



# WELCOME!

## 168<sup>TH</sup> STREET IMPROVEMENTS



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**NEBRASKA**

Good Life. Great Journey.

DEPARTMENT OF ROADS



**6:30**

Open House

**7-8**

Presentation & Q&A

**8-8:30**

Open House

# WELCOME

**Todd Pfitzer**  
City of Omaha Engineer

**Bob Stubbe**  
City of Omaha  
Public Works Director

**Jon Meyer**  
Project Manager

**Murthy Koti**  
Traffic Engineer

**Tim Phelan**  
Right-of-Way Coordinator



## ENGINEERING & DESIGN



## SECTION 4(F) / PARKS / TRAILS



## ENVIRONMENTAL ASSESSMENT



## RIGHT-OF-WAY

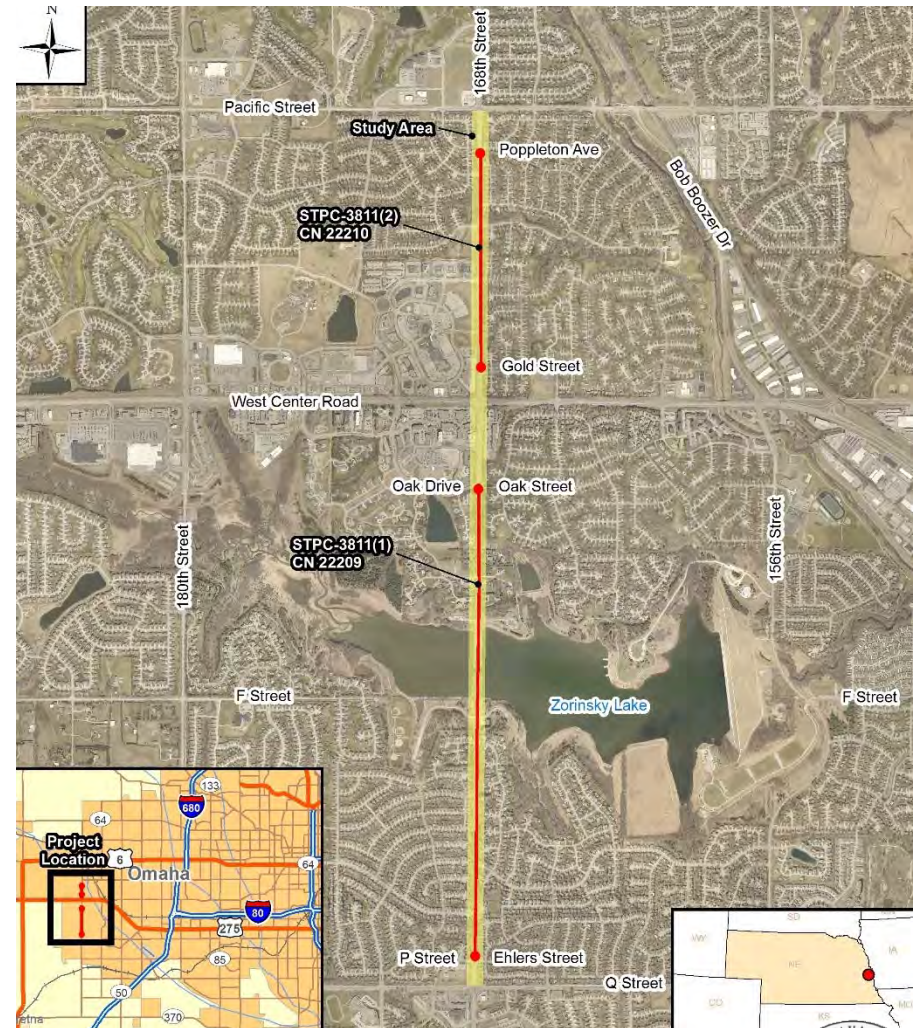


## NOISE IMPACTS





# PROJECT LOCATION



168<sup>TH</sup> STREET IMPROVEMENTS | 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.

