bolmeier Scott Bolmeier	Address 1612 No 162 St City/Zip	Prop	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☑ Sign on Sheet ☐ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jill Jensen	Address PO Box 189 Boystown NE City/Zip	Prop. Own	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

MAPA-5127(1); C.N. 22376

156th Street Improvements Phase 2 - Pepperwood Drive to Corby Street

Public Hearing – September 18, 2014

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print Fred Grimm	Address 15287 Pepperwood Dr City/Zip 68154	property owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other - street sign	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Lucas Kopietz	Address 3012 N 155th AVE City/Zip Omaha, 68116	interested	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Sharon Montague	Address 15811 Seward St. City/Zip 68154		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Allen Meier	Address 3114 N 160 St City/Zip	Interested	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Mary Lunde	Address 15412 Schuyler Dr City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Peggy Ross David Ross	Address 2322 N. 155 Cir City/Zip 68116		☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Raj Dasgupta	Address 2623 N 157th Street City/Zip Omaha, NE 68116		☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☒ Other
Please Print Joanne Jones	Address 515 S. 158th Ave Cir City/Zip Omaha 68118		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☐ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print: April Strong	Address: 10118 Parker St Omaha NE 68118 City/Zip:	Property Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Sahamak Hamefarbane	Address: 15618 Seward Circle Omaha NE 68118 City/Zip:	Prop. Owner	☑ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☑ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☑ Other
Please Print: David Meier	Address: 16609 Walker St City/Zip:	"	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☑ DMS ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Roger Clark	Address: 15366 Parker St. City/Zip:	Prop. Owner	☑ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Peggy Hatt	Address: 15658 Western City/Zip:	Prop Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Christian & Jennifer Stillman	Address: 15711 Charles St. 68118 City/Zip:	Prop. owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Patty Cronin	Address: 2635 N 160th St City/Zip:	Home owner	☑ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Michael Schumacher	Address: 15467 Weber Ave City/Zip:	Home Owner	☐ Mailing ☑ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print: Tom & Loreen Gehl	Address: 740 N. 161st; City/Zip: Omaha, NE 68118		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Troy Schnack	Address: 15609 Seward Circle; City/Zip: Omaha 68118		☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Glenda Long	Address: 1806 N 156th Ave; City/Zip: Omaha, NE 68154		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Robert Swanson	Address: 622 N 155th Ave; City/Zip: Omaha 68154		☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Frank N. Mulik	Address: 15732 Burt St; City/Zip: Omaha NE 68118		☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Craig Clark	Address: 3833 N 72st; City/Zip: 68134		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Chris Pauc	Address: 15630 Gerald Cir; City/Zip: 68116		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Rod Geist	Address: 15620 Gerald Cir; City/Zip: 68116		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print: Daniel R Beeson	Address: 760 No 155th Ave City/Zip:	Property owner	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Jodi E Gunderson	Address: 15529 Hamilton City/Zip:	Speeding etc.	☑ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☐ M ☑ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Ann Murphy	Address: 519 S. 161st Cir. City/Zip:	Property owner	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: David Jahn	Address: 16030 Parker St. City/Zip:	Property Owner	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Shirley Young	Address: 15808 Patrick Ave City/Zip:	property owner	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Michael Young	Address: 15808 Patrick ave City/Zip:	Property owner	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Dale Gall	Address: 1417 N. 159th St. City/Zip:	Property Owner	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Tom Klosar	Address: 1320 N. 160 st City/Zip:	Property owner	☑ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print: ROBERT BLANCHARD	Address: 15512 PARKER ST City/Zip: OMAHA, NE 68154		☒ Mailing ☒ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: TAMASINE Clemens	Address: 5717 N 17ST City/Zip: OMAHA 68164		☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: CECILIA MORRISON	Address: 2312 N. 160th ST City/Zip: OMAHA, NE 68116		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Elainet Jim murphy	Address: 1129 N 152 Ave City/Zip: Omaha NE 68118	owner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Kathy & Walt Kazor	Address: 16115 Lafayette 68118 City/Zip:		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☒ Sign ☐ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: MIKE KELLEY	Address: 16114 SPENCER ST 68116 City/Zip:	OWNER	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Paul Fr Westeimer	Address: 10459 Patrick Ave Omaha, 68116 City/Zip:		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☑ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Jen Willis	Address: 16030 Parker St Omaha, NE 68118 City/Zip:	Owner	☑ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print Mary Alexander	Address 742 N 155th Ave City/Zip Omaha NE 68154	Property owner	☑ Mailing ☑ Website ☐ Newspaper ☐ Friend ☐ ☑ Other malexander@homeinstead.biz.com	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Lori + Rich Bryant	Address 4321 N 153rd City/Zip Omaha 68116	PMP Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ Sign ☑ Other	☑ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Dan Klein	Address 15622 Parker Cir City/Zip	Prop owner	☑ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Gerald Kromich	Address 3137 N. 156th Cir City/Zip	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Phil McDermott	Address 15628 Parker Circle City/Zip Omaha 68118	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Steve Johnson	Address 1230 N. 163rd Circle City/Zip Omaha NE 68118	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Larry Weber	Address 1111 N. 162 St City/Zip Omaha 68118	Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print JOHN VALABAUM	Address 714 N. 158 City/Zip 68118	OWNER	☐ Mailing ☑ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print: Sandra Smith	Address: (402) 659-4047 City/Zip:	Property Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☐ M ☒ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: PAM NATHAN	Address: 15611 Franklin Cir. City/Zip: Omaha 68118	Property OWNER	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ~~☒ Other~~	☐ M ☒ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Matt McFadden	Address: 15429 Schuyler Dr. City/Zip: Omaha, Ne 68154	Property Owner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Michael Felschow	Address: 2222 Cuming Street City/Zip:	MAPA	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Don Stalnaker	Address: 15612 Charles St City/Zip:		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Jerry Kelly Melissa Kelly	Address: City/Zip:		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: MARIE STAMM	Address: 1708 N. 162nd St. City/Zip:	Prop. owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other DMS	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: TOM LUND	Address: 1819 FARNAM City/Zip:	City of Omaha	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print Cindy Hamm	Address 15218 Parker Plz Omaha City/Zip	Prop Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print MACIES NOVAK	Address 1317 N 156th Ave City/Zip	prop owner	☑ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print David Steinhauser	Address 15504 Burt St Omaha, NE 68154-3751 City/Zip	property owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print: Richard Skenne	Address: 15718 Franklin St. Omaha 68118 City/Zip:	Prop. owner	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Aubrey & Connie Fitzke	Address: 3116 N 160th Omaha Neb City/Zip:	Property owner	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Colleen Steinhauser	Address: 15504 Burt St Omaha 68154 City/Zip:	Prop owner	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☐ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: ALBERT ANTHONE	Address: 4208 NO 155 AVE Omaha, NE 68116 City/Zip:	OWNER	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Abby Reinke	Address: 1423 N. 161st St Omaha, NE 68118 City/Zip:	Owner	☒ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Sarah Percival	Address: 15816 Louis Drive Omaha 68118 City/Zip:	owner	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: ROGER KNIGHT	Address: 15533 BURT ST City/Zip: OMAHA 68154	OWNER	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Andrew Berlin	Address: 15502 Windsor Dr Omaha 68154 City/Zip:	OWNER	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☒ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

