

Project Impacts

The proposed project would require acquisition of additional property rights, which could include new right-of-way (ROW), control of access (CA), permanent easements (PE) and/or temporary easements (TE). Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

The Big Papio Trail and Keystone Trail South are within the project area, but no impacts are anticipated. No wetlands have been identified; however, Big Papio Creek is adjacent to the project and impacts to the floodplain will be evaluated.

The majority of the project would be phased and constructed under traffic with lane closures controlled with appropriate traffic control devices and practices; however, short-term, temporary closures on US-275/L Street are anticipated. Traffic would be restricted to single lanes in all directions and median crossovers would be utilized during phased construction. Left turns would be restricted at the intersection of US-275 & 72nd Street and 72nd Street would be closed for no longer than five days during construction. A temporary detour would be implemented during the demolition of the existing bridge, utilizing 84th Street, Interstate 80 (I-80), and Harrison Street.

Traffic Volumes

US-275/L Street & 72nd Street

| 2021 | North Leg | South Leg | East Leg | West Leg |
|------------------|-----------|-----------|----------|----------|
| Vehicles Per Day | 34,850 | 32,950 | 22,435 | 23,000 |
| % Trucks | 3% | 3% | 4% | 4% |

US-275/L Street & 72nd Street - At-grade (72nd Street six-lanes)

| 2050 | North Leg | South Leg | East Leg | West Leg |
|------------------|-----------|-----------|----------|----------|
| Vehicles Per Day | 55,150 | 56,700 | 42,250 | 40,400 |
| % Trucks | 5% | 5% | 7% | 7% |

Anticipated Schedule

Construction could begin as early as fall 2025 with completion anticipated in 2027.

For additional information:

Thomas Goodbarn

District 2 Engineer

402-595-2534

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Comments can be submitted online through March 24, 2025. Additional information about the project can be found at ndot.info/22469.

Submit comments to:

Sierra Luhn

NDOT Public Involvement

402-479-3103

sierra.luhn@nebraska.gov

US-275/72nd St, Omaha

NH-275-7(194); C.N. 22469



Project Location

Identified as **US-275/72nd St, Omaha**, this proposed project would make improvements to the existing interchange of US-275/L Street and 72nd Street in Omaha. The bridge along US-275/L Street over 72nd Street is reaching the end of its service life and would be removed. NDOT would be constructing a signalized "at-grade" intersection to replace the existing interchange. It is anticipated that construction along US-275/L Street would begin at approximately mile marker (MM) 184.95, approximately 400 feet east of the Big Papillion Creek Bridge, and extend east to approximately MM 185.63, approximately 275 feet west of the 67th Street intersection, and approximately 600 feet along 72nd Street north and south of the existing US-275/L Street structure.



Improvements

The planned improvements for this project would involve converting the interchange to an "at-grade" signalized intersection with dual left-turn and single right-turn lanes and include the removal of the existing interchange including the slab bridge over 72nd Street and MSE walls separating US-275/L Street from the entrance and exit ramps. Existing pavement, medians, ramps, and sidewalks would be removed within the project limits.

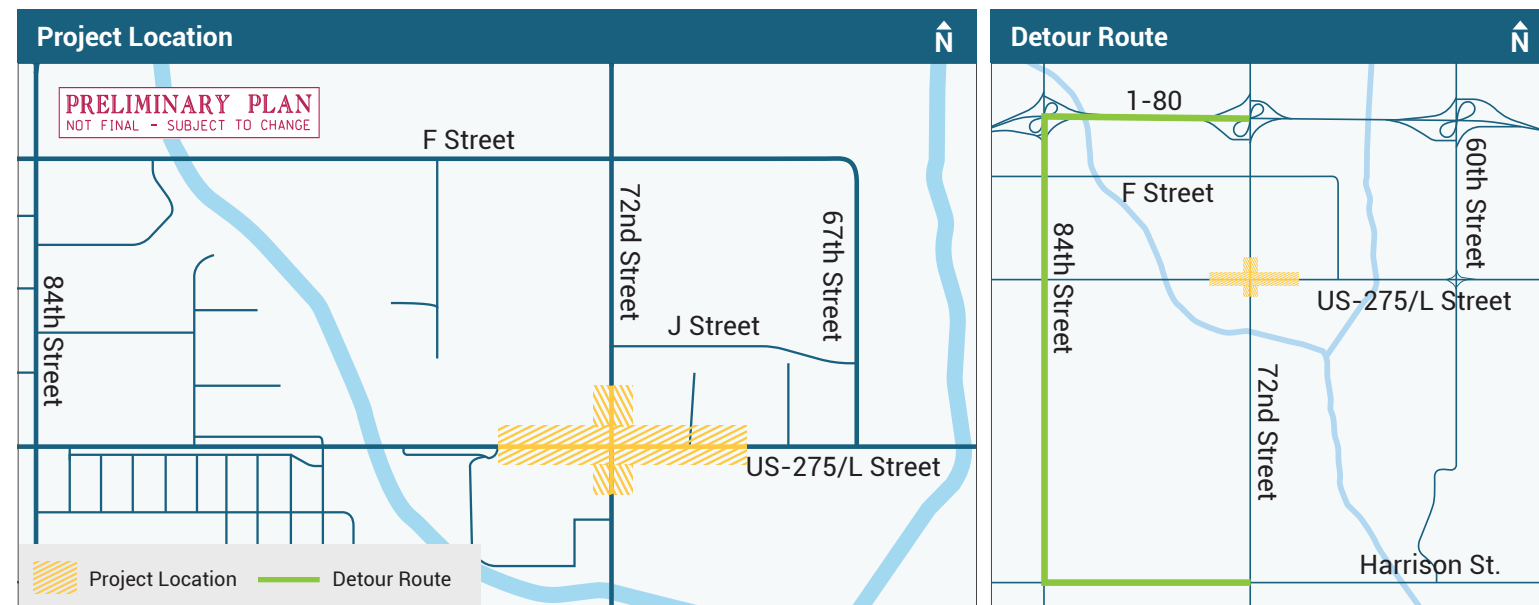
Additional work would include partially widening 72nd Street to accommodate a future City of Omaha 6-lane expansion project. Temporary roads and traffic signals would be constructed for phasing purposes.

