

48th Street Improvements Project

City of Omaha Project OPW 52875

Welcome!

The purpose of this meeting is to:

- Present the preferred roadway alternative
- Share preliminary construction phasing
- Receive your questions or comments



Welcome to the second Online Virtual Public Information Meeting for the 48th Street Improvements Project and thank you for your interest in helping to Keep Omaha Moving.

48th Street Improvements Project

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Project Overview

- The project is located along 48th Street from Harrison Street to Q Street. It also includes Q Street from 48th Street to 44th Street. The existing section on 48th Street is a 2-lane roadway, widened to 3-lanes at Harrison Street and Q Street for left turn lanes. The existing section on Q Street is a 2-lane roadway widened to 3-lanes at 48th Street and 44th Street for left turn lanes. This project will reconstruct these two segments of 48th Street and Q Street with new curb and gutter, sidewalks, storm sewer and retaining walls.

Project Purpose



Improve Safety, Operations & Mobility



Enhance Pedestrian Facilities



Improve Access Management



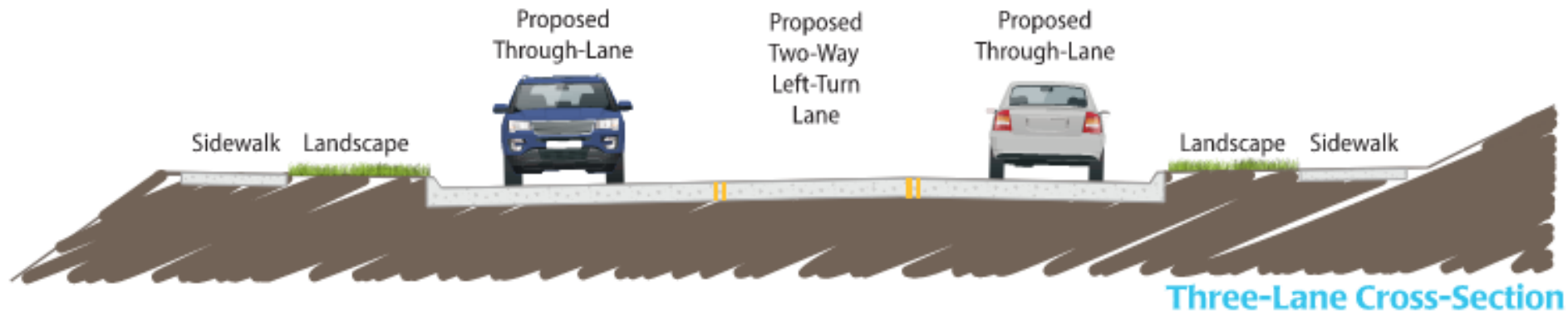
Replace Aging Pavement



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Typical Roadway Cross-Sections



TYPICAL ROADWAY SECTION

48th Street

A hybrid two-lane and three-lane cross-section has been selected for the 48th Street corridor. From Harrison Street to U Street 48th Street will have a three-lane cross-section. From U Street to Q Street 48th Street will have a two-lane cross-section.

Q Street

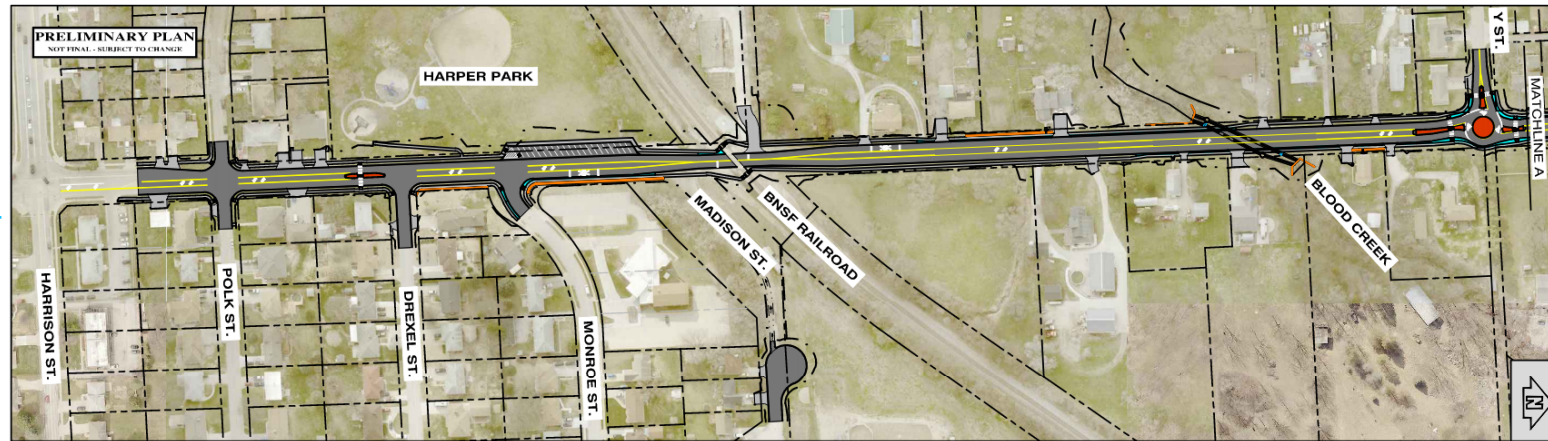
A three-lane cross-section has been selected for Q Street from 48th Street to 44th Street.

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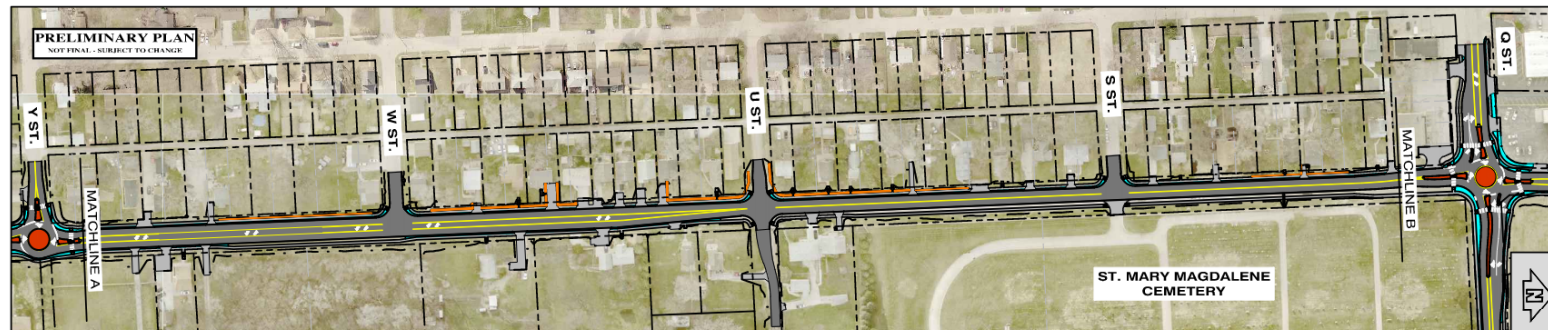
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Preferred Alternative - Overview

48th ST
HARRISON ST
TO Y ST



48th ST
Y ST TO
Q ST



Q ST
48th ST
TO 44th ST



48th STREET – HARRISON STREET TO Q STREET

On 48th Street the project begins north of the Harrison Street intersection and ends north of the Q Street intersection.