MAPA-5127(1); C.N. 22376

156th Street Improvements Phase 2 - Pepperwood Drive to Corby Street

Public Hearing – September 18, 2014

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	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print: Jim Krogmann	Address: 15511 Charles St City/Zip: Omaha 68154		☐ Mailing ☐ Website ☒ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: K. Torrence	Address: 15717 Charles St City/Zip: Omaha 68118		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Bruce Witkop	Address: 15115 Grant Cir City/Zip: Omaha NE 68116	SID member	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☒ email ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Tim Hayes	Address: 6208 N 155th Ave City/Zip: 68116		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other tim.e.hayes@gmail.com	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Rick Olson	Address: 16261 California City/Zip: Omaha, NE 68118	Prop Owner	☒ Mailing ☐ Website ☒ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Melissa Bruce	Address: 15522 Grant Circ City/Zip:	Prop Owner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other sneezerb@aol.com	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Dave + Pat Cotton	Address: 15724 Franklin St City/Zip:	Prop Owner	☒ Mailing ☐ Website ☒ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Michelle Tibbels	Address: 15672 Hamilton St City/Zip:	Prop Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Please Print RON HENKLE	Address: 16109 MANDERSON ST City/Zip: 68116		☒ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Gregory Etter	Address: 16331 Seward Cir City/Zip: 68118	P.O.	☐ Mailing ☐ Newspaper ☐ Website ☐ Friend ☒ Other	☒ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Donna K. Anderson	Address: 1834 N. 155th Ave. City/Zip: 68154	P. O	☒ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Traci Shobe	Address: 3833 N 72nd City/Zip:		☒ Mailing ☐ Newspaper ☐ Website ☐ Friend ☒ Other	☐ M ☒ F	☐ White ☐ Latino ☒ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Sherrill Murphy	Address: 15737 Burdette St City/Zip: Omaha 68116	P.O	☒ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print MICHAEL POWERS	Address: 14917 Franklin City/Zip: Omaha 68154	P.O	☐ Mailing ☐ Newspaper ☒ Website ☐ Friend ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print BERNARD BRUCE	Address: 15522 GRANT CIR City/Zip: OMAHA NE 68116	PO	☐ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print JOHN STRATMAN	Address: 15165 BURDETTE City/Zip:	PO	☐ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print JOHN DICE	Address 1207 NO 156TH AVE City/Zip	OWNER	☑ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jeff Babcock	Address City of Omaha City/Zip		☐ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print JIM THOMAS	Address 16245 CALIF. City/Zip	Over	☐ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Karen Wilson	Address 15727 Burdette St. City/Zip	owner.	☐ Mailing ☐ Newspaper ☐ Website ☐ Friend ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print PATRICK GOMEZ	Address 2505 North 157th Street City/Zip Omaha, 68116	OWNER	☒ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☐ White ☒ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jason Ramirez	Address 2701 N 157th St City/Zip 68116	owner	☒ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Father Lucian Astuto	Address 15676 Webster St. City/Zip 68118	Owner	☒ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Marie Dickey	Address 15676 Webster St City/Zip 68118	Owner	☒ Mailing ☐ Newspaper ☐ Website ☐ Friend ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print Susan Kause Skip Kause	Address 3219 N 159 Ave City/Zip Omaha 68116	homeowner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Roger A Hahn	Address 2807 North 160 St 68116 City/Zip	Homeowner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jim + Lora Bitzes	Address 15509 Decatur St. 68154 City/Zip	homeowner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☒ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Laura + Dave Schad	Address 1405 N 160 Ave 68118 City/Zip	homeowner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jeff Cerny	Address 16015 Boyd Circle 68116 City/Zip	homeowner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☒ Sign by road ☐ Other	☒ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jeff/Lynn Hoff	Address 1412 No 158TH AVE 68118 City/Zip	Homeowner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☒ Sign ☐ Other	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jerel/Amber Converse	Address 724 N 155 Ave 68154 City/Zip	Homeowner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☒ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Lynn Withaus + Dan	Address 16117 Pinkney St 68116 City/Zip	Homeowner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print Paul & Barb Moore	Address 774 N. 164th St City/Zip	P/Owner	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☒ Other
Please Print Steve & Linda Meisenbach	Address 15530 Parker St. City/Zip	PO	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Emerson & Shirley Cernin	Address 1216 N 158th Ave City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Sue & Brian Christensen	Address 4019 N. 160th ST. City/Zip	P-owner	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Deanna Unruh	Address 15217 Burdette St City/Zip	PO	☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☒ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Jean Nelson	Address 15549 Burdette City/Zip	PO	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Ann Hayner	Address 15810 Nottingham City/Zip		☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☒ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Don & Mary Pat Guier	Address 15522 Parker City/Zip	Home Own VP FWHO	☒ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☒ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print: Mike & Kathy Garvey	Address: 15721 Grant Cir; City/Zip: Omaha 68116	Owner	☐ Mailing ☐ Newspaper ☐ ☑ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Jim Ewoldt	Address: 3410 N 156th St; City/Zip: Omaha 68116	Owner	☐ Mailing ☐ Newspaper ☐ ☑ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: Bridget & Wes Yordt	Address: 334 N. 155 Cir; City/Zip: Omaha 68154	Owner	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☑ Other	☑ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: ED MEIER	Address: 15809 FRANKLIN; City/Zip:	OWNER	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: John + Sharon Sutton	Address: 1411 N. 160 St; City/Zip:	Owner	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: WARREN VICKERY	Address: 16211 ERSKINE CIR; City/Zip:	Owner	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☑ Other	☑ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: JAMES R PERRY	Address: 15429 CHARLES; City/Zip:	OMAHA	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☑ Other	☐ M ☑ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print: MARVIN + Hody Kirk	Address: 15654 Lafayette Ave; City/Zip:	[illegible]	☐ Mailing ☐ Newspaper ☐ ☐ Website ☐ Friend ☑ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

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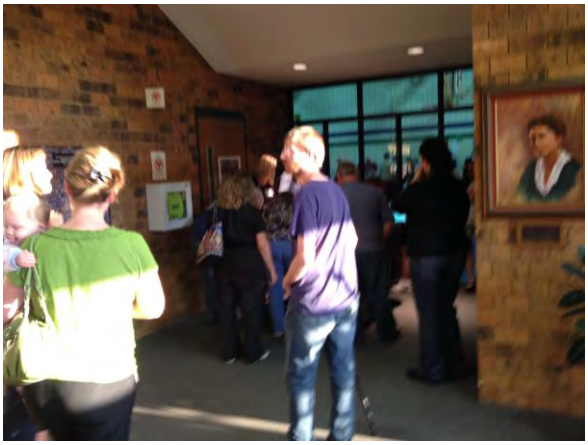
Name	Contact Information	Interest (Property Owner, Government Official, or Interested Citizen)	Please Check Appropriate Boxes: Notification	Sex	Ethnicity
Please Print Machelle Krajewski	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Wheenwald	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Michelle + Brian Wohlers	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Mike Hehrman	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☑ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print David & Sylvia Lancaster	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☑ Other
Please Print Megan Walker	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☑ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print Kim Pokorny	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☐ Other	☐ M ☐ F	☐ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other
Please Print PHIL ROSSBACH	Address City/Zip		☐ Mailing ☐ Website ☐ Newspaper ☐ Friend ☐ ☑ Other	☑ M ☐ F	☑ White ☐ Latino ☐ Black ☐ American Indian/Alaskan Native ☐ Asian Pacific Islander ☐ Other

156th Street
AGENDA



APPENDIX C
PUBLIC COMMENTS

Transcript of Public Comments (Recorded at the Public Hearing)
Written Public Comments

FINAL

Public Hearing Transcript
September 18, 2014
156TH Street
Pepperwood Drive to Corby Street
MAPA-5127(1)

CRAIG MIELKE: Okay. I hope everybody has found a seat. We're going to go ahead and get started here.

Good evening, and welcome to the Public Hearing for the 156th Street Phase 2 Improvements project, from Pepperwood to Corby Streets. This project is also known as MAPA-5127(1).

Tonight's public hearing will follow the format on the slide above. Following the formal presentation, there will be a public forum for you to voice opinions and pose questions to the panel that will be officially recorded and included in the final environmental assessment for this project.

Tonight's Public Hearing really serves two purposes; first, is an opportunity to present updated design and schedule information about the project, and second, as a required component of the NEPA process.

Following the public forum, you'll have an opportunity to again visit with project representatives about specific topics at tables around the room, including the environmental assessment, noise walls, engineering, and right-of-way questions.

My name is Craig Mielke. I'm an environmental scientist with Alfred Benesch and Company, the consulting firm hired to do the draft environmental assessment and engineering for the project.

I'm joined by Steve McCoullough, the lead engineer for the project, also with Alfred Benesch and Company; Jon Meyer, with the City of Omaha Public Works Department as the project manager; Todd Pfitzer, who is the city engineer for the City of Omaha; and several other representatives from NDOR, the City of Omaha, Federal Highway Administration, and the

consultant team. You'll be able to meet with any of these individuals after the presentation to answer your questions.

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, improving pedestrian accessibility along 156th Street and Blondo Streets.

This project is also intended to support local and regional goals and objectives of the City of Omaha and the Metropolitan Area Planning Agency, otherwise known as MAPA.

This project is needed because of insufficient roadway capacity and unacceptable delays at intersections, discontinuity with adjacent roadways and intersections; that is, the surrounding roadways are all four-lane divided roadways and these are still two-lane roadways; and due to the inadequate pedestrian facilities within the corridor, because there are many locations along this corridor that do not have sidewalks at all.

The proposed project would upgrade 156th Street and Blondo Street from two-lane undivided asphalt roadways to four-lane divided concrete roadways with curbs and gutters, turn lanes, and continuous sidewalks along the entire corridor.

Other improvements would include relocating utilities, new and improved traffic signals, retaining walls, noise walls, and reconstructing adjacent roadways to match with the proposed improvements.

The proposed alternative along 156th Street would include a raised median that is 16 feet wide, four 12-1/2 foot driving lanes, and 5-foot wide sidewalks that are separated from driving lanes with a 7-1/2 foot wide grassed or in some cases paved shoulder.

The proposed alternative along Blondo Street would include a 15-foot wide median with four 12 foot wide driving lanes, a 5 foot wide grassed or paved shoulder, and a 5 foot wide shoulder along the south side. A 10 foot wide sidewalk would be constructed along the north side of Blondo Street which would be consistent with other shared use paths in the area.

The proposed alternative maintains access to residential neighborhoods, Grace Abbott Elementary School, and the commercial area at the northeast corner of 156th and Blondo Streets.

Some limited access would be required close to the intersection of 156th and Blondo, and these changes will be explained in a little bit.

Okay. We're going to go through the project starting from the south end to the north end, and then along Blondo Street, and I'll just explain some of the specific improvements along each segment of the roadway.

Along 156th Street between Pepperwood and Cuming, the roadway would be widened to four lanes with a dedicated left turn lane at Webster Street. The dedicated left turn lane would also be added on Pepperwood Drive west of 156th Street going northbound.

The sidewalk on the west side of 156th Street along Barrington Park would remain along the fence line for much of this length.

On the east side a combination retaining wall and noise wall would be constructed.

At the intersection of 156th and Cuming there would be dedicated left turn lanes in both directions, north and south, and the traffic signal would be replaced with a new traffic signal.

The pedestrian crosswalk on the north side of this intersection for the school would be approximately 12 feet wider, or about one lane width in total, and the traffic signal would be timed to allow sufficient time for children to cross the street.

Along 156th Street between Cuming and Charles the roadway would be widened again to four lanes with dedicated left turn lanes at both intersections. This portion of the roadway needs to be lowered by several feet so it would be constructed during the summer when school is out and the road can be entirely closed to traffic. Detours would use West Dodge, Maple, and 144th or 168th Streets.

Other portions of the project would be constructed under traffic, using phased construction, left and right.

Retaining walls and noise walls, again, are proposed along the east and west sides of 156th Street in this segment.

The intersection of 156th Street and Blondo Street would be improved to four lanes in each direction with dedicated dual left turn lanes and single right turn lanes in each direction. The intersections of Decatur, Burdette, and Patrick or 158th Street, which is just off the screen above, would be converted to right-in, right-out only, in accordance with the City of Omaha's Transportation master plan that seeks to improve operations and safety of major roadways by controlling the access at major intersections.

