

SCOPE OF WORK

Project improvements would consist of modifying the existing intersection to function as an RCUT facility. The improvements required include construction of eastbound and westbound left-turn lanes and bulb-outs on US-30 expressway to allow the U-turns and construction of a right-turn lane for westbound US-30 expressway to northbound N-79. Modifications to the existing raised islands at the US-30 expressway/N-79 intersection would also be required and modifications to the N-79 geometry on the north and/or south side may be included. Any existing street lighting would be modified as necessary, and lighting would be added at the bulb-outs. Additionally, work would include grading, earth work and new permanent pavement markings.

IMPACTS

Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. No additional right-of-way would be required for this project.

SCHEDULE & COST

Construction is anticipated to begin in the spring of 2022 and could be complete by fall 2022. The cost of the proposed project is estimated to be less than \$600,000 and would come from state funding sources.



Feedback

The public is encouraged to provide comments regarding this proposed project. Comments will be collected through **November 19, 2021**. Written comments or requests should be submitted to the address below:

Lucas Nelsen

NDOT Public Involvement
P.O. Box 9475
Lincoln, NE 68509-4759

Email:

lucas.nelsen@nebraska.gov

Phone: 402-479-3890

Information regarding the proposed project will be available on the NDOT website at ndot.info/20626. For those without internet access, information may be obtained through the contact above.

US-30 EXPRESSWAY/N-79 INTERSECTION IMPROVEMENT Public Information Meeting

November 2, 2021

North Bend Municipal Auditorium - 741 Main St, North Bend, NE 68649
S-30-6(1044); C.N. 20626

The Nebraska Department of Transportation (NDOT) is proposing to construct a restricted crossing U-turn intersection, otherwise known as an RCUT, at the U.S. Highway 30 expressway (US-30) and Nebraska Highway 79 (N-79) intersection in Dodge County, Nebraska.

PROJECT LOCATION

Identified as **US-30 Expressway/N-79 Intersection Improvement**, the proposed project begins on US-30 expressway, 0.25 miles west of the junction and extends east 0.5 miles. On N-79, the project extends north and south of the junction. Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

PURPOSE & NEED

The purpose of the project is to reduce the frequency and severity of crashes at the intersection of US-30 expressway and N-79, improve the mobility of the traveling public and improve the reliability of the transportation system. The need for this project is based on feedback from the City of North Bend, the North Bend school board, and the North Bend Chamber of Commerce, as well as information from the NDOT Safety Committee, Strategic Safety Infrastructure Project Teams, Traffic Engineering Division and District 2.



WANT MORE DETAILS ON HOW AN RCUT INTERSECTION WORKS?

Visit our website!

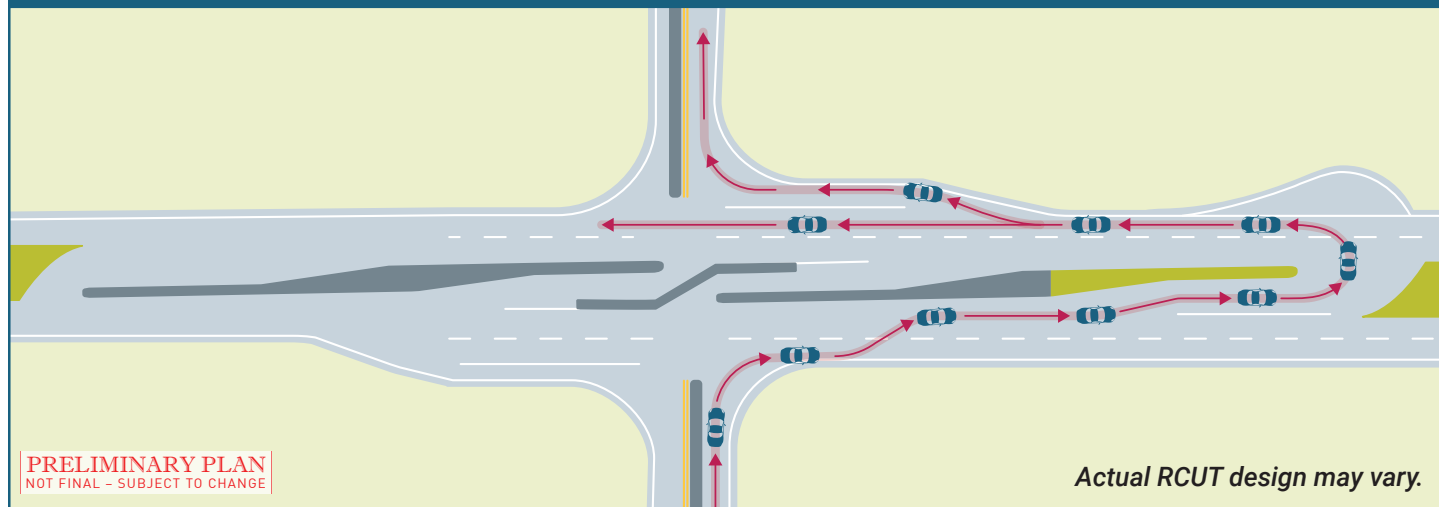
- Open your camera app
- Hold your device so the QR code is in view
- Tap the notification to open the website

