

Metro Area Travel Improvement Study

US-75 Mainline Reconstruction and Expansion

24th Street Bridge Replacement and Interchange Removal

Public Meeting

January 5, 2022

Omaha South High Magnet School, 4519 S 24th St, Omaha, NE 68107

The Nebraska Department of Transportation (NDOT) is hosting a public meeting regarding proposed Metro Area Travel Improvement Study (MTIS) projects at the U.S. Highway 75 (US-75) and F Street interchange and the Interstate 80 (I-80) and 24th Street interchange in Douglas County.

MTIS OVERVIEW

From 2013 through 2019, the Nebraska Department of Transportation (NDOT) and the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) collaboratively conducted MTIS, a study that evaluated the Omaha area's transportation network, including roads, bike and pedestrian facilities, and transit. The purpose of MTIS was to develop a high-level, multi-modal plan for the interstate and major roadways in the region.

MTIS was conducted in coordination with other regional planning studies and projects and in collaboration with City of Omaha, City of Papillion, City of Bellevue, City of La Vista, City of Council Bluffs, the Iowa Department of Transportation, Douglas and Sarpy County, Omaha Metro and FHWA. The study area included 83 miles of interstate freeway, 39 miles of other freeways/expressways, 180 miles of state highways, and 176 miles of local roads. Ultimately, MTIS recommended a variety of potential multi-modal strategies to meet the overarching MTIS goals of:



SYSTEM PRESERVATION



CONGESTION REDUCTION



MOBILITY & ACCESSIBILITY



STEWARDSHIP & ENVIRONMENT



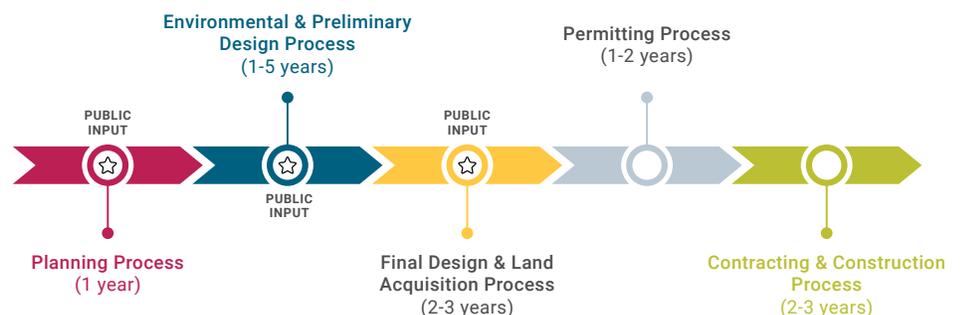
SAFETY

While MTIS provided recommendations for multi-modal projects, including local and state roads, bike and pedestrian facilities, and transit, NDOT is responsible for implementing transportation roadway projects on state highways and interstates.

NDOT'S PROJECT DELIVERY PROCESS

MTIS is the first of many steps in NDOT's planning, project development, and implementation process that must occur before a project can be constructed. NDOT's project delivery process includes multiple review milestones and decision points. The outcome of this process means a project ultimately may or may not get constructed. Project delivery typically occurs over several years and includes opportunities for public input at key project milestones within the process.

TYPICAL HIGHWAY IMPROVEMENT PROJECT PROCESS



US-75 MAINLINE RECONSTRUCTION AND EXPANSION*

The proposed project would improve a section of US-75. Proposed improvements include full reconstruction of US-75, including bridge replacements/removal due to the condition of the freeway and bridges. Capacity improvements would be included as part of the reconstruction project, including additional mainline lanes and interchange reconfigurations to improve safety and traffic operations. To accommodate improvements, the US-75 and F Street interchange is proposed to be closed and the O Street bridge would be removed. This project would potentially be implemented in the year 2032.

DETERMINING FACTORS FOR INCLUSION IN MTIS

This potential project would preserve operations of the overall freeway system. Service interchanges closely spaced in relation to the system interchange diminishes the quality of traffic flow and impacts safety. Design standards for interchanges have been modernized since this interchange was constructed. Additionally, there are other nearby interchanges that provide access to area neighborhoods and businesses.

24TH STREET BRIDGE REPLACEMENT AND INTERCHANGE REMOVAL*

The proposed project would improve a section of I-80. The proposed improvements include replacement of the 24th Street bridge over I-80 due to the age and condition of the bridge. In conjunction with the bridge replacement, the 24th Street ramps to and from I-80 are proposed to be removed to provide wider shoulders along I-80. This project would potentially be implemented in the year 2042.

DETERMINING FACTORS FOR INCLUSION IN MTIS

Current six-lane configuration on I-80 at 24th Street results in substandard shoulder width. There are no adequate shoulders for crashes, vehicle breakdowns, or other emergencies. Eliminating access provides improved safety by providing full shoulders. Additionally, there are other nearby interchanges that provide access to area neighborhoods and businesses.



**Both potential projects, if moved forward, would need to go through NDOT's project development process, which is outlined in the graphic on the first page of this handout.*

FEEDBACK

The public is encouraged to provide input regarding these proposed projects. Comments will be collected through January 20, 2022. Written comments should be submitted to the address below:



Lucas Nelsen
Nebraska Department of Transportation
PO Box 94759, Lincoln, NE 68509-4759

email: Lucas.nelsen@nebraska.gov
tel: (402) 479-3890

Information regarding MTIS will be available on NDOT's website at ndot.info/mtis. For those without internet access, information may be obtained through the contact to the left.

If you would like to learn more about the overall MTIS effort, visit mapacog.org/projects/metropolitan-travel-improvement-study-mtis.