The driveway to the commercial area north of Blondo Street, or Bag 'N Save and the Kwik Shop, would remain right-in, right-out, but access would be maintained throughout construction.

U-turns would be allowed at the intersection of 156th to Blondo Streets, and a new traffic signal would be installed as part of the Phase 1 Blondo project at 153rd Avenue to mitigate these impacts.

The culvert under 156th Street just north of Blondo Street would be extended approximately 70 feet and additional storm sewer pipes would be constructed within the roadway to handle the increased runoff in the area.

This culvert would have a velocity reduction structure added to the outlet to reduce erosion that has occurred in the stream downstream from this location, and additional erosion control measures would be in place along the stream bank to stabilize the banks of the stream.

These impacts require a Corps of Engineers 404 Nationwide Permit and all of these improvements are expected to improve the overall water quality of the area, and would reduce the localized flooding that occurs in the Kwik Shop parking lot.

156th Street between Burdette and Corby would be widened to four lanes with sidewalks and retaining walls would be constructed along both sides of the road. You can see them there in purple.

Along Blondo Street between 152nd and 158th Street, it would be widened to four lanes. This portion of the roadway would also need to be lowered by about 5 feet, so it would need to be constructed during the summer when school is out, and it can be entirely closed to traffic. Detours for this section would use 156th Street, Maple, and West Dodge Road, going the other direction to 168th Street.

Paving would be used at the west end of this segment to tie back into the existing two-lane asphalt roadway going to the west.

A 10 foot wide shared use path would be constructed along the north side of Blondo through the entire project limits, tying into the 10 foot wide trail going to the east and to the west to provide connectivity to the Big Papio Trail and the West Papio Trail systems.

The proposed schedule is to begin construction in spring of 2017. Some utility work may begin ahead of this time. Construction would take two seasons and would be completed primarily under traffic, meaning that the roadway would remain open during most of the construction. Both of the two segments that need to be lowered and closed during construction would be completed, again, during the summer when school is out to minimize traffic disruptions.

The Phase 1 project along Blondo Street from 156th Street to 144th Street, which has recently begun construction, needs to be completed before the Phase 2 project starts.

A Draft Environmental Assessment has been prepared for this project in accordance with federal guidelines, referred to as the National Environmental Policy Act, or NEPA. NEPA requires a complete evaluation of the social, environmental and economic impacts of proposed projects that utilize federal funding. This project will be mostly funded by the Federal Highway Administration 80 percent, who is the lead federal agency. The City of Omaha, Douglas County, and the Nebraska Department of Roads are also signatories of the Draft Environmental Assessment.

Within the Draft Environmental Assessment the following resources, all of these resources here, were studied as part of the Draft EA. These resources are those that have the potential to occur in the project area, and that could be affected by the proposed construction.

The study area for the evaluation of impacts included the entire 156th Street and Blondo Street right-of-way, as well as a buffer along both sides of the roadway. For some impacts the study area extended further, depending on the type of resource and the potential for impacts.

The following list in bold shows the resources that were determined to be impacted in some way or that required some type of mitigation measure to avoid impacts. The complete Draft EA is available on-line. A printed copy, actually two printed copies, are available for your review tonight, as well as at several public locations including the City of Omaha Public Works Office, Saddlebrook Library, and, NDOR and FHWA's offices.

A complete listing of mitigation measures that the City is committing to is included in the Draft EA.

The following slides highlight some of the most relevant and important measures being taken to offset impacts from construction.

This group of mitigation measures includes notifying schools, local groups, neighborhood groups, and publishing notices in the newspaper, roadway signs and other coordination with emergency services and the public to inform them of the construction.

Access mitigation measures include providing access to the commercial area at 156th and Blondo Streets, the Kwik Shop and Bag 'N Save, allowing for U-turns at the intersection, and identifying persons with special access needs. For those who live right along the corridor, you received a little flyer on your door for tonight's meeting. The same thing would happen again during construction for the City to make contact with you.

Mitigation for impacts to schools includes maintaining pedestrian and vehicular access at the Cuming and Burt Streets intersection when school is in session, maintaining the 25 mile per hour speed school zone on 156th Street following construction, and allowing for proper pedestrian crossing times. As I mentioned, the crosswalk at Cuming and 156th Street is only

about 12 feet longer than it will be right now, which is about one lane width, and there will be a median in the middle, and the signal would be timed adequately to allow kids to cross.

Mitigation for right-of-way impacts includes using retaining walls to minimize grading on private property, compensating property owners for impacts to fences, landscaping and irrigation systems through the property or easement acquisition process. Additional information on right-of-way acquisitions can be obtained at that table in the back of the room following the public forum. We have people from the City of Omaha right-of-way department who will answer your specific questions.

Impacts to pedestrians would be minimized by providing access whenever possible using existing sidewalks and providing access to residents' homes at all times using side streets if needed or phased construction such as for driveways.

Mitigation for noise impacts would be accomplished by constructing noise walls at seven locations along the corridor. Noise walls would be consistent with those recently constructed on other City projects.

The front would be stained and the back would be left unstained. It would have a finish similar to a fake stone façade.

To determine the noise impacts, a Noise Study was completed following NDOR's Noise Policy that utilized computer software to model future noise levels. The location of the proposed noise walls are shown on this figure here. Again, northbound one, two, four, southbound two, southbound three, eastbound three, and location one. And if you have more questions about noise, there will be a table in the back. Afterwards you can get your questions answered there.

The seven noise locations were voted on by those people benefited, i.e., the people that live right behind the wall. These walls do not block all sound, and the final design may vary slightly from the profile, the wall profile shown here.

Mitigation for visual impacts includes, again, compensating property owners for landscaping and fencing, and replacing neighborhood signs. Case in point, the major monument sign for Farmington Woods would not be impacted, but there are some other neighborhood signs along

the corridor that would be impacted, so if there's a Homeowner's Association that owns fencing or owns a neighborhood sign, that would be taken care of, again, through the right-of-way acquisition process.

Trees within the right-of-way, i.e., on City property, would not be replaced. Rather, the City would contribute funds to the planning department to create specific roadway beautification projects in compliance with the City of Omaha's Green Streets Plan for Omaha. More information is available on-line about this document, but in general, it provides guidelines for planting trees along roadway corridors where they will be most successful rather than just planting a string of little trees all along the corridor.

Best Management Practices would be used to mitigate for temporary construction impacts. These could include dust control, limited work hours, sediment control, and temporary fencing.

Temporary construction fencing would be installed during construction; typically, a four-foot chain link fence. If you have special needs for fencing, say, for a pool or a large pet, the City will coordinate directly with you prior to construction again, through that direct one-on-one contact prior to construction.

For those driveways that would be reconstructed as part of the project, they would be poured one side at a time to allow full access to your house at all times.

Trash service and mail delivery service would not be interrupted and signage such as the Dynamic Message Signs that you saw at 156th Street for tonight's meeting, public notifications in newspaper, and door hangers will be used to notify the traveling public of detours and construction progress.

The current cost estimate for this entire project is approximately $11.7 million. This would, again, be funded 80 percent by the federal government through FHWA and the remaining 20 percent would be split by the City of Omaha and Douglas County.

A public meeting was held for this project on February 13th, 2012, to gather input from the public prior to the writing of the Draft EA, and then a stakeholder meeting was held on May 5th, 2014,

for those individuals that would be benefited from a noise wall to give them an opportunity to vote on those walls in accordance with NDOR's policy.

Tonight's meeting, a public hearing, is being held to provide you with an opportunity to review the updated engineering plans and the Draft EA, and to provide official on record comments that will be responded to and included in the Final Environmental Assessment and the decision document that will be prepared by Federal Highway Administration.

Comments can be taken at the microphone in a few moments, or recorded on a comment form and left with our team tonight. You saw those when you came in. Or they can be mailed or emailed, we have information about that, up until about October 3rd, 2014.

If you haven't gotten a chance to already visit one of the open house stations, after the public forum there will be project representatives at the Environmental Assessment, Nosie, Engineering, and Right-of-Way tables to answer specific questions about your property.

With that, thank you very much for coming tonight. If you have questions following tonight, please direct them to John Meyer at the City of Omaha, his information is on the screen.

At this time, our panel will take questions from the public If you have a question, we'd ask that you step up to the microphone, to the podium here, state your name into the microphone, and sign in here so that we get your name printed correctly, and then ask your question. And if you'd like to make a comment without making a public statement, there are forms available at the table where you came in if you didn't pick one up already.

I'll put the microphone back up here, and if you just come up to the microphone, sign your name in, state your name, and then ask your question. If everybody doesn't hear, we'll try to repeat it for everybody and then we'll try to answer your questions. Thank you very much.

JULIE GUNDERSON: My name is Julie Gunderson, and I wanted to ask about the police presence in the neighborhood to control speeding or any possible traffic problem that might result during the construction. Are you partnering with the City of Omaha to make sure that this happens?

JON MEYER: If you could hold your conversations until after the questions have been responded to, we'd appreciate it, please. We'll have an open public meeting after this period is done with. It's hard for us to understand what she's saying, we're trying to record the document. Thank you.

GUNDERSON: I wanted to ask about the police presence in the neighborhood during construction. Have you partnered with the City of Omaha to make sure that there's not excessive speeding or any other kind of traffic problem?

JON MEYER: I assume you're referring to after the project is complete or not?

GUNDERSON: During.

JON MEYER: Oh, during construction.

GUNDERSON: Absolutely.

JON MEYER: That would be underneath normal police protection. I mean if you have issues where you notice specific times when speeding vehicles are there, you could notify the police and ask them to do some additional watch or security measures.