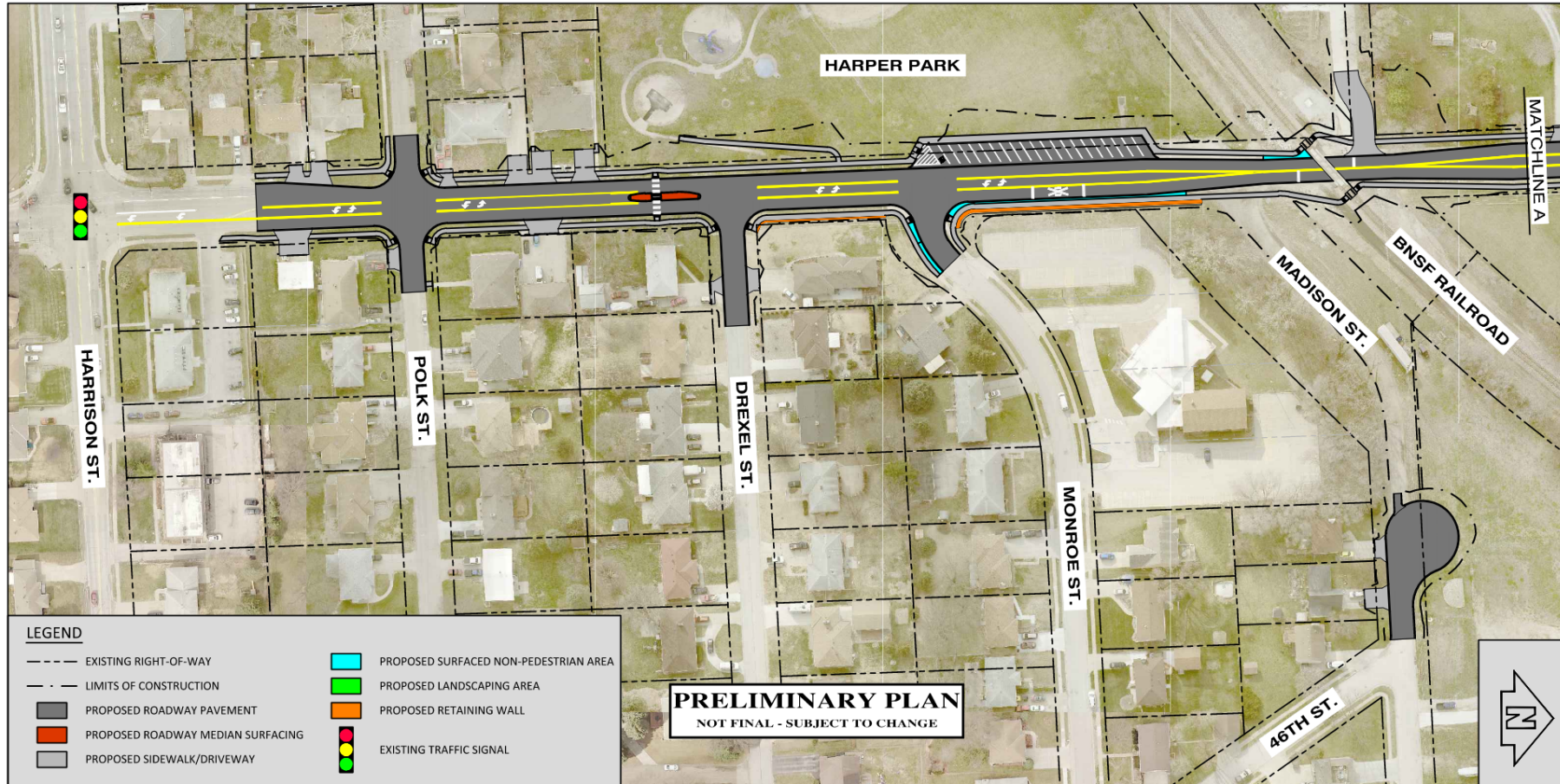
Q STREET – 48th STREET TO 44th STREET

The Q Street Corridor begins east of the 48th Avenue intersection and ends at the 44th Street intersection.

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Preferred Alternative – Segment 1



48th STREET – HARRISON STREET TO BNSF RAILROAD

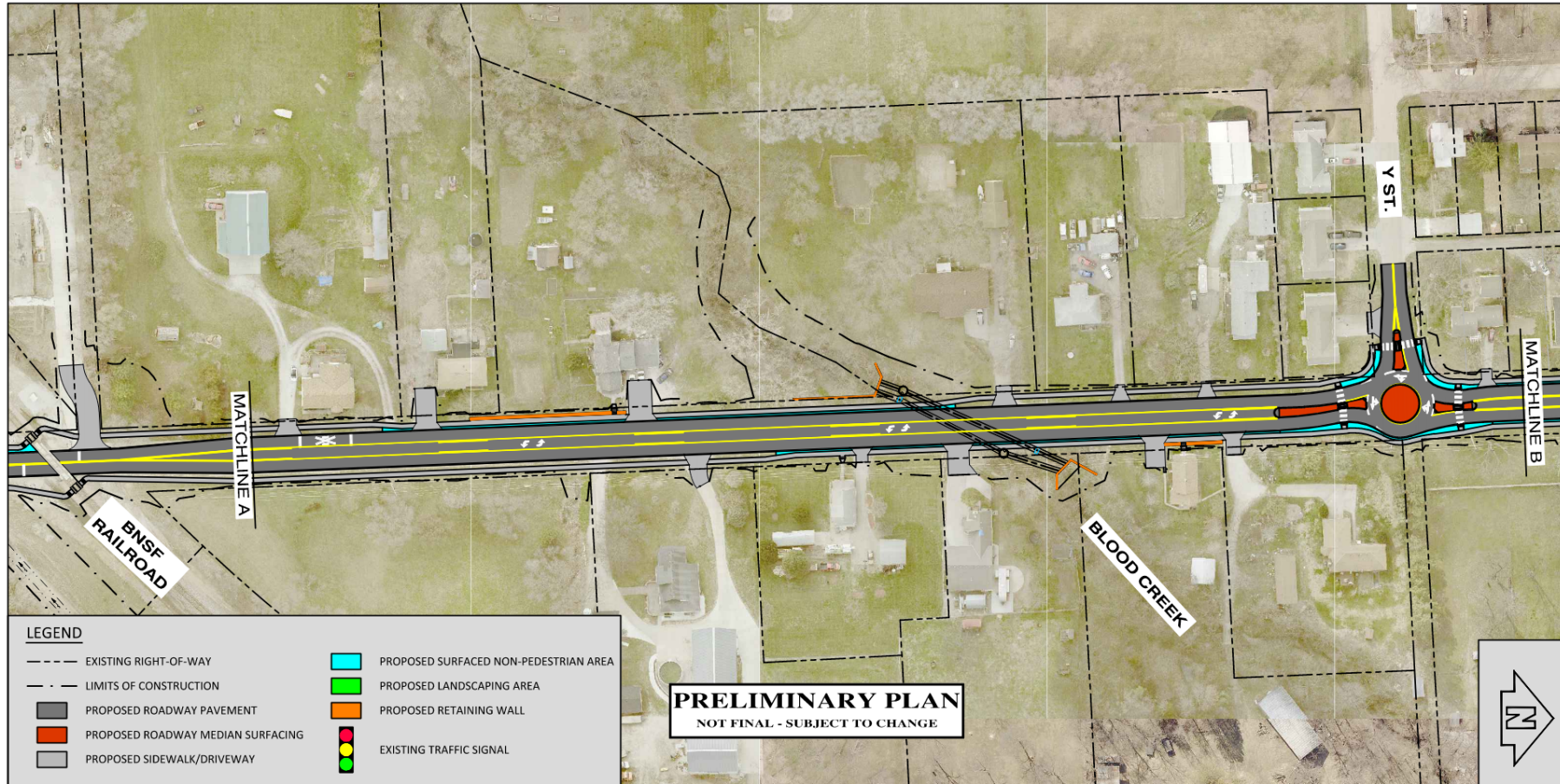
Construction on 48th Street will begin north of the Harrison Street intersection, which has previously been widened to include a southbound left and right turn lane. For this segment 48th Street will be widened to a three-lane section and transition down to a two-lane section as it crosses the BNSF railroad. Madison Street access to 48th Street will be closed and a cul-de-sac built east of 46th Street. At Harper Park, paved angled parking will replace the existing gravel parking area. A pedestrian crossing with median refuge is proposed on the south end of Harper Park.



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Preferred Alternative – Segment 2



48TH STREET – BNSF RAILROAD TO Y STREET

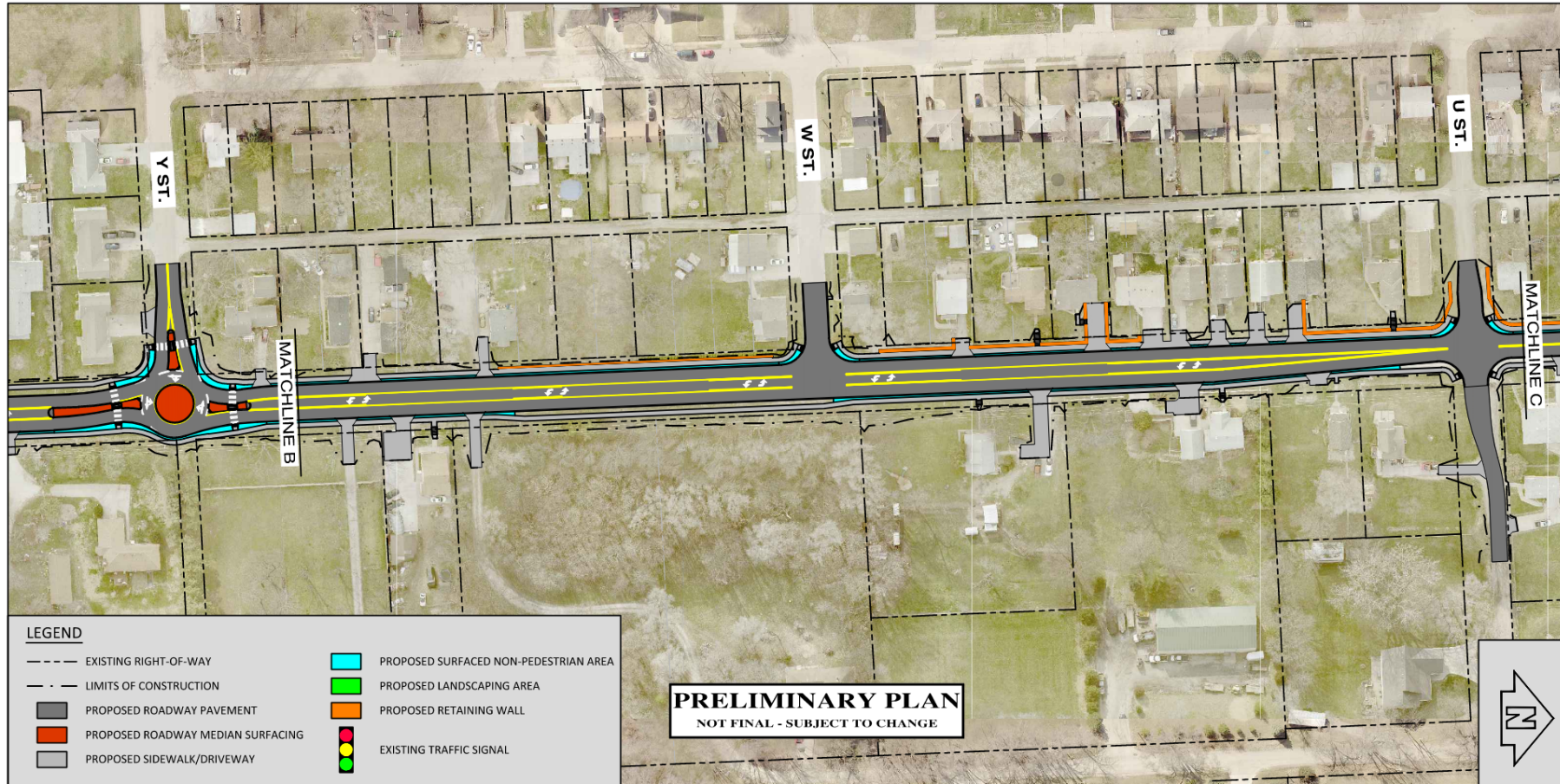
After crossing the BNSF Railroad 48th Street will transition from a two-lane section back to a three-lane section. A roundabout is proposed at the Y Street intersection. Improvements will be made to the Blood Creek culvert.



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Preferred Alternative – Segment 3



