

**ESTIMATED CONSTRUCTION SCHEDULE:** The project would be constructed in essentially three phases with each phase requiring an entire construction season to complete: Phase I would construct two westbound I-80 lanes and a shoulder to the north of the existing lanes with minimal effects of existing traffic; Phase II would move westbound traffic to the new pavement and construct the interior lanes while eastbound traffic remains on the existing lanes; Phase III would hold all traffic on the new pavement during completion of the remaining eastbound pavement.

NW 48<sup>th</sup> St. would have a phased construction schedule concurrent with I-80.

The NW 56<sup>th</sup> Street Bridge would be removed and closed early in the construction for two years. Access to the local businesses will remain open at all times.

**PROPOSED ACCOMMODATION OF TRAFFIC:** Throughout the construction of the project, I-80 will have two lanes of traffic open in both directions except for certain aspects of work that can only occur between 9:00 p.m. to 6:00 a.m.

NW 48<sup>th</sup> St. will be limited to a single lane in both directions for extended periods of time.

NW 56<sup>th</sup> St. shall also remain open to the local businesses, but the bridge over I-80 will be closed for approximately two years from start of project.

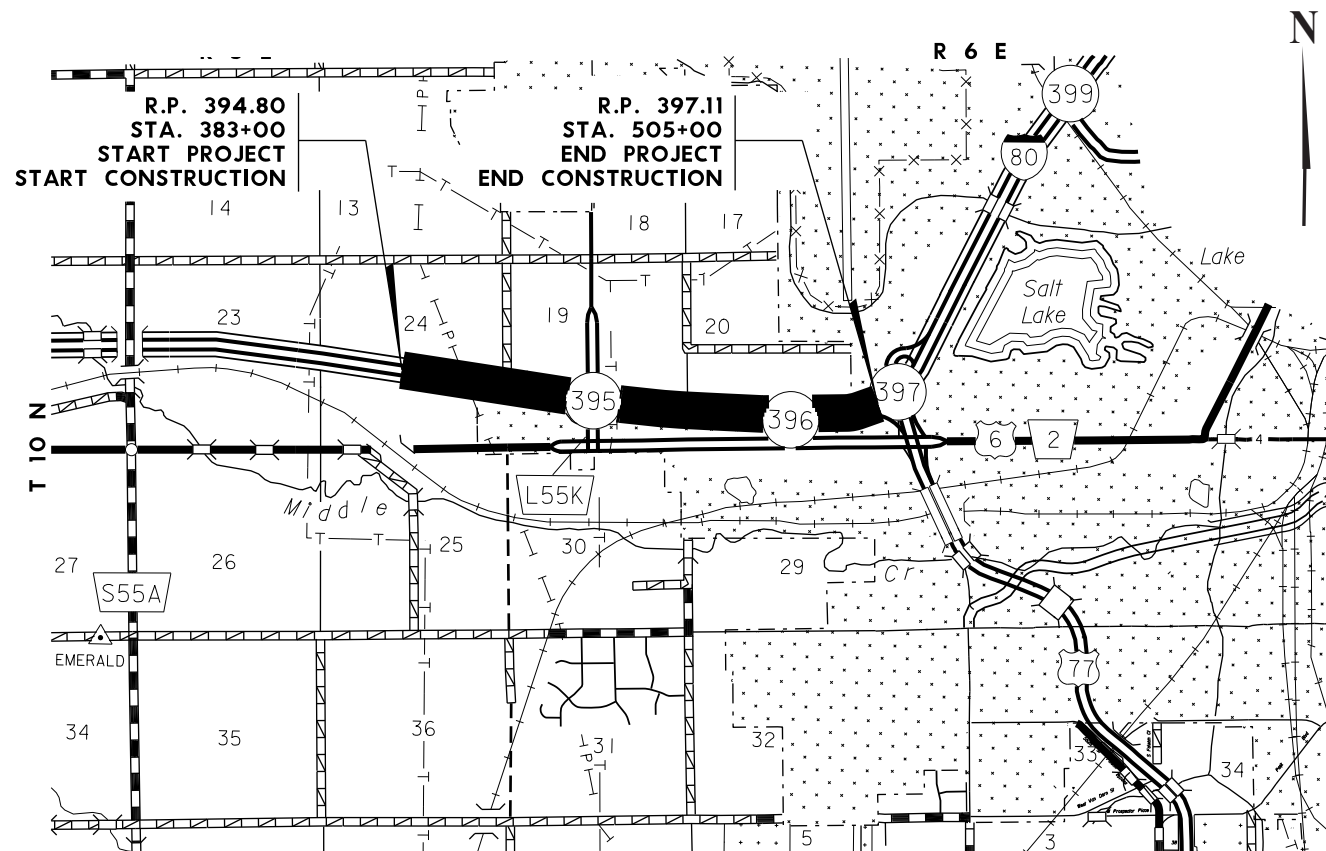
West "O" St. will have two lanes of traffic open in both directions except for certain aspects of work that can only occur between 9:00 p.m. to 6:00 a.m.

I-80 and NW 48<sup>th</sup> St. would be closed and detoured on several occasions at night for removal of the existing bridges and placement of girders.

**RIGHT-OF-WAY:** Current designs require the acquisition of new right-of-way (ROW) in the NW and NE quadrants of the NW 48<sup>th</sup> St. Interchange, around the intersection of West "O" St. and NW 48<sup>th</sup> St., as well as some ROW along NW 56<sup>th</sup> Street (exceptions are existing business buildings and parking lots). No relocations are anticipated.

**ENVIRONMENTAL CONSIDERATIONS:** As this project is within the city limits of Lincoln, the design will include mitigating stormwater discharges according to the Municipal Separate Storm Sewer Systems (MS4) permitting process. Wetlands will be delineated along the project and impacts determined as part of the re-evaluation of the environmental document. Access to residences and businesses would be modified.

**ESTIMATED COST:** The estimated cost of completion for the proposed project, in current dollars, is \$29 million which includes the construction of I-80, NW 48<sup>th</sup> St., NW 56<sup>th</sup> St. and West "O" St. roadways, as well as the NW 48<sup>th</sup> St. & NW 56<sup>th</sup> St. Bridges.



**Project Update – As of June 11, 2015**

**PUBLIC INFORMATION HEARING**

Frontier Harley Davidson Meeting Room “The Hog Pen”, 205 NW 40th St., Lincoln NE  
June 12, 2012, 5:00-6:30 PM Open House, 6:30-7:00 PM Public Forum

**PROJECT NOS. 80-9(862), 80-9(863), 80-9(864)**  
**I-80 FROM NW 56TH ST. TO US-77 S., LINCOLN**  
**NW 48TH ST. BRIDGE, LINCOLN**  
**NW 56TH ST. BRIDGE, LINCOLN**  
**Control Nos. 12490, 12490, 12491**

**LOCATION:** These proposed projects are located on I-80 to the west of Lincoln, beginning west of NW 56<sup>th</sup> Street (Mile Marker 394.97) and tying into the previously completed six-lane expansion just west of NW 27<sup>th</sup> Street (Mile Marker 396.82) for a total of 1.85 miles.

**PURPOSE AND NEED:** These projects are the last part of the six-lane expansion of I-80 between NW 56<sup>th</sup> Street and Ruff Road that was covered by an Environmental Assessment document approved by FHWA on June 25, 2003. Initially constructed in 1961, improvements have been maintenance-related projects like pavement and/or shoulder replacement or overlay. The existing cross section of I-80 is a four-lane roadway consisting of two 24-foot roadways divided by a depressed turf median. Each direction has 6-foot inside shoulders of which four feet are surfaced and 12-foot outside shoulders of which ten feet are surfaced.

The I-80 traffic volumes, including heavy trucks, have continued to increase since this facility was opened. Within this project location, heavy traffic volumes were 21.4% of the total traffic in 2009. A study has indicated that upgrading I-80 to six lanes, building three lanes in each direction, would facilitate the estimated future traffic volumes.

Reconstructing I-80 to six lanes would additionally require the reconstruction of the NW 48<sup>th</sup> Street Interchange to have the on/off ramps accommodate the interstate widening, as well as new I-80 bridges over NW 48<sup>th</sup> St. A study called an Interchange Justification Report was completed in March 2012 and a Diverging Diamond Interchange has been chosen as the interchange concept to meet the future needs at NW 48<sup>th</sup> St.

**SCOPE OF WORK:** These proposed projects consist of reconstructing I-80 with three lanes in each direction and a 28-foot wide paved median and a raised concrete barrier for positive separation between traffic. The existing West "O" St. on and off ramps would be removed because the location does not meet minimum interchange spacing and will improve mainline I-80 operations in this area.

NW 48<sup>th</sup> St. would be reconstructed to allow three lanes and shoulders in either direction from West "O" St. north to West Vine St. and to improve traffic through the interchange. NW 48<sup>th</sup> St. would be built as a Diverging Diamond, as the attached detail shows, with the use of traffic lights, traffic is essentially braided to reduce the traffic timing needed to allow left turns to occur. The intersection of NW 48<sup>th</sup> & West "O" St. would have left-turn and right-turn bays added to accommodate future traffic needs.

\* The 2034 traffic numbers which warrant four lanes for the NW 48<sup>th</sup> Street Diverging Diamond design assume a complete build-out of the surrounding land. An agreement was made between FHWA and NDOR to construct the NW 48<sup>th</sup> Street Diverging Diamond in a “phased” approach. NW 48<sup>th</sup> Street will be built with three lanes but provide the necessary grading and Right-of-Way to allow for the fourth lane to be constructed when traffic numbers exceed the “phased” design.

NW 56<sup>th</sup> St. would be rebuilt to provide a new bridge over I-80 to span the six lanes.