TODD PFITZER: We do sometimes during construction, do notice that there's an increase in activity through the neighborhood, we will at times put up temporary stop signs. We will be out there monitoring traffic during construction. We will notify the police if there's an issue where enforcement is the answer, but sometimes it's temporary stop signs or other measures like that to control that safety factor within the neighborhood.

GUNDERSON: Okay, and has any thought been given to a crosswalk for 156th Street for the kids to get to school safely?

JON MEYER: Are you talking about an elevated crosswalk?

GUNDERSON: Correct.

TODD PFITZER: There has not been an elevated crosswalk constructed in this city since the ADA law was passed in the early 90s. It's virtually impossible to construct an elevated crosswalk with ADA standards the way they are and the ramps, the pigtail ramps that are required. This is a long kind of complicated answer, but essentially what we've found, we've taken two of them down in the last two years. When they're constructed to ADA standards, the distance required on the pigtail ramps on each end, we end up with kids running across the street and there's actually a higher incident of injury and fatalities where those things are located because only 10 percent of the people end up using them. So, the short answer is no, there will not be an elevated crosswalk.

GUNDERSON: Okay. One question and then I'm through, one more please. For the noise levels, have you followed up with the folks in the area of Blondo to see if they have any complaints and then supersede those pain points for this neighborhood?

JON MEYER: Supersede the what?

GUNDERSON: Like followed up with the people in the Blondo neighborhood to see if they have had any pain points associated to noise, so that they could be avoided during this construction project? Have you done any backtracking to make sure that what you've done is working the way that you said it would?

JON MEYER: The noise levels after construction?

GUNDERSON: Yeah.

JON MEYER: We have done no monitoring at this time on that existing noise wall

GUNDERSON: Do you plan on doing that?

JON MEYER: No, we do not check noise levels behind existing walls at this time. It's not typical procedure. The walls are implemented by the NDOR process and they have specific guidelines, most of the correlations for the model that's created by the consultant are done prior to in the design process, the consultants can probably offer us more information on this. But, their values,, their subjective, or just projections on the 2038 or 2040 traffic volumes, they're not

at specific times and , they're not going to be actually what we're saying they're going to be at all times during the day . You're going to have trucks go by creating different decibel levels. We're just basing the height of the wall and the anticipated decrease in the noise level based on what the NDOR criteria is, but we could field check noise levels behind noise walls.

TODD PFITZER: But please go back to the noise wall section.

JON MEYER: and they have specific information about the locations that you're worried about.

TODD PFITZER: There's an individual from NDOR here tonight who will have information about the noise wall policy and whether or not monitoring is required following construction.

GUNDERSON: Okay, thank you.

PATRICK MORGAN: First off, thank you for having the meeting. This is helpful. My name is Patrick Morgan and I'm a resident of Berrington Park. I'm also the president of the homeowners association. We just had our annual meeting, and a big question that came up, because I came to the one in 2012, is the anticipation of, could you describe a little bit more the construction. Are you going to start south to north, or are you going to be more efficient with the money and just say we're going to do all of our demo, Blondo, all the way down to Webster Street all at once? We're just trying to get a sense as to the people, our 250 people live in our neighborhood, as well as Bent Creek to the north of us, if you tear up. We only have two ways out of our neighborhood, that's it. Or, excuse me, we could come back and come through Cuming. But if you've got Webster disrupted, Cuming disrupted, and then, of course, Blondo all at the same time, a lot of us, we're trapped inside there, there's no other way out. So, could you just describe, sort of explain, the construction sequence. What do you anticipate first and last?

STEVE MCCULLOUGH: This is what we anticipate right now. Just let you know what the stage of all plans. We are at the 50 percent stage, so there's still design work to get done before this project is let in 2017.

Generally, we're looking at 156th Street to remain open during construction and built in phases. There is a portion between Cumings and Charles where we are going to grade a little bit more than allows for phased construction, it's about five feet of grade drop in there. So that segment

will be closed. We do have an environmental commitment, though, either Cuming or Charles will remain open during construction, mainly to support Grace Elementary. So one of those two intersections will be open at all times.

Other than that, the things we're really looking at is where you're going segment to segment to segment and walking up north, that's got its advantages but the disadvantages of that is you can't build all your storm sewer at one time. So, our ultimate goal is build it under traffic, like I said, closure between Cuming and Charles, I expect, and then we've got to adjust the challenging situation of the major intersection of Blondo and 156th Street. There's a lot of storm sewer going on in there. We also have some sanitary sewer that's going to go in there, and just a lot of traffic.

Our plan now is to build as much under traffic as possible, looking at a two year construction season.

MORGAN: Alright, thank you for your time.

STEVE JOHNSON: My name is Steve Johnson. I am part of the landscape committee for Bent Creek, and my concern is that we have a sprinkler system right behind the Bent Creek sign there at Cuming and Burt, I guess more on Cuming side, right behind the Bent Creek sign. The power that feeds that sprinkler system runs right along 156th Street, and so we tear that out, we're going to lose sprinklers to probably about 250 sprinkler heads in that park behind the sign. So, I just wanted to go on record to say that when that happens, it's going to burn up everywhere.

JON MEYER: Is the sprinkler line along the street or along the right-of-way line?

JOHNSON: Along the power line. It's a power line and it's also sprinkler, there's sprinkler heads in there.

JON MEYER: But are they on private property or not?

JOHNSON: No, they're not on private property.

JON MEYER: So, if it's not on private property but out in the right-of-way, what will happen is the sprinkler line is anticipated to be cut unless you cut it prior to the project. It'll be cut sometime in the project and our contractor will be paid to plug it off at that time. The electrical line, we'll work with you on getting that shut down prior to us coming through if it's out in the right-of-way, because it'll have to be shut down as well. Now, that's just feeding your lights on the sign, or what?

JOHNSON: Correct. Will the sign be taken away too during, after construction?

JON MEYER: If you stop at one of the tables after the meeting, we can get more specific right-of-way information for items like that. We could address those comments at the right-of-way table to see what we'd anticipate at this time. But we are in 50 percent plan format at this time, so it's kind of hard for us to tell you exactly what's going to happen there.

JOHNSON: Alright, thank you.

STEVE MCCULLOUGH: It's not disturbed, it's shown as do not disturb at this time.

JOHNSON: We do have another sign at 162nd and Blondo, another Bent Creek sign, along with sprinklers over there also.

JON MEYER: Now 162nd, isn't that the area where on the north side it's 160th and the south side it's 162nd, it seems like there's a confusing intersection there, if I remember right.

JOHNSON: On the south side.

JON MEYER: Are you on the south side?

STEVE MCCULLOUGH: That's beyond the project, we're terminating roughly before that area.

GREG ETTER: I'm Greg Etter out of Bent Creek. When you're discussing the right turn only for Decatur Street, Burdette Street, and 162nd Street, can you clarify if 162nd Street will be right turn only or if it'll be 158th Street, please?

CRAIG MIELKE: The question was clarification of the right-in, right-out at 158th Street. I think I was describing the portion of the roadway on Blondo between 162nd and 158th Street. The intersection of 160th/162nd Street at the far west end of the project will not be changed. That is outside the project area, it will remain full access at this time. The intersection of 158th and Patrick, which is on the north side of the road, that is what will change to right-in, right out.

ETTER: Ok. Excellent.

ETTER: Also, on number 3, here it shows 162nd so it might need to be changed for the future.

CRAIG MIELKE: Ok. Thank you very much.

GREG BARN: My name is Greg Barn. I live on the right-of-way between Charles and Blondo. I'm also a lawyer. I have two related questions, one to any traffic impact studies that have been done, that project traffic impact on the surrounding roadways, and is there any plan in place currently to install any extra speed bumps for any increased traffic on surrounding arterials?

MURTHY KOTI: There are no plans to install speed bumps on surrounding. We don't install speed bumps on arterials, first of all, we place the speed bumps going on our neighborhood street, and there are no plans as part of this project to install speed bumps. But we do have a neighborhood traffic calming plan in place. If you believe speed bumps are warranted on your street, we'd be happy to send you out a packet and take a look at that for you.

BARN: Thank you. The next question I had was, I understand an overpass was ruled out, for good reasons, and I think people just don't use them when they're installed, and that's what the study's brought out. My question is, was an underpass considered as part of the, at the intersection of, I think it's at Cuming right in front of Grace Abbott here?

TODD PFITZER: The question was, was an underpass considered. The answer is, no, it was not. The City had, in the last eight years we had three tunnels left in Omaha, there's one remaining. They tend to be very difficult areas with regard to crime, with regard to maintenance, the lights get shot out, there's unsavory individuals in those places. The Omaha Police Department hates them and to my knowledge we only have one left in the city at this point.

BARN: So they didn't consider it?

TODD PFITZER: That's correct. It was not discussed, to my knowledge.

BARN: I understand there was some light timing issues and all of that sounds well and good. My final question was, has the City considered perhaps building the noise walls prior to beginning construction of the roadway? And if not, maybe you could explain why.

STEVE MCCULLOUGH: The answer is, we haven't. In the schedule we've developed we spent about a year doing design, and that's including the noise wall design. At this point, the only thing we've done is just identify a general profile and sought input if it was wanted from the homeowners. This next year we'll spend in the design phase. After that we go into the right-of-way phase and the right-of-way process with NDOR Is about a 22-month process. The City of Omaha does it a little bit faster than that, but it's one of those things that it's design, right-of-way and letting, you really can't skip a step in there because they'll be right-of-way discussions for the noise walls.

BARN: Okay. Those are my questions, thank you.

MINDY GIVEY: I'm Mindy Givey and my question is, have you guys considered a traffic light at 156th and Charles, because especially with that being the exit when people are leaving the school. It's a busy spot.

TODD PFITZER: The answer is, yes we did. We took traffic counts out there, traffic signals are installed based on warrant, and there has to be a minimum number of vehicles on the main street and a minimum number of vehicles on the side street. I believe that one will be installed so the infrastructure will be put in place during this project, so everything underground, so if we want to add the signal later if it's warranted, we can with minimal disruption. But at this time for this project, it's not warranted.

GIVEY: But they're laying the stuff there so they could add them later?

TODD PFITZER: The conduit and the bases, things like that, we'll look hard at that and see how close we are on the numbers when we do the final design. We've done that around the city

in numerous locations. If it is close and we think it will be warranted in the next 10 to 20 years, basically, the life of the concrete of this project will put the infrastructure in place, the bases and the conduit, and then when it's needed, it's efficient to come in and install it.

GIVEY: Thank you.

TODD PFITZER: You're welcome.

SHARON SUTTON: My name is Sharon Sutton and I just want to know if you have the money for this or if this is on the Washington wish list?

TODD PFITZER: We have the money for this.

SUTTON: That's all I wanted to know.

TODD PFITZER: Yes, the money is programmed and the funds are secured.

SUTTON: Thank you very much.

TOM KLOSER: Hi, my name is Tom Kloser. I think this project is going to be great. It's going to get the traffic flow. I live in Bent Creek and the reason I live here is because I want to get on Dodge. I just want to make sure the city is aware that when you get off on 156th, you take the left turn to go to Dodge up there. That light up there is still a problem, you know, it doesn't compensation us to get on to Dodge the right way. You probably heard this a million times, but I want to make sure we get it on record that once we get this flow going, how you going to get us on Dodge? That's my question.

TODD PFITZER: There will be timing adjustments made. We count arterial intersections every year to every two years, and based on those counts we make signal timing adjustments. If you'd like to see me afterwards, we're on the verge of a major improvement on our city traffic control issues citywide. It's a project that Omaha's never seen before. We're going to bring ourselves up to speed and a lot of those things are going to improve.

KLOSER: That's fine. I just wanted to bring that up.

TODD PFITZER: Thank you.

GLENDA LONG: I'm Glenda Long and I'm one that's going to have the noise wall behind me, wondering about the trees. When they say replacing, is that just money for us to replace? Do we replace the trees like what we have? Or are we starting with little trees going up?

CRAIG MIELKE: The tree replacement and landscaping replacement process will be taken care of through the right-of-way acquisition process, and that would be a monetary payment compensation for whatever may be the landscaping that's affected by the permanent acquisition or temporary construction easements. That's all valued, and again, there's information at the right-of-way table for that. If those trees are on the public right-of-way, if they're in the right-of-way of the street, they won't be replaced with just little sticks and trees along the corridor. The City Public Works Department is providing funding to the planning department to implement larger and more comprehensive street beautification projects in accordance with that Green Street Plan.

LONG: Okay.

JON MEYER: Does that answer your question? If you have a tree in your back yard that will be taken out on your land, it's going to be taken out for the construction of a noise wall or any temporary construction, you will be compensated for that. Nobody's going to come and plant a new tree, you'll just be compensated for that.

LONG: Compensated for the size of the tree we have now?

JON MEYER: Yes, but it's your money, so if you decide to live without a tree, that's fine.

LONG: Alright. Thank you.

JON MEYER: You can go to the right-of-way table if you have more questions, too, ma'am.

MICHAEL SCHUMACHER: Hi, I'm Michael Schumacher. I was just kind of curious. Since this project isn't going to start until 2017, summer I'm assuming, then is this 156th Street ever going to get resurfaced, because right now the ruts in the intersections are quite huge.

TODD PFITZER: It'll have pothole repair but it will not get resurfaced. We can't spend capital improvement dollars on something and tear it out two years later by law, when we spend capital improvement dollars it has to be on a project that has a lifespan a minimum of five years. So, unfortunately, the condition of the pavement, short of pothole repair, is the way it's going to be until we get out there and get to work.

SCHUMACHER: Okay. Thanks.

SUBBY ANZALONE: Hello. I'm Subby Anzalone, and I have a question about the noise wall. Taking into consideration painting aesthetically, the inside of the wall like the outside of the wall, the rock façade. Look, was that taken into consideration?

JON MEYER: What the proposal was, as you referred to, was a three-part staining process on the road side as noted in the display in the public meeting for walls. We just use a bare faced concrete fascia on the inside for the property owners, and the current policy is to not to supply that side with the three stain process. Now, if the property owners want to come together and do that on their own or through the contract, the City could work with you in some way. You could address it with us during the right-of-way acquisition process. If there was enough interest in staining the property owner side, we could proceed somewhere along that line. But currently, the City policy is to just stain the one side.

ANZALONE: So if the wall backed up a housing area that had a homeowners association and they wanted to foot the bill, in a sense, the City would address that for them?

JON MEYER: Yes, sir.

TROY SCHNACK: My name is Troy Schnack. Are there any plans to put street lights all along Blondo or 156th?

TODD PFITZER: There will be street lights at the intersections.

SCHNACK: But not all along, like from school down?

TODD PFITZER: Generally, there will not be a row of street lights or a string of street lights down the street. We don't have that final design yet, but I don't anticipate that happening.

CECILIA MORRISON: My name is Cecila Morrison. I'm very concerned about the intersection at 168th and Blondo. It's very dangerous without left hand turn signals. At the present time, unless something's changed in the last few days, we only have one direction where we have a left hand turn signal, and during peak times of the day where there's a lot of traffic, I've been sitting at a light where not even one car can make a left hand turn if you're heading south and want to turn to the east. So, I'm hoping that changes even before this project begins. Are there any plans for that?

MURTHY KOTI: Yes, very likely. The policy we have to follow is what is called a federal manual of uniform traffic control devices. There's warrants in there that dictate essentially under what conditions, volume thresholds, we can install those left turn arrows. We call them left turn arrow warrants. And for this particular intersection we've been monitoring this for several years now, and my estimate is that we'll have something up here in the next month or two. We've just done the study last, I'd say, in August after school started, right after the school started within a week, and it was close. It did not meet the warrants, it was close. So we're going to go out again in a month or so and do another study to see if those warrants are met. And once those warrants are met, you will see those left turn arrows come up in the north and south directions.

MORRISON: Do they do that research all times a day, even during like rush hour traffic when?

MURTHY KOTI: Yes. We look at a.m. peak hour, which is between 7 a.m. and 9 a.m. We look at p.m. peak hour, which covers the school peak also, so from 3 o'clock to 6 p.m.

MORRISON: Okay, thank you.

ANN MURPHY: My name is Ann Murphy. I was wondering what the criteria was that make you proceed from up to Blondo instead of 156th between Pacific and Dodge, instead going from Dodge to Blondo, since there's the elementary school there as well?

TODD PFITZER: That segment of 156th Street between Pacific and Dodge is on our radar as well. To proceed, the whole procedure would take more time than I think most of us have, but

every year we submit projects through our MPO, or MAPA as it's called here in Omaha. Those projects are graded. They're based on a number of different things; they're based on the amount of volume on the roadway, the safety factors, I mean, accidents are happening, the needs for schools, things like that. And this project north of Dodge carries more traffic than the project south of Dodge, so it's happening first. But we are certainly aware of that project and we understand that it needs to be addressed. It just didn't grade as high as this one did.

MURPHY: That would not even be considered, then, until after 2017, or when do you expect that to be considered?

TODD PFITZER: It's not programmed right now, so unless we can do it with local funding, it'll be ten years at least. So, that doesn't mean that it won't be done with local funding, but it's not programmed at the moment.

MURPHY: Okay, thank you.

TODD PFITZER: You've already had your turn. (Joking)

GREG ETTER: You're always talking, you always get the last word. (Audience laughs) My question relates to building materials. I understand there's different options you have and my understanding is this is going to be a concrete road. Did the City in an attempt to reduce any more noise, did the City consider perhaps some rubberized asphalt or any other materials other than concrete? Was the question for longevity? I just had to talk again, so there's another question.

JON MEYER: A very good question. We do look at an asphalt option typically, but for a minor arterial such as 156th or Blondo, typically we have a standard 10 inch PCC Portland Cement paving section, so the smoothness there would be very similar with either option. Asphalt concrete would probably be very smooth in the beginning, but it has a very short lifespan and it requires a lot of maintenance, whereas the PCC option, we anticipate not to overlay it with an AC asphalt concrete section probably for 20 years. Long term I think noise-wise your concrete pavement would be a better option to reduce noise, and especially currently a lot of pavements are longitudinally grooved and so that allows the air (the popping noise you hear when you go

down the road) to squeeze out in front and back of the tire, so it's a little better than the transverse grooving and other options that they used to do in the past.

ETTER: I understood about 30 percent of that. But rubberized asphalt was ruled out because it's more costly to maintain.

JON MEYER: Typically, they look at a 20 or 30 year lifespan and the cost would be over that lifespan of the pavement section, so if you look at what your initial cost is for an asphalt concrete section and then the maintenance every 10 years or whatever it takes in between that period to the 20 year lifespan, the concrete is typically the cheaper option at this time.

ETTER: Alright, well, that answered my question. Thanks, Jon.

JOE OETKEN: Joe Oetken with Lamp Rynearson and Associates. We're the engineers for SID 206 and SID 350 on either side of the Blondo Street project. Craig, did you mention earlier, just wanted to put a clarification, did you mention that during Phase 1, 153rd would be signalized?

CRAIG MIELKE: Yes.

OETKEN: Thank you very much.

CRAIG MIELKE: That is correct.

PATRICK GOMEZ: Patrick Gomez, and I'm actually south of Corby, about 11 houses in, in Huntington Park. Has there been any possible, I was actually visiting the noise wall and they told me there's only going to be decibel studies, whenever they might be, like a future expansion from a four lane to maybe even a three lane on each side. That could be ten years down the road, 15 years down the road.

Hopefully I can explain this the right. So, the noise levels are probably between 6:30 to 8:15 in the morning, and then again probably like 4:30 all the way to 6:30, so those decibels might stay in that same realm, 65 or whatever it was, I'm not sure what he said. I think it was 65 and it might increase within one or two decibels, and it might be somewhat consistent throughout the day. So where traffic might be increased, the volume still might be adequate to having two lane

going each way, but that noise level might be consistent throughout the day. We actually have our master bedroom backing into 156th. That might be, in my opinion, for my family a little bothersome. If it's Saturday, obviously, there's not going to be that much traffic because that's a weekend, but you know, it's going to be increased throughout the day.

TODD PFITZER: You asked a couple of questions in there. First of all, I can assure you that 156th Street will not be widened past what you're seeing here tonight. In Omaha's long term transportation master plan, 144th Street and 180th Street are potential six-lane roads, so three on each side. 156th is not. So this is it for 156th forever. At least in our lifetimes.

But the second part of your question, could the noise be at a higher level throughout the day? That is dependent on traffic. The modeling took into account and the noise wall is designed to take that ambient noise level during the peak hours down to what's called an acceptable level. So, if you're at an acceptable level during the peak hour, that level would remain even if that traffic were consistent throughout the day. But the short answer for your question is, if our peak hour in Omaha right now is half hour or 45 minutes long and 30 years we're like Phoenix or Los Angeles where that peak hour is three hours long, you would experience higher levels of noise along with that higher level of traffic, but it would still be within the ambient noise level that the law was designed to provide you.

GOMEZ: So the street can't be made into three lanes, does that mean that any future possible noise wall is out of the question then?

TODD PFITZER: It would be very unlikely. Noise walls are somewhat new to Omaha. The policy has gotten more stringent. You're seeing more noise walls along these corridors, but to come back later and build a wall without widening the roadway would be unprecedented. That's not been done in Omaha, to my knowledge.

GOMEZ: Okay. Great, thank you.

SCOTT SOLBERG: My name is Scott Solberg. I live in Farmington Woods. My question is, I understand the principal of blocking off the turn left and right when it gets closer to the intersection. Those are currently open today and our homeowners association SID did a traffic study and we had to put in speed bumps for the number of cars that come out to 153rd. The

question is, is there any way of doing an assessment of what this is going to do when you feed three neighborhoods because of the ability to only turn left out of the 153rd with one traffic signal in peak times in the morning?

TODD PFITZER: Yes, that information was looked at. When we do a roadway project like this and look at closing the medians in areas, that traffic is reassigned to other intersections and factored in to the design, the turn lane length design, the signal timing length, things like that.

SOLBERG: So my understanding was that that assessment was done out on Blondo and not in the neighborhood, right? So if we're looking strictly on Blondo Street, that did not account for shutting off left turn access at Decatur and funneling it into Seville (i.e. the neighborhood to the east of Pepperwood) and Pepperwood, and everything else into 153rd so that you can turn left. Was there an assessment done to figure out what the impact is going to be in that neighborhood on 153rd? Okay, would that be a consideration considering we already know from a traffic study that was done by ourselves that 2100 cars come through there and both entrances are open?

TODD PFITZER: A two-lane road like that is designed to carry up to 12,000 vehicles a day. So if it's carrying 2,100, that's well within the design capacity. I mean, there's nothing you can do with the roadway. It goes from 2,000 to 3,000 cars, you don't want to widen it, you don't want to make it three lanes wide. You can certainly fill out a packet if speeding becomes an issue and it can be considered for speed bumps. But as far as roadway widening, a two-lane road will carry 10 to 12,000 cars a day.

SOLBERG: Yeah, but you don't live there so you don't deal with 12,000 cars a day. We do.

TODD PFITZER: No, you deal with 2,100.

SOLBERG: Well, fair. But we deal with that and now you're going to force more there, so I still don't understand whether or not there would be an impact to the neighborhood and the neighbors and everything else that's there, not to mention the school buses that stop there, when you shove that extra volume from three neighborhoods to one exit.

MURTHY KOTI: We have analyzed that intersection and it is part of the traffic study

SOLBERG: On Blondo, not in the neighborhood, right?

MUTHY KOTI: What we do is, we look at the entire subdivision. So, for example, we have to look at all the streets, so there's multiple streets that essentially take the load from all these house, all these rooftops we have, all the traffic that's generated from them gets dissipated on all the multiple streets, and ultimately they try to get to your arterial system. There'd be 156th and Blondo. And as you mentioned, you're correct. When we shut down access points, certain movements are restricted. So the left turns that you're referring to certainly are restricted. Now those left turns have to shift to another full access intersection or go down to other streets and make a right turn, depending on their ultimate destination. But overall, the number of streets we have in your subdivision and other two subdivisions you're referring to is more than plenty to carry all this traffic from all these rooftops. So now, if there is a slight increase in either the volume or speed essentially on yours, that's understandable, and that's something we can address in multiple ways. So the City has tools at our disposal that we can offer you, the citizens, to address those concerns. One being the traffic calming packet that Mr. Pfitzer talked about, so once the project is done, if you have concerns. The total amount of traffic essentially should remain the same at a system level because you're not adding any more rooftops. So we know that, the total number of trips based on the rooftops and what we did as for the traffic study, we reassigned those trips where we are closing access with limited access consolidation to these new intersections, the full access intersections. So part of the issue, I understand what you're saying, but we are very confident that the existing street capacities, the number of streets we have, connecting streets, they will see some increase, some of them will see some decrease, but overall it should not lead to heavy congestion or heavy speeding. Hope that addresses some of the concerns you're presenting us today.

SOLBERG: Okay, thank you.

PATRICK GOMEZ: You guys have actually mentioned this at the noise wall over there. There's actually a property shown as vacant south of Corby. You guys have an old map here. South of Corby off of 156th. There's an empty lot shown right there and the house has been there for about a year.

STEVE MCCULLOUGH: Okay. We will address that. Thank you.

HAME ARBANE: My name is Hame Arbane. I live in this neighborhood for ten years. Before, this neighborhood was very quiet, very nice. Right now the city is growing, more houses. Why city not build a house, new subdivision, without the four-lane road, and people did not consider all this traffic? Why not before build houses, new subdivision, not bring in four-lane [road]?

TODD PFITZER: The short answer is money. The City of Omaha has approximately half a billion dollars in unmet capital needs. In other words, if somebody gave us a half a billion dollars today, $500 million, we could spend it all on projects where we need to widen roads. Our housing has grown faster than our infrastructure can keep up with. And why haven't we kept up? We don't have enough money to do it. And unless everybody raises their hand and volunteers to pay more taxes, we're going to continue to play catch-up and that's just the cold hard facts, and I know it's not popular, but that's the answer.

ARBANE: Thank you.

TODD PFITZER: Thank you for bringing that up.

APRIL STRONG: Hi, my name is April Strong. I'm in the Bent Creek subdivision. And I know the current phase right now doesn't go all the way to 162nd, just stops a few houses short. What is the estimated time line for when that will continue down Blondo?

JON MEYER: There's currently no projects in the transportation plan, but in the long-range transportation plan Blondo is extended, but that's a 30-year plan and that particular project there is no design started on it, so like Todd said earlier, it will be at least 10 years out at a minimum, based on the needs in other areas. I would have to say longer before we can anticipate it to be constructed.

JULIE GUNDERSON: Okay, I've been here before too. Julie Gunderson. How much of the percentage of our taxes is put toward out roads improvement?

TODD PFITZER: I don't have an answer to that. I can tell you that the money that's spent on roads comes from two sources for us and that's your fuel tax, which is called street and highway dollars, and your wheel tax. That's the money that Public Works gets to maintain our streets and build new roads. But as far as the percentage of what you pay overall, I can't answer that.

TODD PFITZER: Yeah, and it's bond dollars, as well, you know, that the Omahans vote on, but what percentage of your taxes, I don't know.

GUNDERSON: So we don't have any idea what political candidate might put some more money towards our roads?

JON MEYER: Senator Deb Fischer is a strong proponent of roadway projects. I'm not familiar with any others being a strong proponent like she is, but she is a very good proponent for increased roadway funding. If you wanted to write her, that'd be a great source. And then I think it was mentioned earlier, this particular project is 80/20, so it's 80 percent federal aid and 20 percent local, so those funding sources they mentioned earlier, that's to make up that 20 percent range, so your wheel tax dollars and whatever we get from street bond and those types of items, plus what Douglas County participates in. We do an interlocal agreement with Douglas County so it's based on frontage in the county and frontage in the city, and then so those percentages are all broke out on that 20 percent share.

Senator Fischer has been to Omaha and spoken with the Mayor and the Public Works Director and that was definitely on her list of questions, was our transportation and how that's going.

GUNDERSON: Sounds like a public post letter.

CRAIG MIELKE: I guess I'll ask at this point if there are any more questions.

UNINTELLIGIBLE: (commenter asking for an off the record question)

JON MEYER: If you want to discuss this off the record, we could just come back and talk to you at one of the stations, otherwise if you're going to ask it publicly, we need you to ask it in the microphone so it is part of the recording. If you'd rather not, we can meet you back at one of the stations. Okay.

Does anybody else have a question or comment that they would like to be part of the public record from the meeting? We're kind of going to close that portion down, if everybody's aired their questions, and then we'll move back to the design stations for questions after that. Hearing none, this portion of the public meeting is closed.

156th Street
Pepperwood Dr to Corby St

Public Hearing
Thursday, September 18, 2014
MAPA-5127(1)

Thank you for attending the156th Street, Pepperwood Drive to Corby Street Project Public Hearing.

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, or until October 3, 2014. Thank you for your participation!

Jon Meyer
Design Division
Omaha Public Works Department
1819 Farnam St
Omaha, NE 68183
phone: 402.444.4191
email: Jon.Meyer@cityofomaha.org

- THE CITY OF OMAHA SHOULD ADD A DRAINAGE LAYER BELOW THE PAVEMENT TO THE TYPICAL CROSS SECTION. CONSTRUCTING CITY STREETS DIRECTLY ON PREPARED SUBGRADE HAS PROVEN OVER AND OVER TO LEAD TO SIGNIFICANT PAVEMENT FAILURE IN LESS THAN TEN YEARS AND OFTEN IN LESS THAN FIVE YEARS.
- THE PROJECT PAMPHLET MENTIONS SUMMER CLOSURES TO THRU TRAFFIC IN BOTH 2017 + 2018 - PLEASE CLARIFY THE ANTICIPATED LIMITS OF CLOSURE DURING EACH SUMMER PERIOD
- THE FORMAL PUBLIC HEARING PRESENTATION WAS COMPREHENSIVE AND WELL-PREPARED. THE IMAGES AND TEXT ON THE SLIDES WAS HARD TO READ FROM THE BACK OF THE ROOM. EITHER A LARGER SCREEN OR REFORMATTED SLIDES WOULD HAVE HELPED.

(optional)
Name: DAVID MEIER
Address: 16104 WAKELEY ST.
OMAHA, NE 68116
Telephone No.: 402-399-1068

156th Street
Pepperwood Dr to Corby St

Public Hearing
Thursday, September 18, 2014

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Thank you for attending the156th Street, Pepperwood Drive to Corby Street Project Public Hearing.

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Jon Meyer
Design Division
Omaha Public Works Department
1819 Farnam St
Omaha, NE 68183
phone: 402.444.4191
email: Jon.Meyer@cityofomaha.org

I hope the sound wall colors will blend with what is left of what we have now, (sort of brick & brown tones.)

Thankyou,
Mary L McFadden
15532 Parker
333-8381

written in haste

(optional)
Name
Address

Telephone No.

To: Jon Meyer, City of Omaha

From: Doug Robey

Date: September 19, 2014

Subject: Blondo Street widening and the Bridge over the West Papio Creek

Mr. Meyer

I attended the public meeting yesterday concerning the construction and road widening of 156th and Blondo streets. I reside in the Bent Creek Subdivision. I have a major safety concern.

The project will widen Blondo Street to 4 lanes to just east of 160th st.

Just west of this point is a bridge to cross the West Papio creek and trail. Currently this bridge is the only means to cross the west papio creek for automobiles, bicyclists and pedestrians. Currently the bridge- pictured below - has two lanes and a very small shoulder. The bridge is currently quite hazardous to the bike and pedestrian traffic who utilize this crossing. There is significant pedestrian and bike traffic on this bridge as there is an access point to the west papio trail just east of the crossing.

The nearest pedestrian and bike crossing is nearly one mile to the north at Ohio street, to the south there is a crossing to the trail from Stolly Prarie but this is an undevelop property with no bike or sidewalk access. For pedestrians and bicyclists who require sidewalks the next crossing to the south is pacific street as bike and pedestrians are prohibited on the west dodge expressway. For autos, the nearest crossing is Maple to the north and Dodge street to the south.

As the automobile traffic and traveling speeds will increase on Blondo after this construction is complete I fear this bridge will be the sight of a serious incident involving an auto and bicycle or pedestrian. I implore you to either consider widening and improving the road and bridge to the west of the West Papio Creek or to improve or construct an alternate means of crossing the west papio creek for pedestrians and bicycles.

DOUG ROBEY
Manager
Strategy & Development Group

KIEWIT CORPORATION
3555 Farnam St. Omaha, NE 68131
(402) 271-2949 (402) 957-0886 cell
(402) 271-2920 Fax
kiewit.com

To: Doug Robey

From: Jon Meyer, City of Omaha

Date: September 19, 2014

RE: Blondo Street widening and the Bridge over the West Papio Creek

We appreciate your comments and will incorporate them into the environmental documentation, but the Blondo St portion of the project was intended to end at Patrick /158th St but due to the lack of stopping sight distance on the existing pavement section the project was graded through the crest vertical curve 500ft to the west to improve the stopping sight distance. The last 500ft of the paving shown was for the required transition from the four lane divided section down to the existing 2 lane section. Typically projects cost $1.5mil per lane mile if no noise or retaining walls are required, and bridge widening is at least $125/sf so the additional 1/4 mile of roadway and bridge improvements

would be approximately $2 million. There is no additional funds at this time to improve Blondo any farther to the west than is currently planned. As noted we will place your comments in the records for this project.
Thank you,

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

To: Jon Meyer, City of Omaha

From: Doug Robey

Date: September 19, 2014

RE: Blondo Street widening and the Bridge over the West Papio Creek

Thank you for your response,

I understand your budget constraints and the changes that have to be made to accommodate federal funding requirements.

However, the hazards relating to this bridge will remain and the resulting changes in traffic volume and speed will only increase the risk of a tragedy.

I ask that you evaluate the increase in risk at this creek crossing resulting from construction and consider means to mitigate the probability of an accident.

It may be as simple as shifting traffic to one side of the bridge and allocating additional space for pedestrians and or bicyclists, or extending a sidewalk and building a pedestrian bridge as indicated in the graphic below. - It could be coordinated and paid for using joint funds from the state, Papio NRD or other federal grants. Such cost to the city would certainly be less than the $2 million indicated below.

Regards

Doug Robey

To: Doug Robey

From: Jon Meyer, City of Omaha

Date: September 19, 2014

RE: Blondo Street widening and the Bridge over the West Papio Creek

Thank you for your comments, I have forwarded your email on to our Parks Dept. and Traffic Division. Trail modification and maintenance work is handled through our Parks Dept.

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

To: Jon Meyer, City of Omaha

From: Subby Anzalone

Date: September 21, 2014

Subject: Mapa-5127 (1) public comments

Jon,

I was at the public hearing this week and made remarks about the noise wall and specifically about staining of the concrete on the interior side facing the residence. I feel the project and thus city of Omaha should pay for the staining of the interior side to match the street view of the noise wall.

I live in Farmington Woods and currently we have a six foot height wood fence with brick pillars surrounding the neighborhood. The fence and pillar are very nice to look at from the street and neighborhood and add a high level of positive ascetics to the housing area and neighborhood.
With the construction of the noise wall and the city not planning on staining the interior side of the wall the ascetics the neighborhood will be negatively impacted. With this, I believe that home values will be impacted, especially for those homes immediately behind the wall.

The city has put a lot of thought into the street view of the project (what cars and traffic will see from the street), but have not put any thought into what the neighborhood or homes on the inside of the noise wall think or feel about the project or the noise wall. I'm in favor of the noise wall from the standpoint of noise reduction, but wish it was more attractive from the inside looking out. Cars will come and go but the neighbors and home owners will be there for a long time. Me and my neighbors have to live with the results of the project for years to come and thus want something nice to look at each day. Please consider amending your project scope and fund the staining of the noise wall on interior side so that the public, neighbors and home owners of Farmington Woods can retain the positive ascetics of the neighborhood that they have currently with the wood fence and brick pillars.
Regards,

Subby Anzalone
402-496-1198

To: Jon Meyer, City of Omaha

From: Subby Anzalone

Date: September 21, 2014

RE: Mapa-5127 (1) public comments

Thank you for your comments, as I noted at the meeting it is a City policy to currently stain only the Roadway side of the noise wall. This information was provided at the noise wall voting meeting and in documentation provided to landowners when they voted for their individual wall locations. Fencing that

is removed will be compensated for in the ROW process. If property owners would like to use their funds to stain the wall as indicated the City will work with them to address that need. The City of Omaha appreciates the fact that you would like to aesthetically improve your area and we will be glad to assist you in any way we can. Attached is an example of the documentation provided during the noise wall voting process that clearly identifies the fact that the wall is not stained on the landowner side.
If you have any additional concerns or questions please contact me.

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

To: Jon Meyer, City of Omaha

From: Judy VonSeggern

Date: September 20, 2014

Subject: Comments to Public Hearing on 156th St Pepperwood to Corby Project

After attending the September 18, 2014 public hearing about the 156th Street—Pepperwood Drive to Corby Street Project, I have two concerns with the first one being of most concern.

1. **Lack of a noise wall on the east side of 156th Street from Charles to Decatur Streets:** When I questioned the representative at the Noise Wall Station about the lack of a noise wall on the east side of this stretch of street between Charles and Decatur, he stated that the decibels measured were just below the state limits for action. When asked how it was met on the west side and not on the east side of that same area, he noted that only 4 houses were impacted by the highest decibels in this stretch and that the state did not require it. He then noted the cost to add that part and it would not be done. I do not know when or how the noise study was done but I do know that noise is an issue now and a reasonable assumption can be made that a wider street capable of carrying more cars and probably more big trucks and closer to our homes will only raise that level. I think not adding a noise wall to protect the residents on the east side of 156th in this stretch of the project is a real disservice to them.
2. **Right turn only exit from shopping area at 156th and Blondo:** The second and smaller concern is the right turn only where the gas station, Bag and Save, and a few other businesses are located. For our neighborhood, not being able to turn left at either Decatur or from Bag and Save will mean having to go to 153rd Avenue and cross 4 lanes of traffic to get into Farmington Woods. Without a traffic light, that could be difficult. I can understand that allowing left turns from both Decatur and the entrance off 156th Street from the shopping area might impede traffic flow; however, with all entrances/exits to and from that area right turn only, not being able to turn left into this area from Blondo or onto Blondo Street from this area might be a deterrent to shopping there.