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



Enhance  
Vehicular  
Transportation  
System &  
Improve  
Connectivity



Reduce  
Driver  
Delays



Improve  
Pedestrian  
Accessibility



# PROJECT OVERVIEW



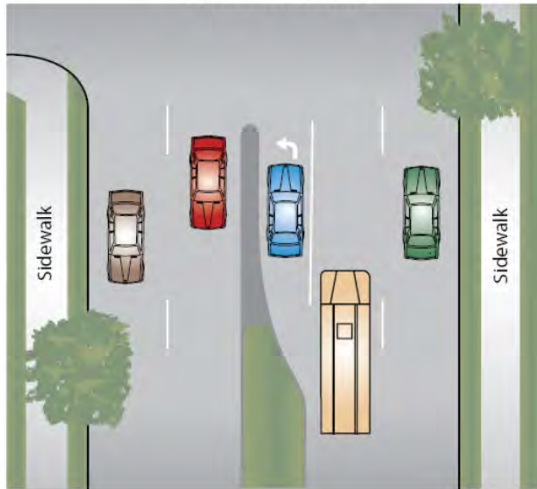
Because of increasing traffic volumes, 168<sup>th</sup> Street's existing two-lane rural street will be upgraded to a four-lane urban street with turn lanes, curbs and gutters.

## THE PROJECT INCLUDES:

- Installing drainage facilities and reconstructing water and wastewater mains and private utility lines
- Constructing concrete pavement, 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 improvements
- Rehabilitating and widening the bridge over Zorinsky Lake
- Erosion control and water quality basins

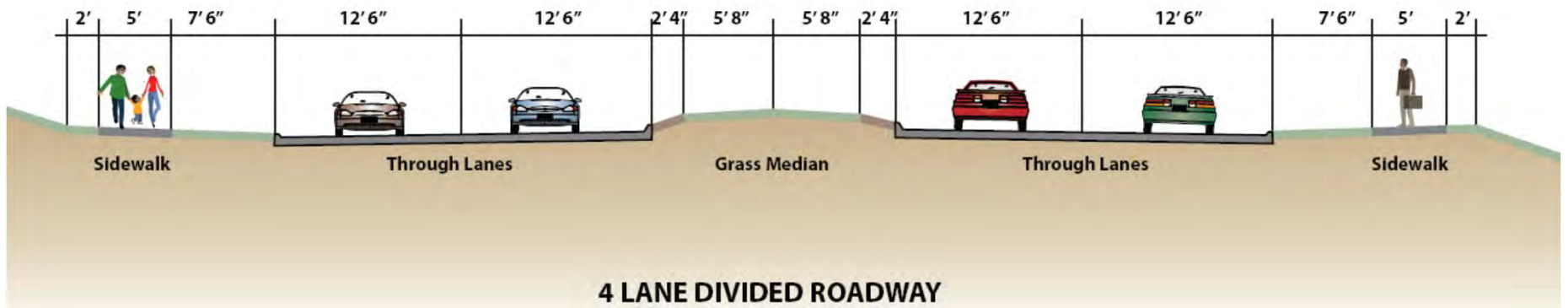
# PROPOSED ALTERNATIVE

FOUR-LANE WITH MEDIAN



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

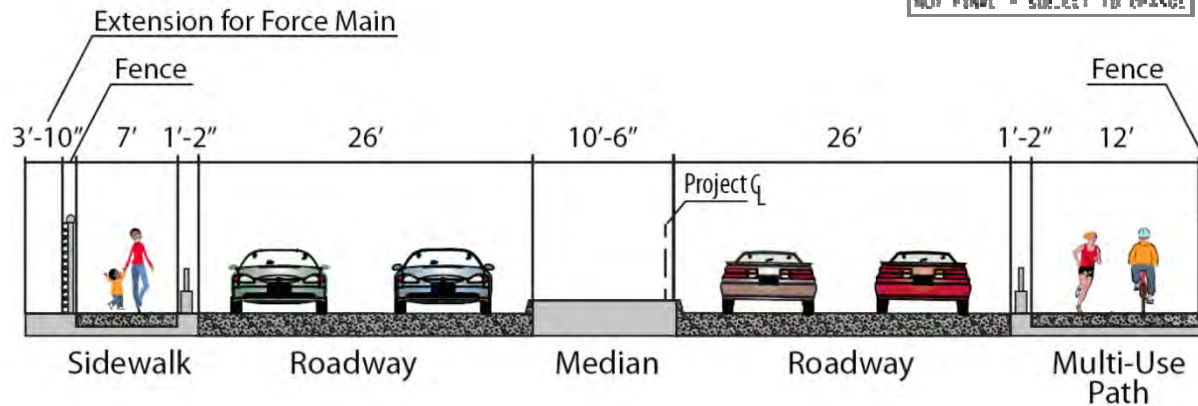
**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE



# PROPOSED ALTERNATIVE



**PRELIMINARY PLAN**  
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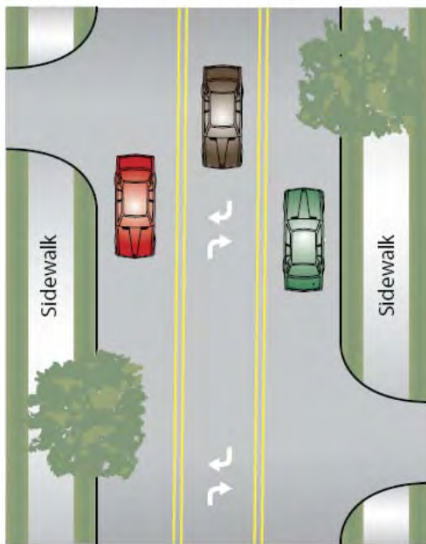
168<sup>TH</sup> STREET IMPROVEMENTS | City of Omaha



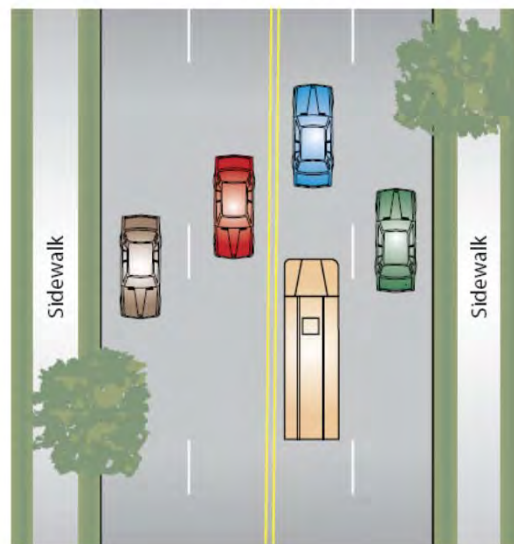


# OTHER ALTERNATIVES CONSIDERED

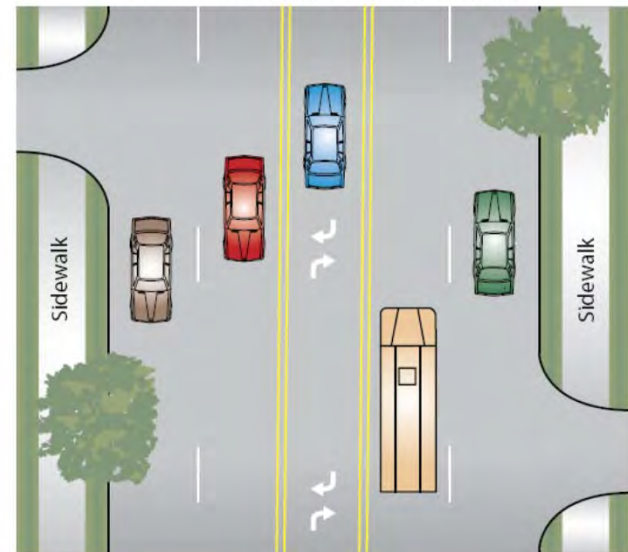
THREE-LANE  
WITH CENTER TURN-LANE



FOUR-LANE



FIVE-LANE  
WITH CENTER TURN-LANE



# OTHER ALTERNATIVES CONSIDERED



# DRAFT ENVIRONMENTAL ASSESSMENT



- Draft EA prepared under guidelines of the National Environmental Policy Act (NEPA)
- Evaluates social, environmental, and economic impacts of the project.
- Required due to federal funding.
- Federal Highway Administration (FHWA) is the lead agency.
- Results in Finding of No Significant Impact (FONSI) or a Notice to Prepare an Environmental Impact Statement (EIS) if there are significant impacts.

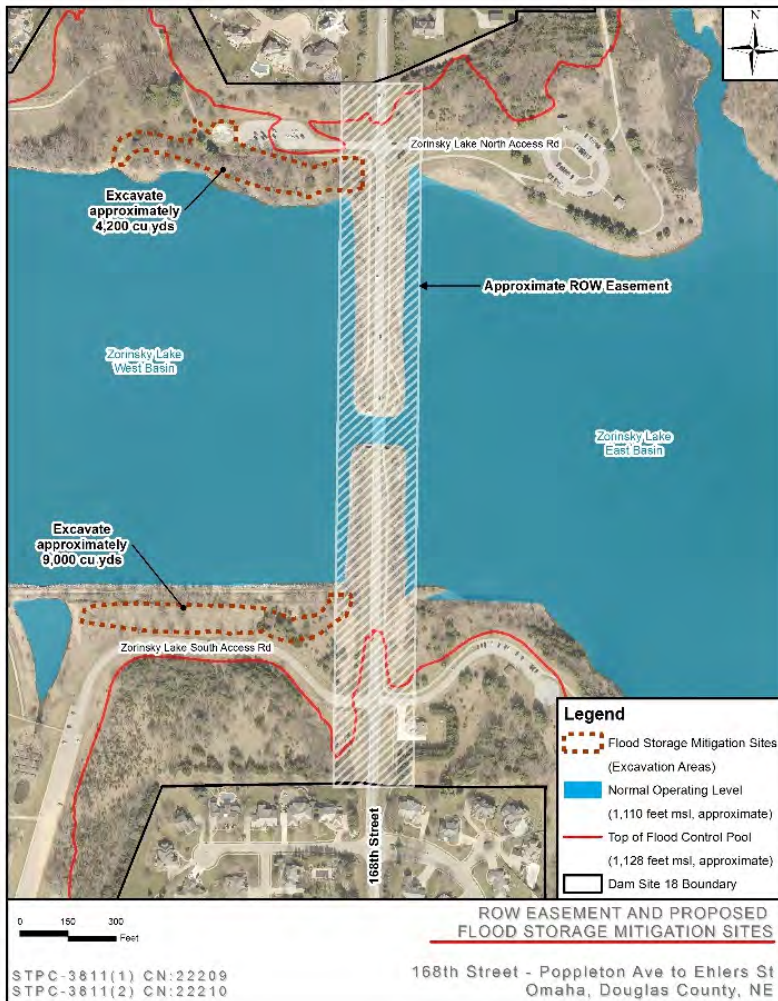


# DRAFT ENVIRONMENTAL ASSESSMENT

## AFFECTED RESOURCES

- Land Use
- **Zorinsky Lake and Edward Zorinsky Recreation Area (Dam Site 18)**
- **Social and Economic Considerations**
- Title VI and 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**
- **Invasive species**
- 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

# ZORINSKY LAKE | DAM SITE 18



- The City would obtain a permit from the USACE for modifications to Dam Site 18 and excavate to offset the flood storage impacts.
- Tree removal would be mitigated in accordance with a re-vegetation plan approved by the City and USACE.
- Disturbed areas would be re-vegetated with native species.

# SOCIAL & ECONOMIC CONSIDERATIONS



- Access would be provided for residents temporarily affected by construction.
- Access to CHI Lakeside from 168<sup>th</sup> Street would be maintained at all times.
- Emergency services would be notified & coordinated with before and during construction.
- Vehicular and pedestrian access to Willowdale Elementary School at P Street would be maintained at all times while school is in session.
- U-turns would be allowed at designated areas to maintain access to certain areas.



# RIGHT-OF-WAY ACQUISITIONS & RELOCATIONS



- ROW impacts would be minimized through the use of retaining walls, to reduce grading on adjacent property.
- Designs are preliminary at this time.
- ROW acquisition will follow the Uniform Act.
- Property values would be determined by independent appraisers.



# PEDESTRIAN & BICYCLIST ACCESSIBILITY



- Temporary alternate routes or advanced notice of closures would be provided, if necessary.
- Temporary crossings would be installed during construction to maintain connectivity.
- New sidewalks would be added where none exist now to improve accessibility and mobility.
- During construction, existing pedestrian access would be maintained to the maximum extent practicable along the entire corridor.

# PARKS | TRAILS | SECTION 4(F) RESOURCES



- Temporary trail and boat access closures would be less than one year during construction.
- Temporary at-grade crossings would be provided for trail users at Zorinsky Lake. Phasing would be used to minimize impacts.
- Flaggers and signage would be used to notify trail users during construction.
- Retaining wall along Pinewood Park to minimize impacts to the park.
- Tree and vegetation impacts would be mitigated with a re-vegetation plan



# WATER QUALITY



- The City would follow regional guidelines for stormwater permits.
- Permanent detention basins would be constructed at two locations (on north and south side of Zorinsky Lake, west of 168<sup>th</sup> Street) to improve water quality from road and bridge runoff.

# WETLANDS & STREAMS



- The City would obtain appropriate wetland permits.
- Impacts would be minimized through the use of retaining walls and temporary fencing.
- No direct impacts anticipated to Zorinsky Lake.