OR

- Download a QR scanner app

Restricted Crossing U-Turn (RCUT) Intersections in Nebraska

RCUT VEHICLE MOVEMENT



RCUTs have been shown to decrease right-angle crashes on four-lane divided highways. An RCUT intersection requires a change in how drivers cross and turn onto the highway from side roads by preventing direct crossing and left-turn movements. Relative to many other improvements, it is a low-cost treatment that can be quickly implemented, requires minimal to no property acquisition or relocation of homes and businesses, and minimizes environmental impacts.

HOW DOES IT WORK?

At an RCUT intersection, motorists approaching divided highways from a side road are not allowed to make left turns or cross traffic; instead, they are required to turn right onto the highway and then make a U-turn at a designated median opening. This reduces potential conflict points and enhances safety. Generally, delay caused by waiting to cross both sets of lanes or by a traffic signal is greater than the delay caused by the RCUT movement. Traffic will still be able to turn left onto side roads from the highway.

WHY DOES IT WORK?

A typical four-lane divided highway intersection has 42 possible vehicle conflict points. RCUTs reduce conflict points to 24. With an RCUT, drivers from the side road only have to be concerned with one direction of traffic on the highway at a time. Drivers do not need to wait for a gap in both directions to cross the highway. Certain four-lane divided highway intersections have an elevated risk of severe right-angle crashes or "T-bone" crashes. RCUTs have been successfully implemented in several states and are generally recommended for highways that would otherwise require signalized intersections, grade-separated interchanges, or access restriction.

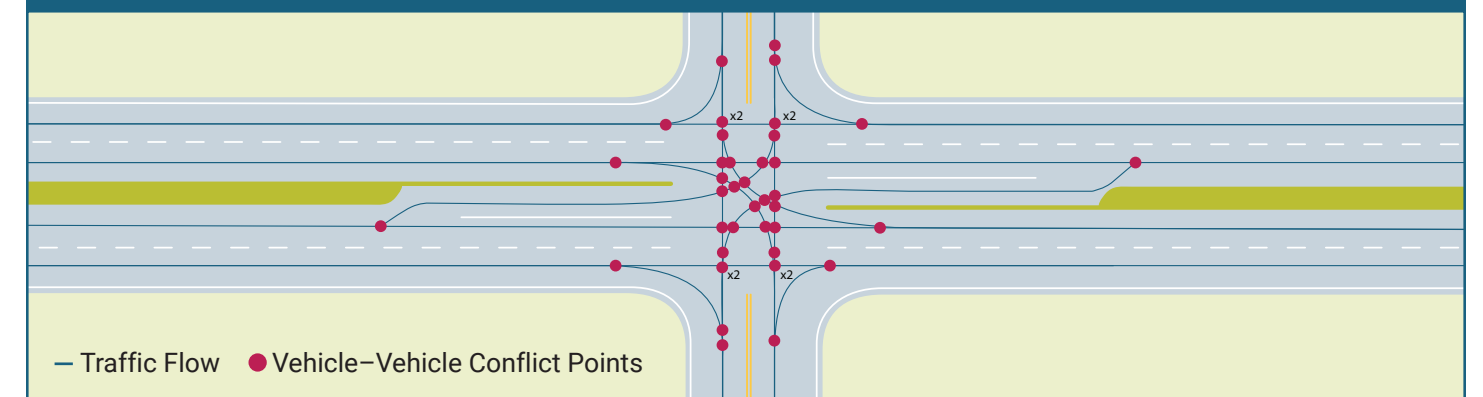
BENEFITS

RCUT intersections significantly reduce the potential for right-angle crashes by allowing drivers to navigate through one lane of highway traffic at a time. An RCUT intersection reduces vehicle conflict points by over 40%. If vehicles are involved in a crash at an RCUT conflict point, crashes are generally less severe than those at a conventional intersection.

Increased time savings. At conventional intersections, side road drivers must wait for a gap in both directions of highway traffic at the same time in order to safely cross the highway. With RCUTs, drivers only wait for a gap in one direction of highway traffic at a time, making it quicker, easier, and safer for side road drivers to turn left or cross the highway. For drivers on the highway, RCUTs do not delay their trip like the use of a traffic signal on a highway could.

Improved Cost Effectiveness. Instead of constructing a more expensive, grade-separated interchange at highway intersections, RCUTs are an innovative solution that address safety issues for some conventional intersections at a greatly reduced cost.

TRADITIONAL DESIGN CONFLICT POINTS – 42 TOTAL



RCUT DESIGN CONFLICT POINTS – 24 TOTAL