Thank you for reading my comments and for giving them a fair consideration.

Judy VonSeggern
vonkenjudy@gmail.com

To: Judy VonSeggern

From: Jon Meyer, City of Omaha

Date: September 18, 2014

RE: Comments to Public Hearing on 156th St Pepperwood to Corby Project

Thank you for your comments and we appreciate you attending the Public Hearing. Noise wall locations must meet a reasonable and feasible criteria that is defined by the current NDOR noise study guidelines developed and implemented in 2011. In reviewing the noise study prepared by Alfred Benesch in accordance with the NDOR guidelines it appears that the cost of the wall in the area you mentioned is to high to meet what is referred to as the reasonableness criteria. In order for a wall to be reasonable it must provide a 7db reduction in noise and cost less than $40,000 per benefited receptor (1 per

household at this location). This added cost appears to be attributed to the distance of your houses (1 receptor is placed at each of the houses (6 total) in accordance with the noise study guidelines to produced the desired model information) along 156th St from Charles to Decatur on the east side. This estimated cost being $46,824 per receptor which is substantially over the acceptable threshold of $40,000 so this wall is not warranted as reasonable in accordance with the NDOR noise wall guidelines and therefor is not eligible for federal aid dollars to be used in its construction.

The median closures you refer to in question #2 are due to the City of Omaha implementation of the TMP Transportation Master Plan. The TMP typically only allows median breaks for left turns at the 1/4 mile location from major intersections such as 156th and Blondo. Consequently Alfred Benesch has provided U turns at the signalized intersections of 156th and Blondo and 153rd and Blondo. Also the intersection of 153rd and Blondo will be signalized and provide full access to this shopping area you are concerned about. The U turns will provide SB 156th St drivers the ability to make a U turn on the left turn arrow at the 156th St and Blondo intersection. This will allow SB drivers to access the right in access you referred to without having to go west on Blondo St. In addition to the full signalized access at 153rd and Blondo there will also be an opportunity for EB Blondo St drivers to make a U turn at 153rd and Blondo to utilize the Bag n Save drive currently in place near 155th St as a right in access.

If you have any additional concerns or questions please contact me.

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

To: Jon Meyer, City of Omaha

From: Marvin Docken

Date: September 19, 2014

Subject: City of Omaha Attn Jon Meyer

Marvin Docken
15610 Grant Cir.
Omaha, NE 68116

Mr. Meyer,

I'm a homeowner in Huntington Park Subdivision. My home is directly off of 156th and Burdette. I was unable to attend your meeting at Grace Abbott. I've been able to research the information provided. at this meeting.

Here are our concerns:

1; Given the significant amount of noise we are already contending with you are providing Noise abatement walls for ALL areas except for the homes East and West of 156th North of Blondo. You are calling them RETAINING WALLS! These walls WILL NOT provide sufficient noise reduction to reduce the significant increase in traffic. Why are you protecting homes with noise abatement walls but NOT ours. This is totally unacceptable and depending on your responses will dictate our actions. This matter has been discussed with several other homeowners effected by this decision, we all agree this is unfair and we request your explanation.

2. As stated above our home is directly off of 156th and Burdette. We'd like to know how much of our property will be absorbed by this new construction? South of our home we have several very large trees and were very expensive for us to plant. Will these trees be destroyed for this new construction? And if so, will we be compensated for the loss? We are unable to tell by the diagrams how much of the side street entering Burdette will be impacted?

3. The guidelines for this project indicates that all entrances will be right in and right out. It was indicated that this was City policy. We've notice that this policy did not apply to the access point west of 144th and Blondo just behind the gas station.. Why did this entrance have complete access, but you are indicating we will not have this same option?

3. Since our subdivision is outside of the city limits and this is a city project will this matter be a city legal matter?

Thank you,
Mr. Docken
402-651-7614

To: Marvin Docken

From: Jon Meyer, City of Omaha

Date: September 18, 2014

RE: City of Omaha Attn Jon Meyer

Thank you for your comments and we appreciate you attending the Public Hearing. Noise wall locations must meet the feasible and reasonableness criteria that is defined by the current NDOR noise study guidelines developed and implemented in 2011. In reviewing the noise study prepared by Alfred Benesch in accordance with the NDOR guidelines it appears that the walls (NB05, NB06 & SB01) in the area you mentioned do not meet what is referred to as the feasibility and reasonableness criteria. In order for a wall to be feasibile it must be able to provide a 5db reduction in noise and be designed to fit the existing topography, be less than 30 feet high , and can be located at least 6ft from the back of curb of 156th St. In order for a wall to be reasonable it must provide a 7db reduction in noise and cost less than $40,000 per benefited receptor (1 per household typically). Noise wall locations identified along 156th St are Blondo to Burdette on the east side NB05, Burdette to Corby on the east side NB06, and Corby to Burdette west side SB01. NB05 and SB01 are noted as not feasible in the noise study, so they did not meet the minimum criteria listed above. Wall location NB06 did meet the feasible criteria but did not meet the reasonbleness criteria since the cost per receptor is $47,518. This estimated cost being $47,518 per receptor which is substantially over the acceptable threshold of $40,000 so this wall is not warranted as reasonable in accordance with the NDOR noise wall guidelines and therefor is not eligible for federal aid dollars to be used in its construction.

The current plans are only 50% complete and property owner impacts are not compiled at this time. Since you currently don't have noise walls proposed at your location we anticipate only needing temporary easement from your property unless you are located on the corner of Burdette which will probably require some minor ROW acquisition to install new sidewalk and curb ramps at this intersection. Temporary easements are typically 10 to 15ft if your fence is shown as being removed and replaced by our contractor. Compensation for project activities on your property will be completed in accordance with the NDOR ROW manual.

The 145th St access along Blondo St you are referring to is within Douglas Co, not the City of Omaha limits so I can't provide any additional information on this issue. I did request information from the Engineer of Record for the project and he said the median opening for 145th St was not an issue during the design of that project. I did review the Burdette St. median closure with the City Traffic Engineer Murthy Koti and he concurs with the Alfred Benesch design in that this median closure needs to be constructed.

The project is being paid for with 80% federal funds and 20% local funds of which a portion is being paid by both Douglas Co. and the City of Omaha.

If you have any additional concerns or questions please contact me.

Design Division
Public Works Department
Omaha/Douglas Civic Center
1819 Farnam St, Suite 604

Omaha, NE 68183
402-444-4191
Jon.Meyer@cityofomaha.org

To: Jon Meyer, City of Omaha

From: Marvin Docken

Date: September 19, 2014

RE: City of Omaha Attn Jon Meyer

Dear Sir,
Your comments below do not seem to make any sense to us. First of all did you even read my email?? I said we DID NOT attend the meeting! Let me clarify some of your comments below. You indicated that noise walls will be constructed at 156th St. between Dodge St to Blondo St. You also indicate noise walls for East and West of 156th St. on Blondo. Their is NO way that the noise would be any less for our area and the areas you described below. How can you justify that one area needs noise walls and the other not? Especially when the traffic and noise is exactly the same! If you have the NDOR noise survey we would like to have access to evaluate this information to determine its accuracy, and if it was done to proper standard. We would also like to provide this to an independent contractor and our Homeowners Assciation.

This matter is extremely important to the location of our home. If you construct a 4 lane road this alone will increase the noise level significantly. To evaluate noise levels with a two lane road compared to a 4 lane road traffic is unreasonable and impractical. Why don't you come out to our home and try to get a good nights rest with the noise we are already are contending with??? Of course you won't because you really don't care what we have to say and what we are already dealing with!
Mr Docken

To: Marvin Docken

From: Jon Meyer, City of Omaha

Date: September 18, 2014

RE: City of Omaha Attn Jon Meyer

I wish you could have attended the meeting at Grace Abott we would like to hear what you have to say. Sorry about the confusion, even though noise walls are not to be installed north of Blondo east and west of 156th St, those locations were analyzed under the NDOR noise wall guidelines for reasonableness and feasibility. The City of Omaha Public Works Dept. hired Alfred Benesch Consultants to do the preliminary design, environmental documentation and noise wall study for this project. I am just providing you what information I can from the noise study that was approved by NDOR on 3/31/14. Attached are the current guidelines and approved noise study. Each wall location is provided a designation such as NB05 for the area south of Burdette and east of Blondo and NB06 for the area north of Burdette and east of 156th St. The wall NB05 (contrary to what I noted below) did meet the feasibility requirements noted below but did not meet the reasonableness criteria, also NB06 did not

meet the reasonableness criteria. As previously noted for a wall location like NB05, NB06, and SB01 to be constructed on a federal aid project it would have to meet both the reasonableness and feasibility criteria. SB01 is the designation for the noise wall location on the west side of Blondo from Corby to Burdette and this noise wall location did not meet the feasibility criteria, so was not analyzed further. We can come meet with you at your convenience.

Jon Meyer
City of Omaha
Engineer III

To: Jon Meyer, City of Omaha

From: Marvin Docken

Date: September 19, 2014

RE: City of Omaha Attn Jon Meyer

Jon,
I sincerely appreciate the information provided. When would you be able to meet that we can discuss this matter in further detail. I'd also like to coordinate this meeting with other homeowners and to include our Huntington Part HOA and SID. With all the
significant negative comments/feedback from the construction made when 132nd St between Dodge to Maple St was completed, we just don't want to run into the same problem.
Also, it is my understanding that per the information provided that you would have a public meeting before the final decision is made? (*a noise abatement public informational meeting will be held as part of the process for a final determination of whether abatement would be reasonable).* (See the NDOR Noise Policy for more detailed information on the voting process)

Thank you,
Marv Docken