# FLOODPLAINS



- Existing roadway alignment offers the least amount of possible impact to the floodplain.
- Impacts minimized by using existing embankment and minimizing fill.
- Appropriate floodplain modeling was conducted, and permits will be obtained.
- No planned increase in surface water elevation or floodwater elevations.



# INVASIVE SPECIES



- Mitigation commitments have been developed to avoid the spread of zebra mussels and other invasive species.
- Construction equipment will be cleaned prior to and after being in the lake.



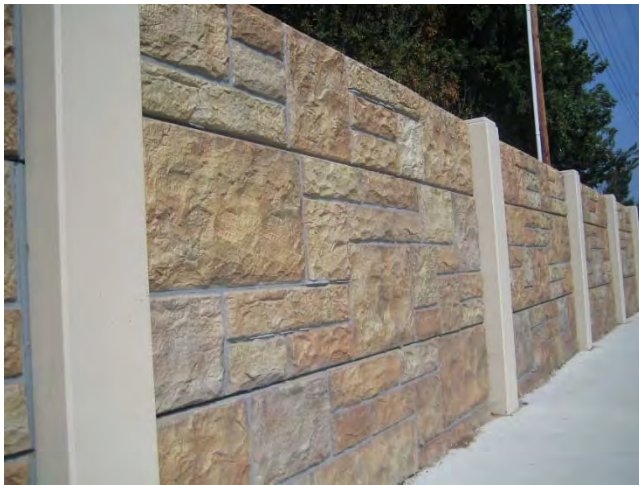
# UTILITIES

Coordination letters, notifications, and agreements with utility companies would be used.





# NOISE IMPACTS



- 10 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



# VISUAL IMPACTS & AESTHETICS



- Trees in the ROW would not be replaced.
- Tree impacts in the existing ROW would not be mitigated. Instead, the City would provide funding for future tree planting projects that meet requirements of the *Green Streets Plan for Omaha*.
- Re-vegetation plans would be developed for Zorinsky recreation area and Pinewood Park

# TEMPORARY CONSTRUCTION IMPACTS



- Traffic would be maintained in both directions for the majority of the project.
- Trash service and mail delivery would not be interrupted.
- Dust emissions would be controlled.
- Best Management Practices would be used to minimize temporary construction impacts, including dust control, working hours, sediment and erosion control, and temporary fencing.



# TEMPORARY CONSTRUCTION IMPACTS

- A three month closure of 168<sup>th</sup> Street would be required to reconstruct the culvert at Pinewood Park (between Frances and Pine Street).
- This closure would occur during the summer while school is out of session.
- Coordination with the public, emergency services, Lakeside Hospital and schools will occur.

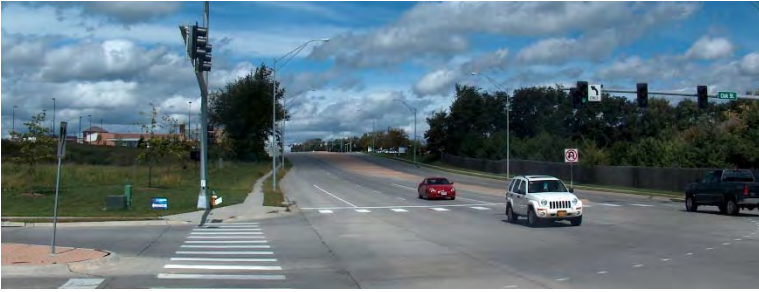


168<sup>TH</sup> STREET IMPROVEMENTS | City of Omaha





# PRELIMINARY COST ESTIMATE



The cost of the project would be paid for 80% by the Federal government, and 20% by the City of Omaha

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

**\$15.2 MILLION**



# PROPOSED PROJECT SCHEDULE



This project is currently scheduled to begin in 2021. Some utility work may begin ahead of this time. ROW is scheduled to be acquired in late 2018 and 2019.



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

# PUBLIC INVOLVEMENT



**Public Hearing (Tonight)**

**May 11<sup>th</sup>, 2017**

**Draft EA available on City and NDOR websites,  
Millard Library, and other locations.**



**Public Forum tonight to record  
spoken comments**

**Written/emailed comments  
accepted until May 26<sup>th</sup>, 2017**



# OPEN HOUSE STATIONS



**ENGINEERING & DESIGN**



**SECTION 4(F) / PARKS / TRAILS**



**ENVIRONMENTAL ASSESSMENT**



**RIGHT-OF-WAY**



**NOISE IMPACTS**

# CONTACT



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STPC-3811(1) and STPC-3811(2)  
CN 22209 and CN 22210

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

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