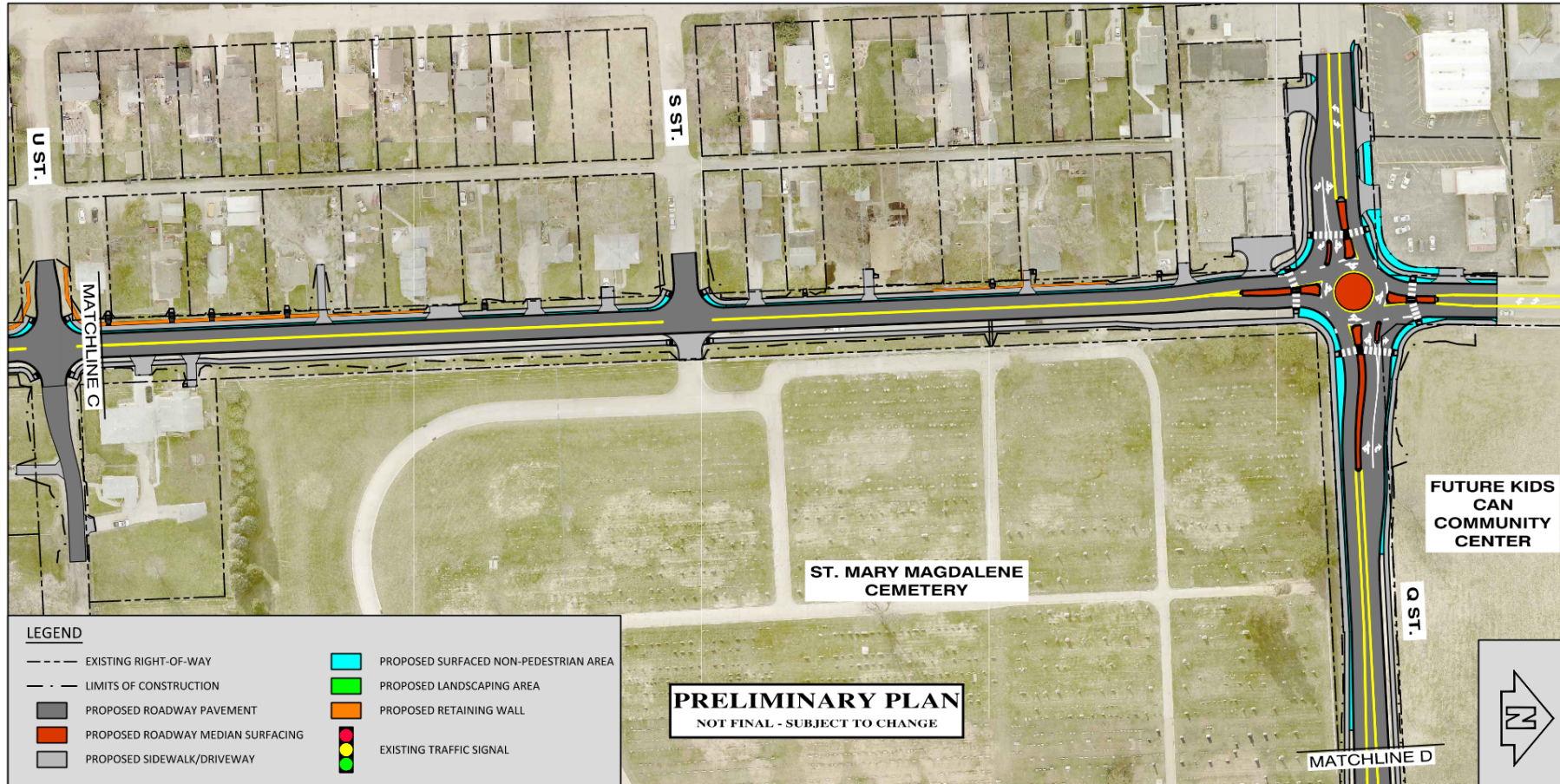
48TH STREET – Y STREET TO U STREET

From the proposed Y Street roundabout, 48th Street will continue as a three-lane section and transition down to a two-lane section at U Street.

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Preferred Alternative – Segment 4



48TH STREET – U STREET TO Q STREET

A two-lane section is proposed on 48th Street from U Street to Q Street. A roundabout is proposed to replace the existing traffic signal at the 48th Street and Q Street intersection.

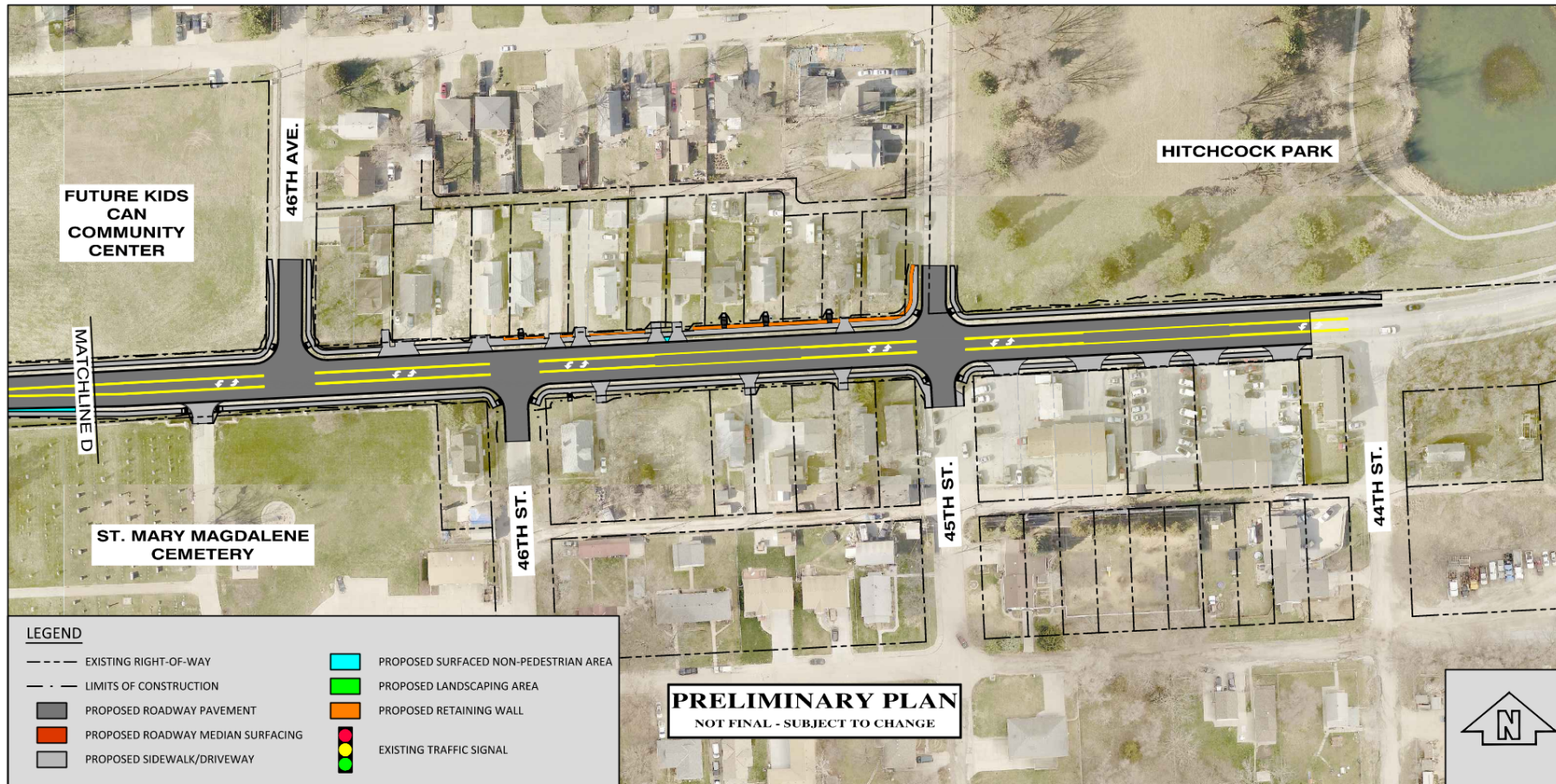
Q STREET – 48TH STREET TO 46TH AVENUE

A three-lane section is proposed on Q Street east of the Roundabout.

