

N-66 Connection in Louisville

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Roadway Design
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NEBRASKA
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DEPARTMENT OF TRANSPORTATION

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Project Purpose

N-66 Connection in Louisville
STP-66-7(119), C.N. 22795

The purpose of this project is to:

- **Connect the discontinuous route** of N-66 through the City of Louisville by providing an at-grade crossing of the Union Pacific (UP) railroad tracks
- **Reduce traffic** using city streets that was necessary to travel to the disconnected segment of the existing N-66 route
- **Eliminate conflicts** between trains and vehicles by closing three (3) at-grade crossings of the UP tracks
- **Improve N-50/N-66 Intersection** with a northbound offset right turn and southbound left turn

N-66 currently is the only state route within the Nebraska highway system which has a discontinuous route.

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Agenda

N-66 Connection in Louisville
STP-66-7(119), C.N. 22795

- Project Purpose & Need
- Project Overview and Scope of Work
- Design Features
- Public Involvement
- Cost and Schedule
- Commission Recommendation of the following:
 - Approval of **Project Location** and **Design**

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Project Need

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The Nebraska Department of Transportation (NDOT) identifies the need for railroad grade separation structures by considering the following:

- Potential number of conflicts between road users and trains (**Exposure Factor**)
- Traffic Delays
- Crash Costs

The highway rail crossing of N-66 and UP does not meet NDOT thresholds for considering grade separation. Thus, an at-grade crossing is needed.

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Existing N-66 Route

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SIP-66-7(119); C.N. 22795

- N-66 is a discontinuous route
- Project will be connecting the gaps

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Scope of Work

N-66 Connection in Louisville
SIP-66-7(119); C.N. 22795

- Connect N-66 within Louisville by constructing a new alignment on 5th Street between Main Street to Walnut Street
- Construct a signalized at-grade crossing of the UP with two siding tracks removed
- Pedestrian accommodations will be provided along N-66

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Project Overview

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- N-66 to be connected within Louisville with a signalized at-grade crossing of UP.
- Varying two-lane roadway cross sections
- Alignment Alternatives and Preliminary Design are complete
- Public Involvement held May 29, 2025
- Final Environmental Categorical Exclusion (CE) document will be submitted to FHWA later this year

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Scope of Work

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- Improvements on 5th Street from N-50 to Main Street
 - Trench Widening
 - Curb Replacement
 - Mill/Inlay

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Scope of Work

- At the intersection of N-50 & N-66, turn lanes will be added:
 - Northbound offset right turn lane
 - Southbound left turn

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Scope of Work

- Second existing at-grade UP crossing closed:
 - UP crossing at 6th Street closed
 - UP to remove siding tracks
 - Separate Local Project to replace 6th Street Bridge

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PROPOSED UP CLOSURES



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Scope of Work

- First of three existing at-grade UP crossings will be closed:
 - North Walnut Street will be shifted into a reverse curve to combine two UP crossings into a single crossing
 - Signalization added to existing UP crossing

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EXISTING UP CROSSINGS
PROPOSED UP CLOSURES

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Scope of Work

- Third existing at-grade UP crossings closed:
 - UP crossing at Mill road closed
 - Cass County to remove existing bridge

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PROPOSED UP CLOSURES



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Design Features Typical Cross Sections - Segment (A)

N-66, N-50 to High School Driveway

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Design Features Typical Cross Sections - Segment (C)

N-66, Cherry Street to Main Street

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Design Features Typical Cross Sections - Segment (B)

N-66, High School Driveway to Cherry Street

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Design Features Typical Cross Sections - Segment (D)

N-66, Main Street to Walnut Street

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ROADWAY SECTION

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Design Features Typical Cross Sections - Segment E North Walnut Street

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Public Involvement

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- **1990's:** Project development initially began as Louisville South Bypass
- **2000's:** Project scuttled due to impacts & lack of funding
- **2019:** Project resumed planning phase by focusing on an at-grade connection
- **2025:** Public Information Open House held to show the proposed design



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Environmental Assessment & Preliminary Design

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- Environmental resource reviews
 - Wetlands
 - Hazardous Materials
 - Threatened and Endangered Species
 - Noise & Air
 - Historic Properties and Archeology
 - Parks and recreational facilities (4(f) and 6(f) resources)
 - Utilities
- Alternatives Analysis
- Public Involvement
- Selection of Preferred Alternative
- Final CE document will be submitted to FHWA later this year.

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Public Involvement

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- **May 29, 2025:** Public Hearing
 - Approximately **106** people in attendance
 - Received **26** comments
(comment period ended June 16, 2025)
- **Public Comments**
 - Overall project support
 - Railroad crossing closures
 - Impact to residents on existing 5th Street
 - Protective devices for pedestrians after the connection is available
 - Possibility of roundabout on N-50/N-66
 - Comment responses has been completed



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Pedestrian Accommodations & Other Closures

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- The new at-grade railroad crossing will be **open** to pedestrian traffic
- Pedestrians will connect to city sidewalks to east
- Pedestrians will use bridge and have access to high school west of Main Street
- Pedestrian crosswalk across N-66 for Main Street sidewalk

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Pedestrian Accommodations & Other Closures

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- The existing 3rd Street at-grade railroad crossing will **remain open** to pedestrian traffic but the siding track removed

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Pedestrian Accommodations & Other Closures

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- The existing 6th Street at-grade railroad crossing will be **closed** to pedestrian traffic
- Pedestrians will be able to use the 6th Street Bridge

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Schedule & Cost

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ESTIMATED COST: \$9 MILLION*
*Funding comes from Federal, State, and City of Louisville

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Requested Actions

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NDOT requests Highway Commission Recommendation of the following:

- Approval of the **Project Location** and **Design**



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Questions?



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