**TRAFFIC COUNT:**

I-80	Year	2009	2034
Vehicles per Day		35,190	92,940
% Trucks		21%	21%

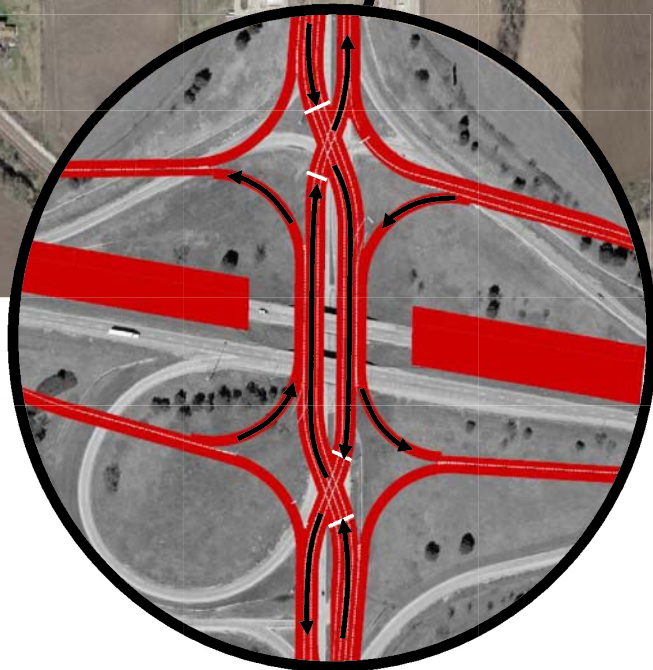
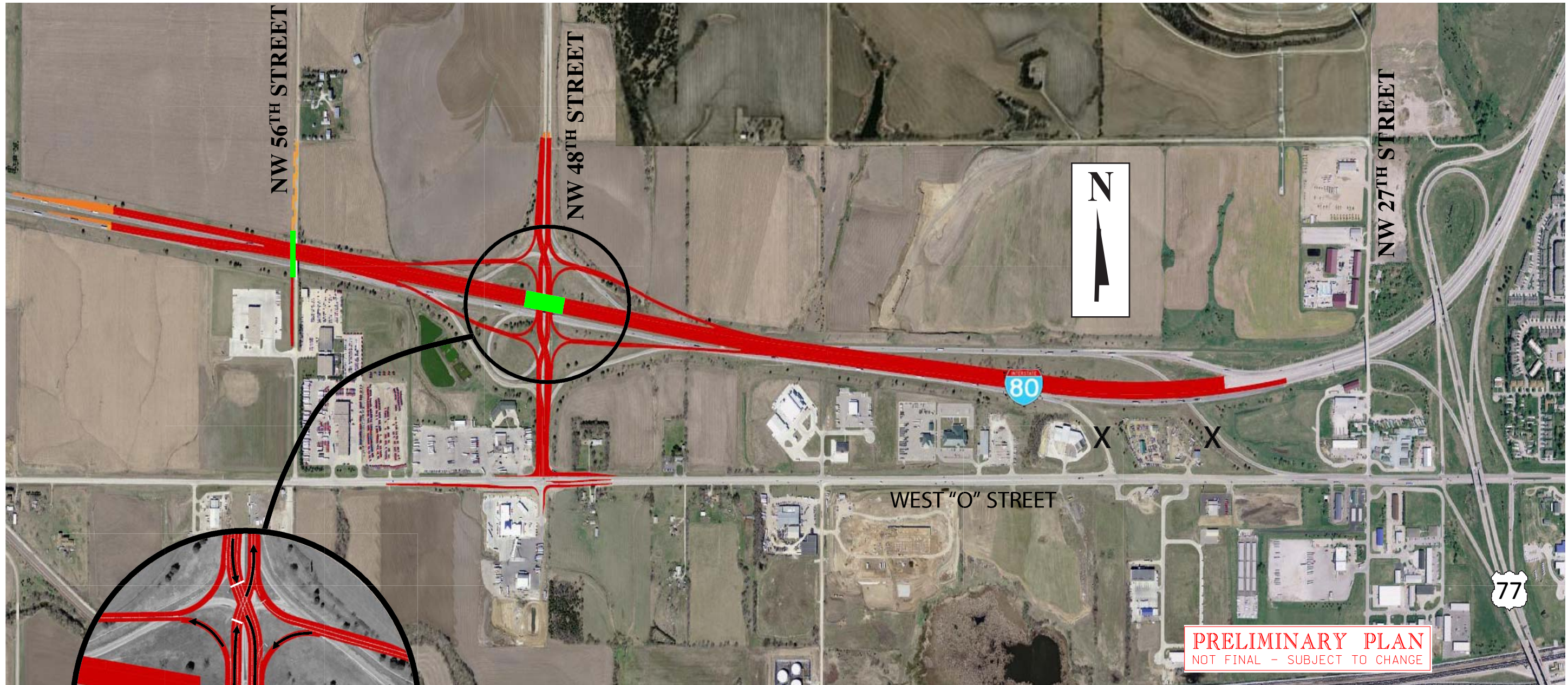
NW 48 <sup>th</sup> Street	Year	2009	2034
Vehicles per Day		12,410	58,535
% Trucks		3.3%	3.5%

(Continued)

NW 48th St. Bridge, Lincoln  
 80-9(863) C.N. 12490  
 Lancaster County

NW 56th St. to US-77 So., Lincoln  
 80-9(862) C.N. 12489  
 Lancaster County

NW 56th St. Bridge, Lincoln  
 80-9(864) C.N. 12491  
 Lancaster County



**Diverging Diamond Interchange**

\* The 2034 traffic numbers which warrant four lanes for the NW 48th Street Diverging Diamond design assume a complete build-out of the surrounding land. An agreement was made between FHWA and NDOR to construct the NW 48th Street Diverging Diamond in a "phased" approach. NW 48th Street will be built with three lanes but provide the necessary grading and Right-of-Way to allow for the fourth lane to be constructed when traffic numbers exceed the "phased" design.

Legend	
New Concrete Pavement	
Temporary Pavement	
Bridge Construction	
Slip Ramp Removal	X