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Preferred Alternative – Segment 5



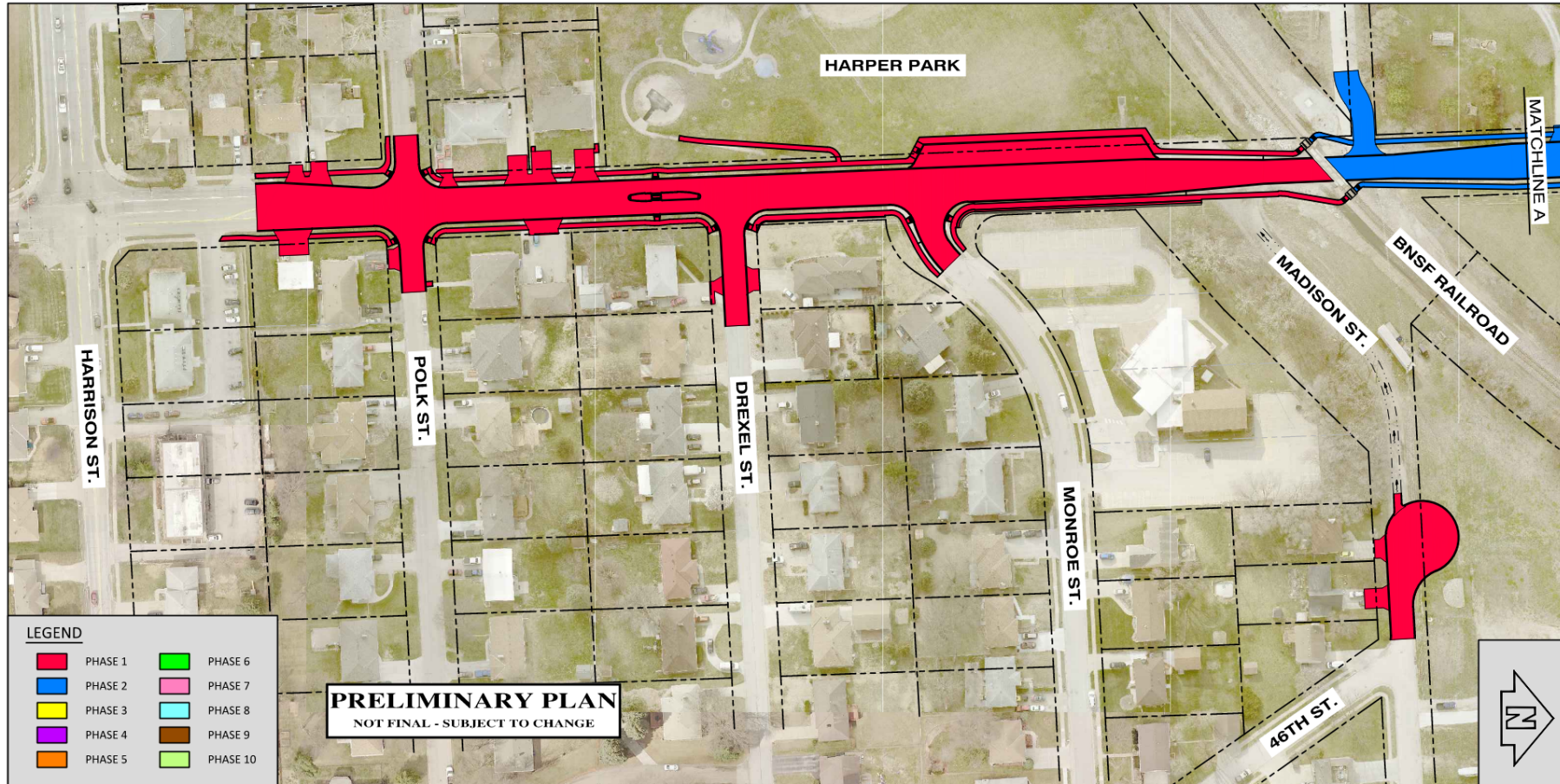
Q STREET – 46TH AVENUE TO 44TH STREET

The proposed three-lane section on Q Street will continue to the east and will tie into the existing three-lane section east of 44th Street.

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Preliminary Construction Phasing– Phase 1



PHASE 1

48th Street closed between Harrison Street and the BNSF Railroad crossing. Phase 1 includes construction of the Madison Street cul-de-sac.

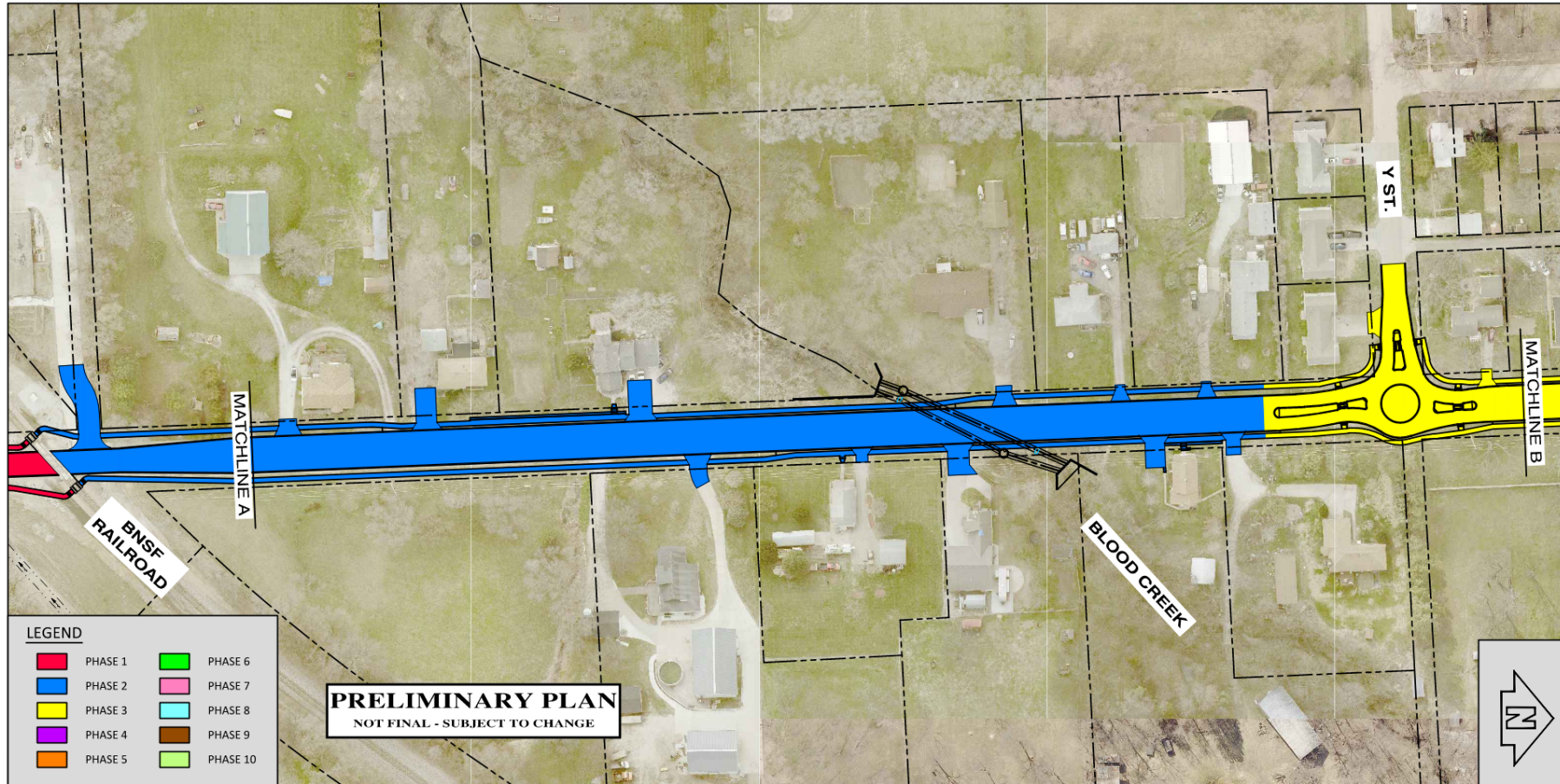
PRELIMINARY CONSTRUCTION PHASING

In general 48th Street and Q Street will be constructed in segmental closures beginning on the south end of the project and then continue north. Phases shown will have sub-phases to maintain local access to neighborhoods and homes during construction.

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Preliminary Construction Phasing– Phase 2



PHASE 2

48th Street closed between the BNSF Railroad crossing and Y Street. Phase 2 includes construction of the Blood Creek culvert improvements.

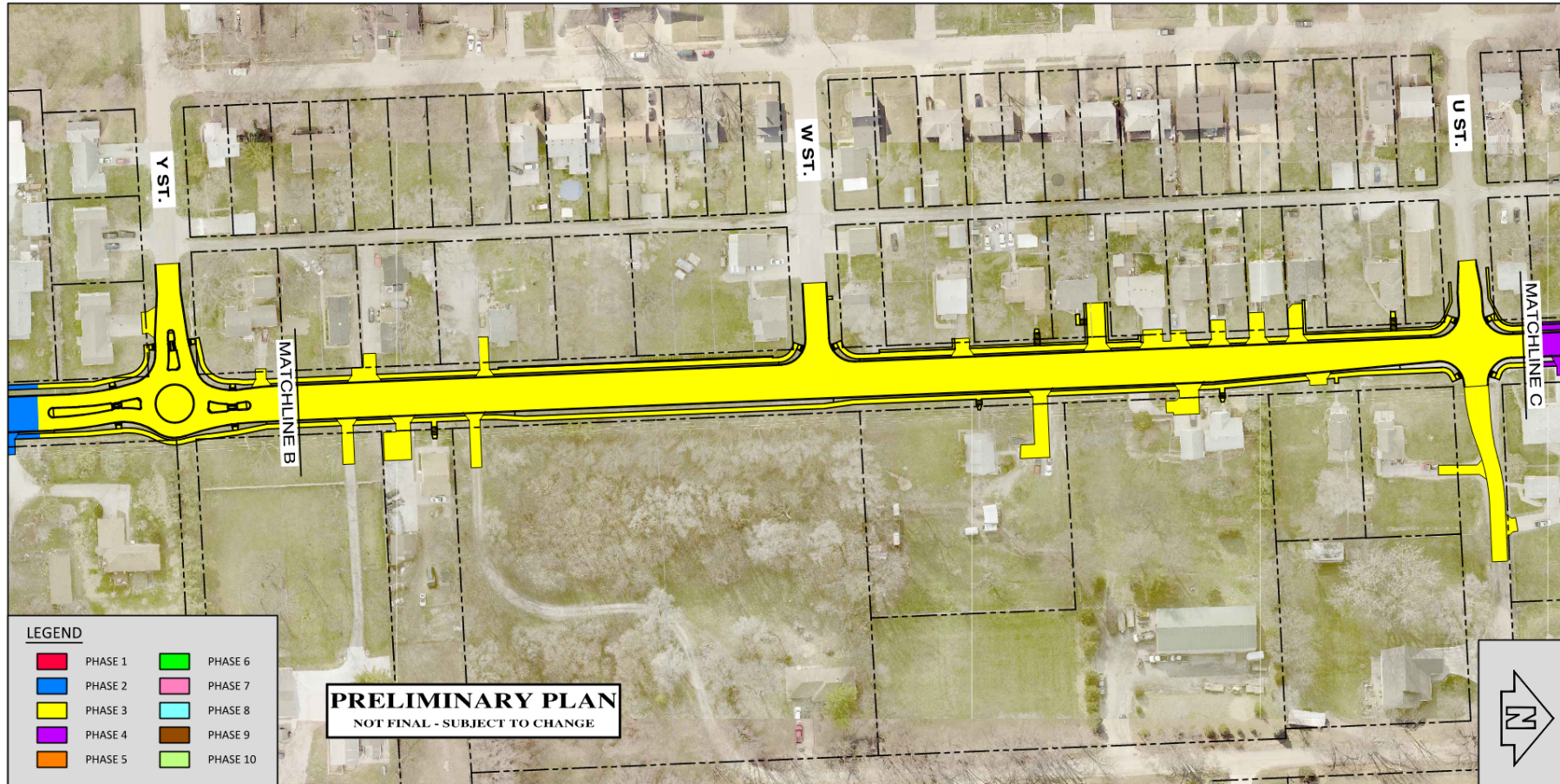
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Preliminary Construction Phasing – Phase 3



PHASE 3

48th Street closed between Y Street and U Street. Phase 3 includes construction of the Y Street roundabout and U Street intersection.

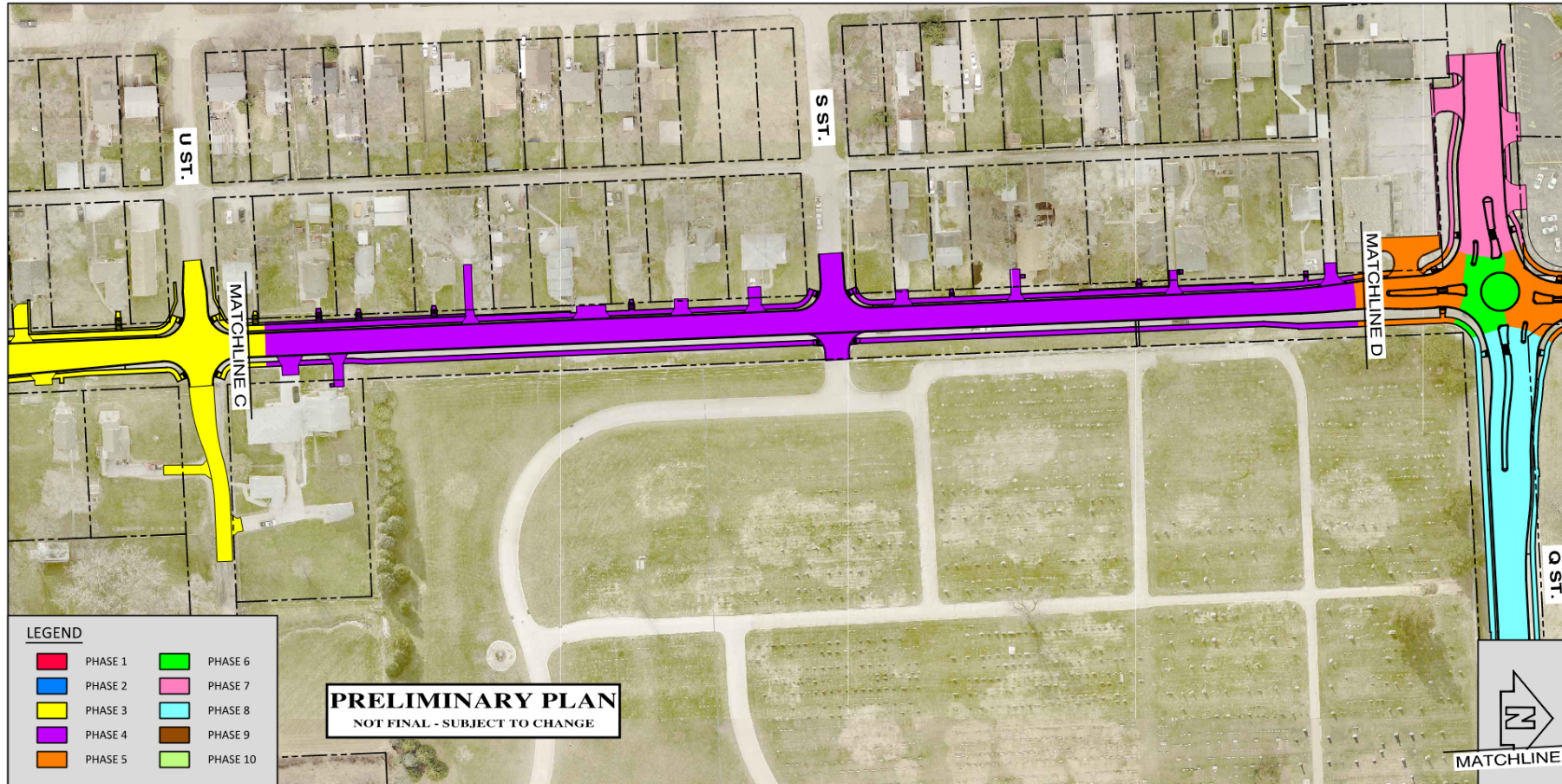
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Preliminary Construction Phasing– Phase 4



PHASE 4

48th Street closed between U Street and Q Street.

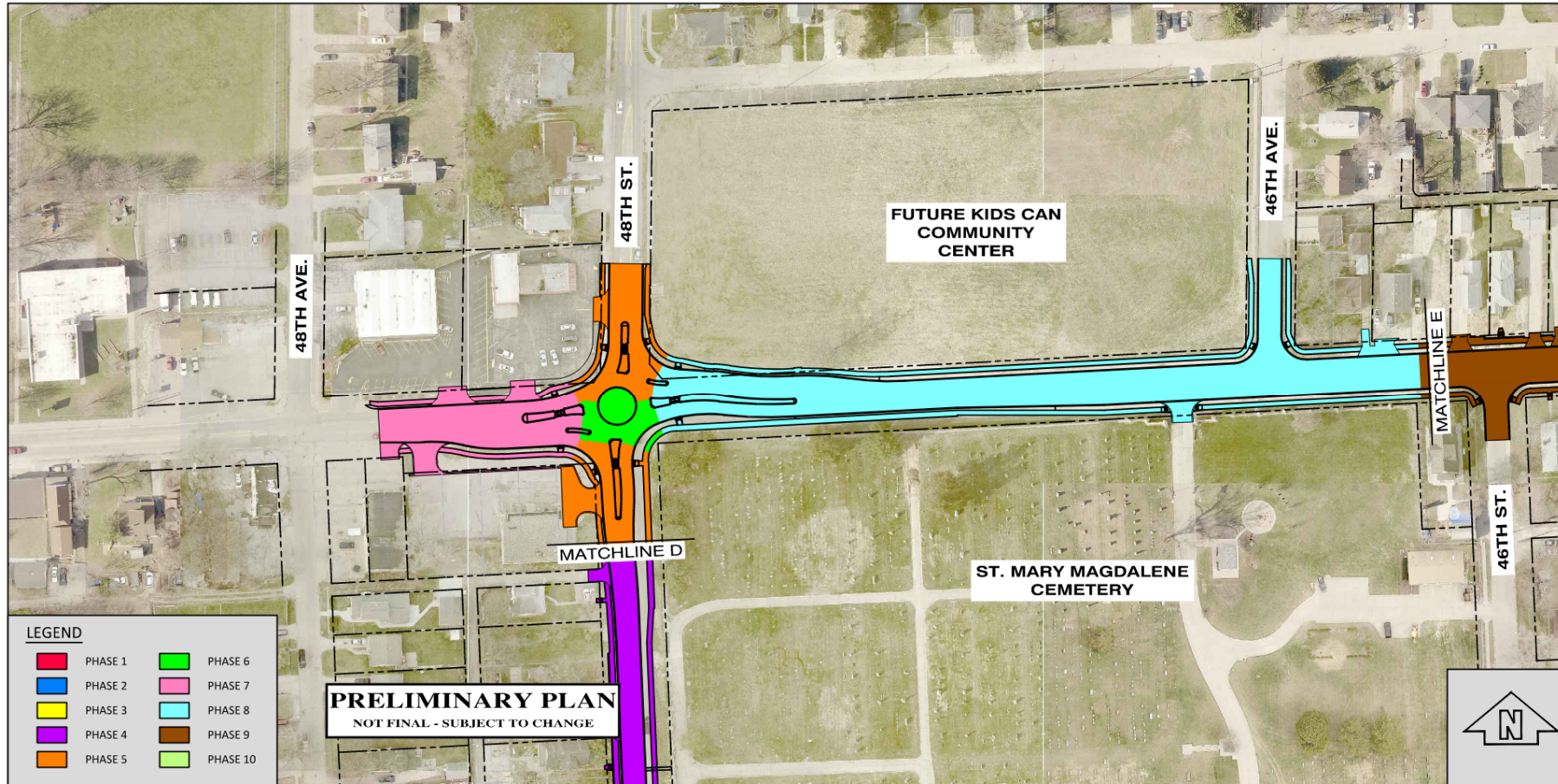
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Preliminary Construction Phasing – Phases 5 thru 8



PHASE 5

48th Street closed to construct the north and south legs Q Street roundabout. Eastbound and Westbound thru traffic on Q Street maintained during this phase.

PHASE 6

Construction of Q Street roundabout completed in this phase. Phase being evaluated for short term closure of 48th and Q intersection.

PHASE 7

48th Street opened to Northbound and Southbound thru traffic. Q Street closed between 48th Avenue and 48th Street.

PHASE 8

Q Street closed between 48th Street and 46th Street.

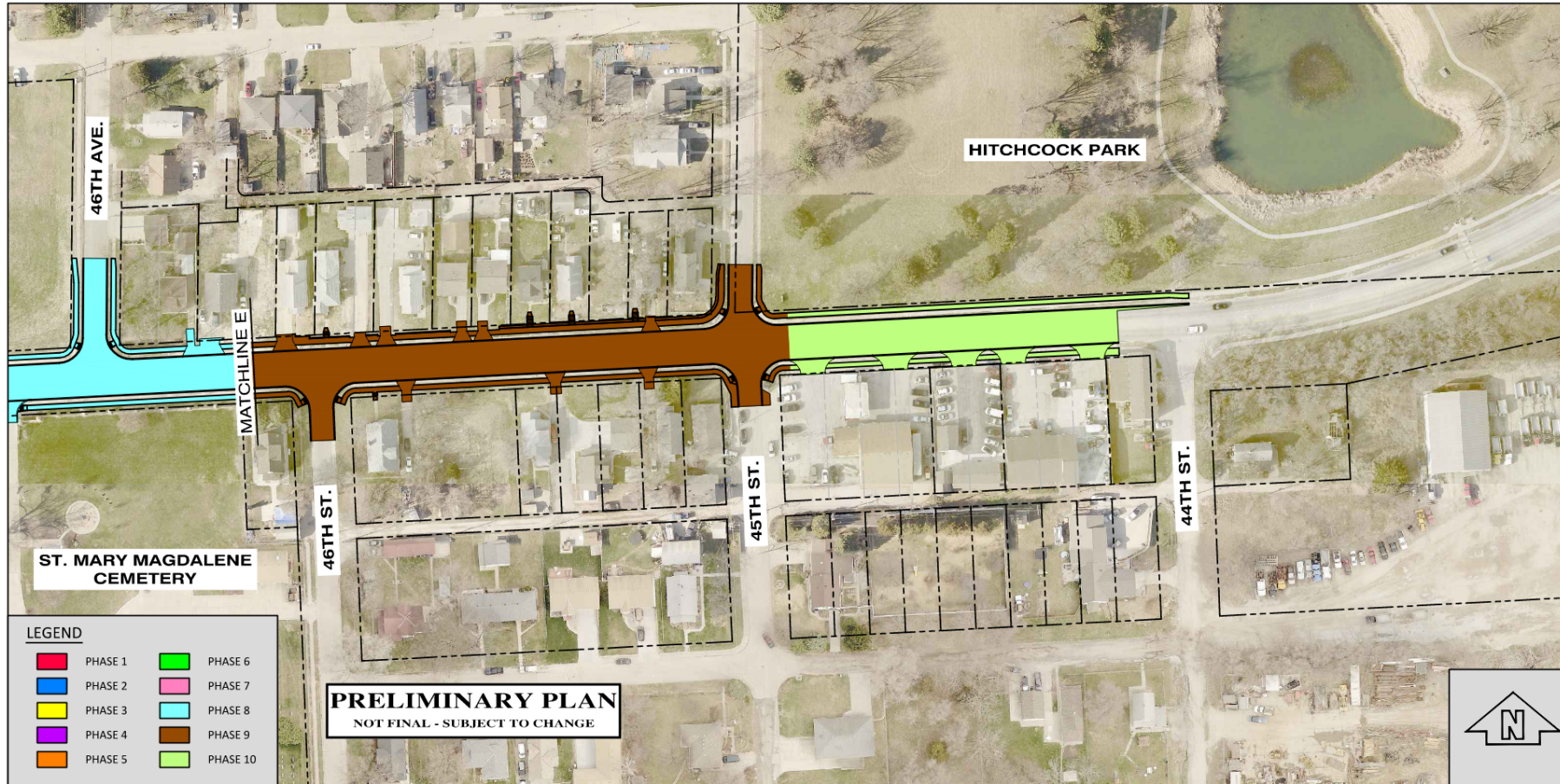
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Preliminary Construction Phasing – Phases 9 & 10



PHASE 9

Q Street closed between 46th Street to 45th Street. Phase 9 includes construction of the 46th Street and 45th Street intersections.

PHASE 10

Q Street closed between 45th Street and 44th Street.

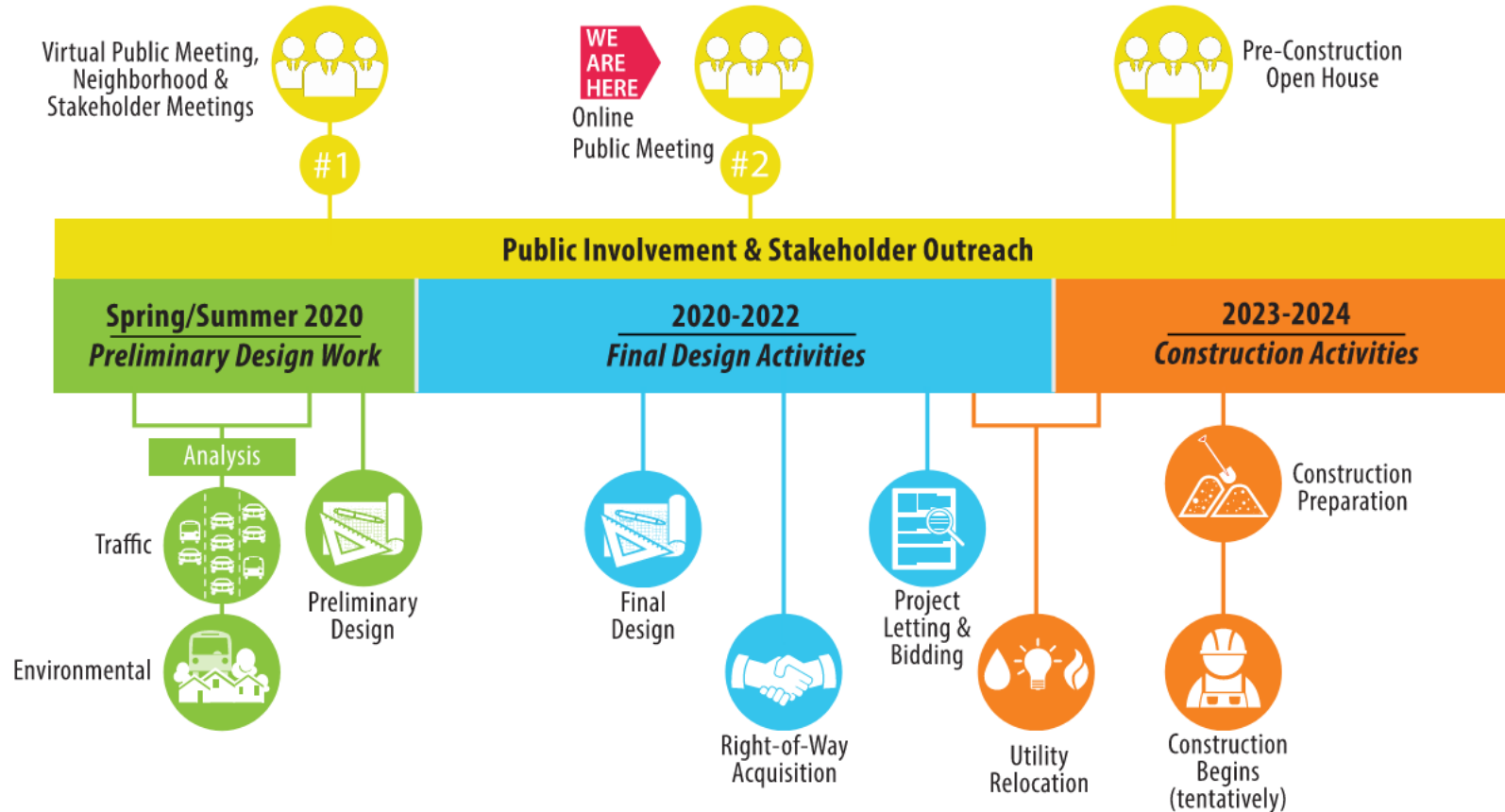
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Project Schedule



The Project is currently in the final design phase. Right-of-Way acquisition and project bidding will occur in 2022 with roadway construction tentatively set to begin in early 2023. Relocations of existing utilities by their respective owners will start in 2022 ahead of the City's roadway construction. Utility relocations include fiber, overhead and underground electric, gas, and water.

Schedule current as of December 2021, subject to change

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Right-of-Way Process

- To reduce grading to adjacent properties ROW impacts will be minimized through use of retaining walls
- ROW acquisition will follow the Uniform Act
- Property values would be determined by independent appraisers
- Impacts to trees, fencing and landscaping on private property will be mitigated by compensating the owners through the acquisition process



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Thank You!

Questions or Comments:



Submit a comment or question online at
keepomahamoving.com/stay-informed



For more information on this project and
others, visit

keepomahamoving.com/projects

City of Omaha Contact:

Kristi Evans, P.E.

Public Works Department

Design Division

(402) 444-5220

kristine.evans@cityofomaha.org

Comments or questions can be submitted to the project team through the Keep Omaha Moving website using an online form at

<http://keepomahamoving.com/stay-informed>

You can stay informed about this project and other City of Omaha roadway projects at

<http://keepomahamoving.com/projects>