Planned improvements would also consist of grading, paving, a raised median, turn lane improvements, driveway and minor road reconstruction, curb and gutter, storm and sanitary sewer, sidewalk reconstruction, and improvements to ADA, lighting, utilities, retaining walls, fencing, traffic signals, striping, and seeding.



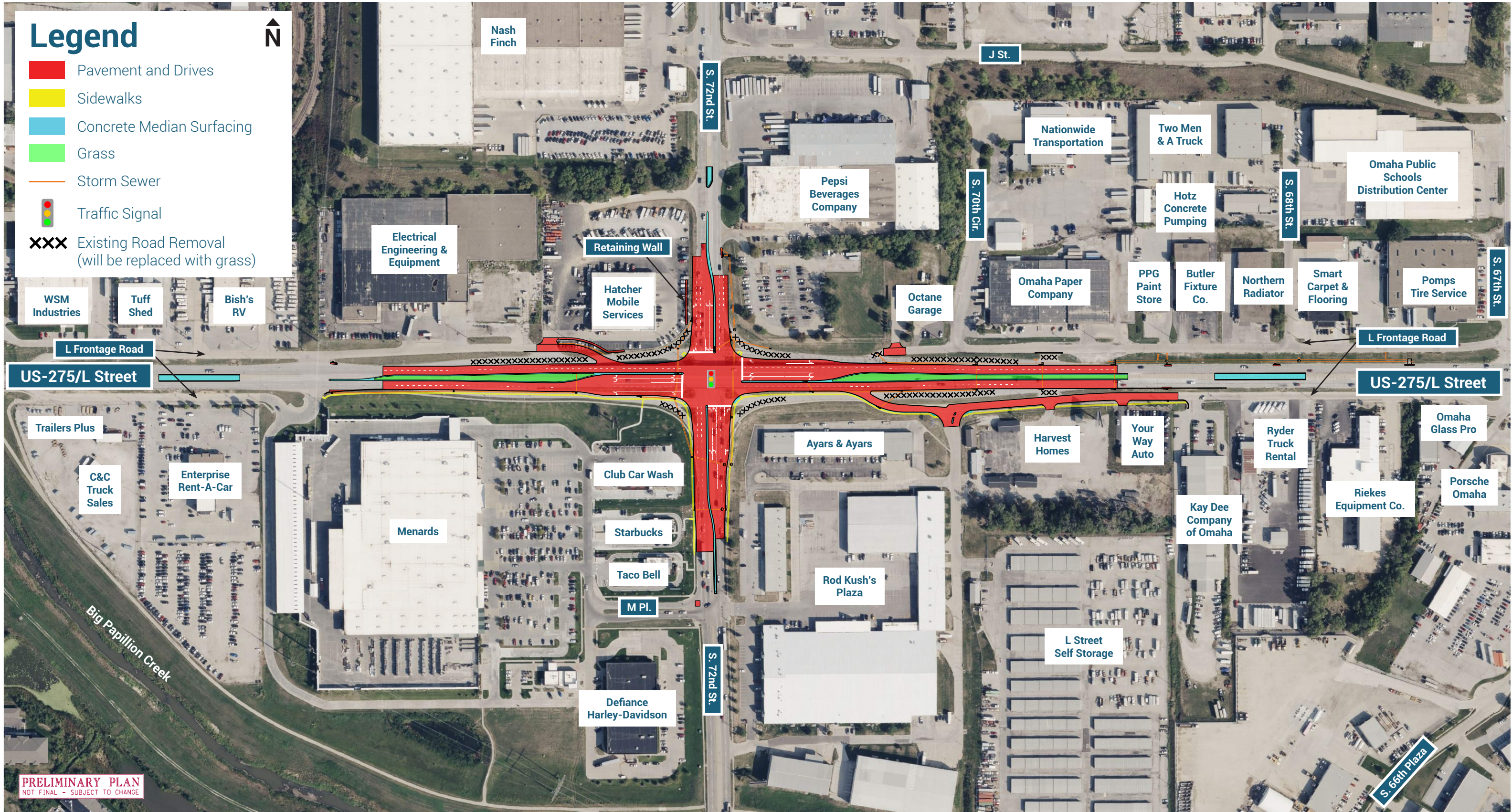
Purpose & Need

The purpose of this project is to preserve the transportation asset, improve the safety and reliability of the transportation system, and to accommodate future traffic volumes at the US-275/L Street and 72nd Street intersection. The need for the project is based on information from the NDOT Bridge Division based on the deteriorating condition of the existing bridge and crash rates that are higher than similar type interchanges in Omaha.



US-275/72nd St, Omaha

NH-275-7(194); C.N. 22469



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE