

WELCOME!

Murray – Plattsmouth

US-34/US-75 & N-1 Intersection Improvements

Public Information Open House Meeting

PLEASE SIGN IN

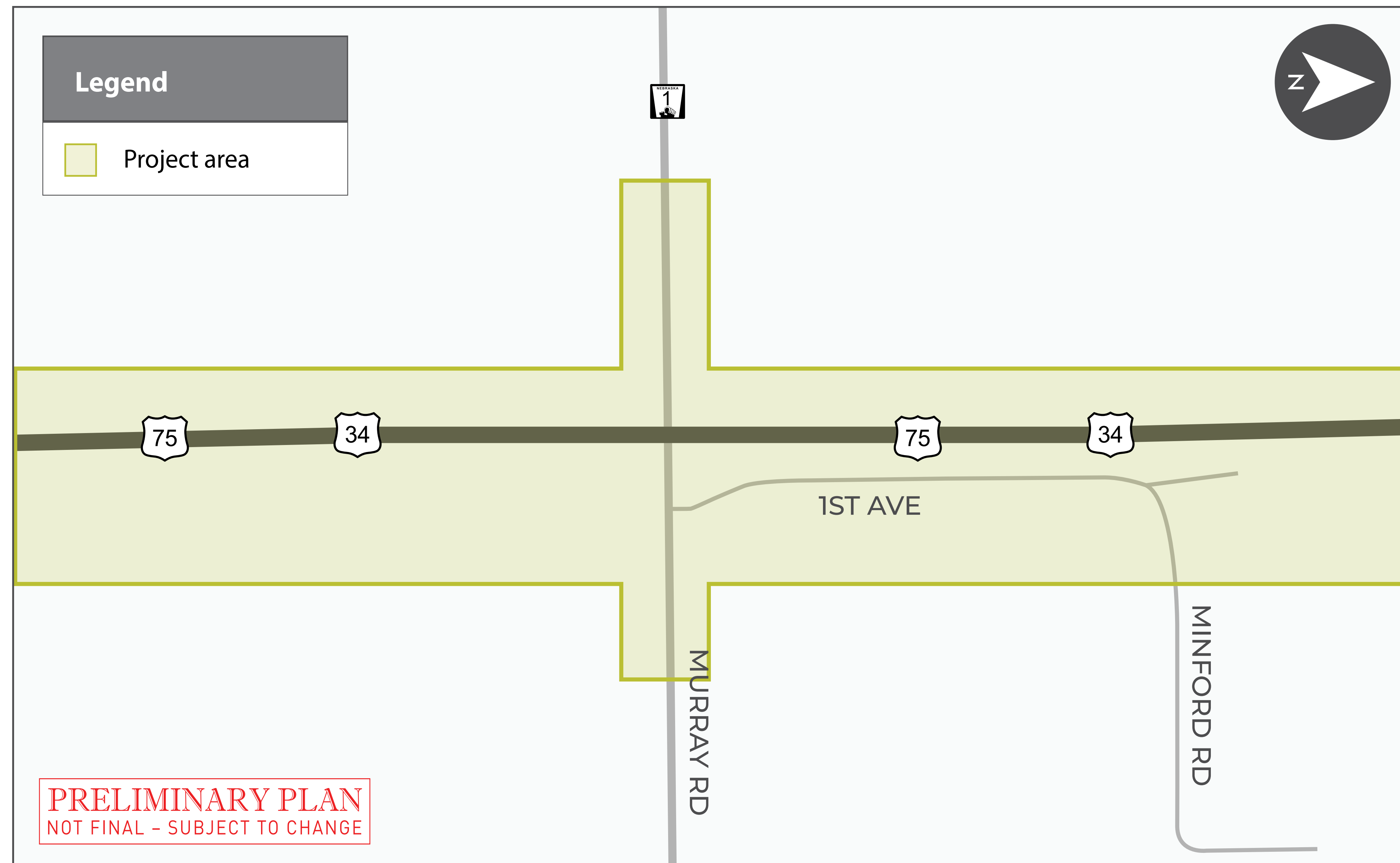
Purpose & Need

The purpose of these improvements is to:

- Reduce the frequency and severity of crashes at the intersection of US-34/US-75 & N-1
- Improve the mobility of the traveling public
- Improve the reliability of the transportation system

The need for the improvements is based on information from the NDOT Safety Committee, Strategic Safety Infrastructure Project Teams, Traffic Engineering Division and District 2.

Location



Improvements

The improvements include:



Construction of northbound and southbound left-turn lanes and bulb-outs on US-34/US-75 to allow U-turns



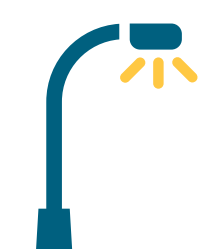
Construction of right-turn lanes for northbound US-34/US-75 to eastbound Murray Road traffic and southbound US-34/US-75 to westbound N-1 traffic. The turn lanes would extend to connect to the bulb-out so drivers intending to make a right turn would not need to merge back into traffic



Construction of medians on N-1 and Murray Road

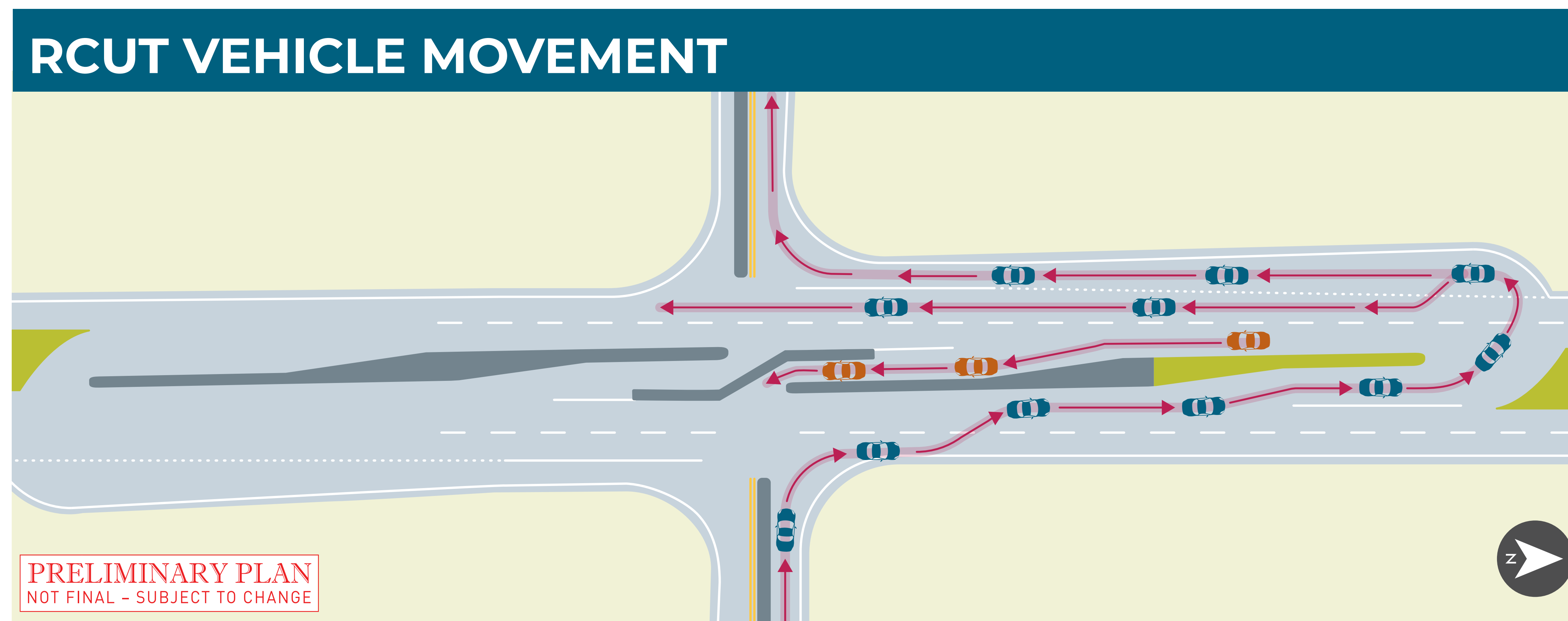


Grading, signing and new permanent pavement markings



Utility and lighting relocations, and additional lighting

What is a Restricted Crossing U-Turn Intersection (RCUT)?

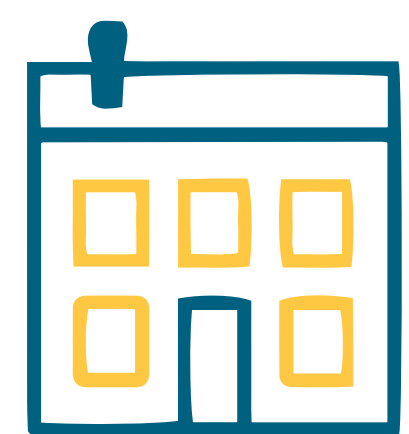


Motorists approaching US-34/US-75 from N-1 or Murray Road would not be allowed to make left turns or cross traffic; instead, they would be required to turn right and make a U-turn at a designated median opening. Traffic would still be able to turn left onto N-1 or Murray Road from US-34/US-75.

Impacts



The proposed improvements would require the 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). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.



Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

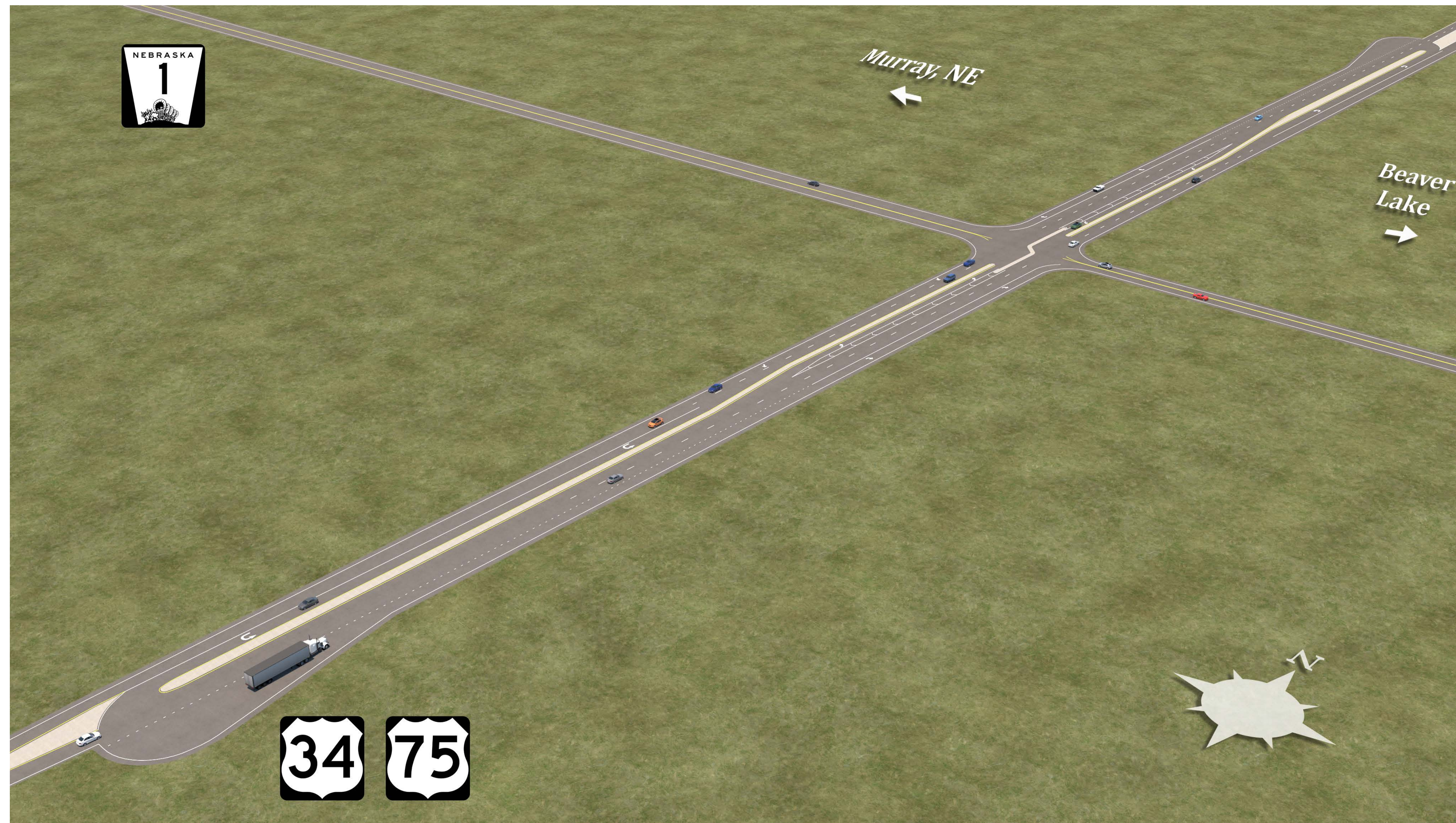


These improvements would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices.

Rendering of RCUT



Rendering of RCUT



Benefits



Safety. RCUT intersections significantly reduce the potential for right-angle crashes by allowing drivers to navigate through one direction of highway traffic at a time.

- Reduces vehicle conflict points by over 40%.
- If vehicles are involved in a crash at an RCUT, crashes are generally less severe than those at a conventional intersection.



Timely Deliverability. RCUT improvements can be built quickly with minimal disruption and impact.



Low Impact. Construction generally requires minimal right-of-way or permanent easements.

Cost & Schedule



Cost

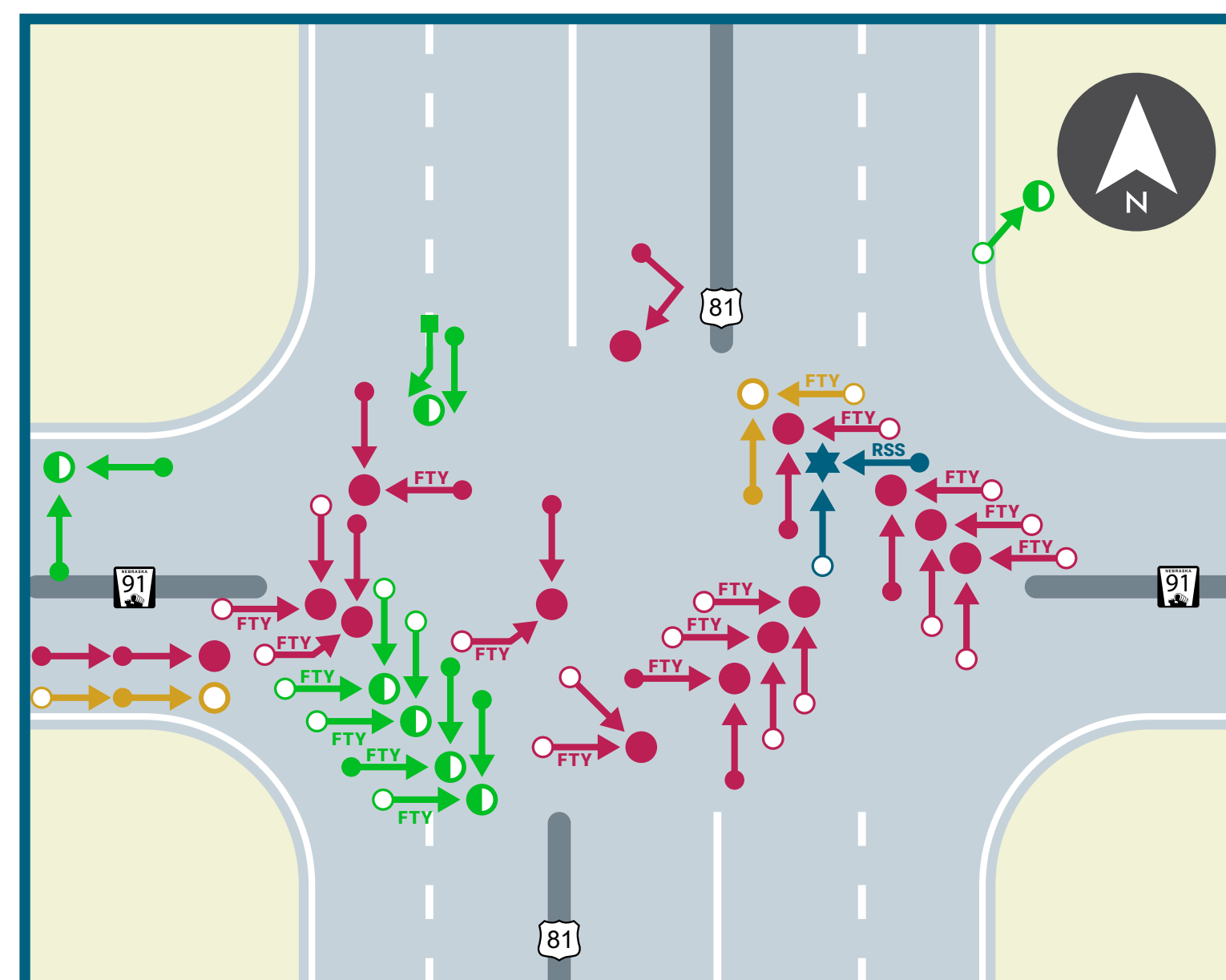
- Estimated at \$1.6M
- Entirely state-funded



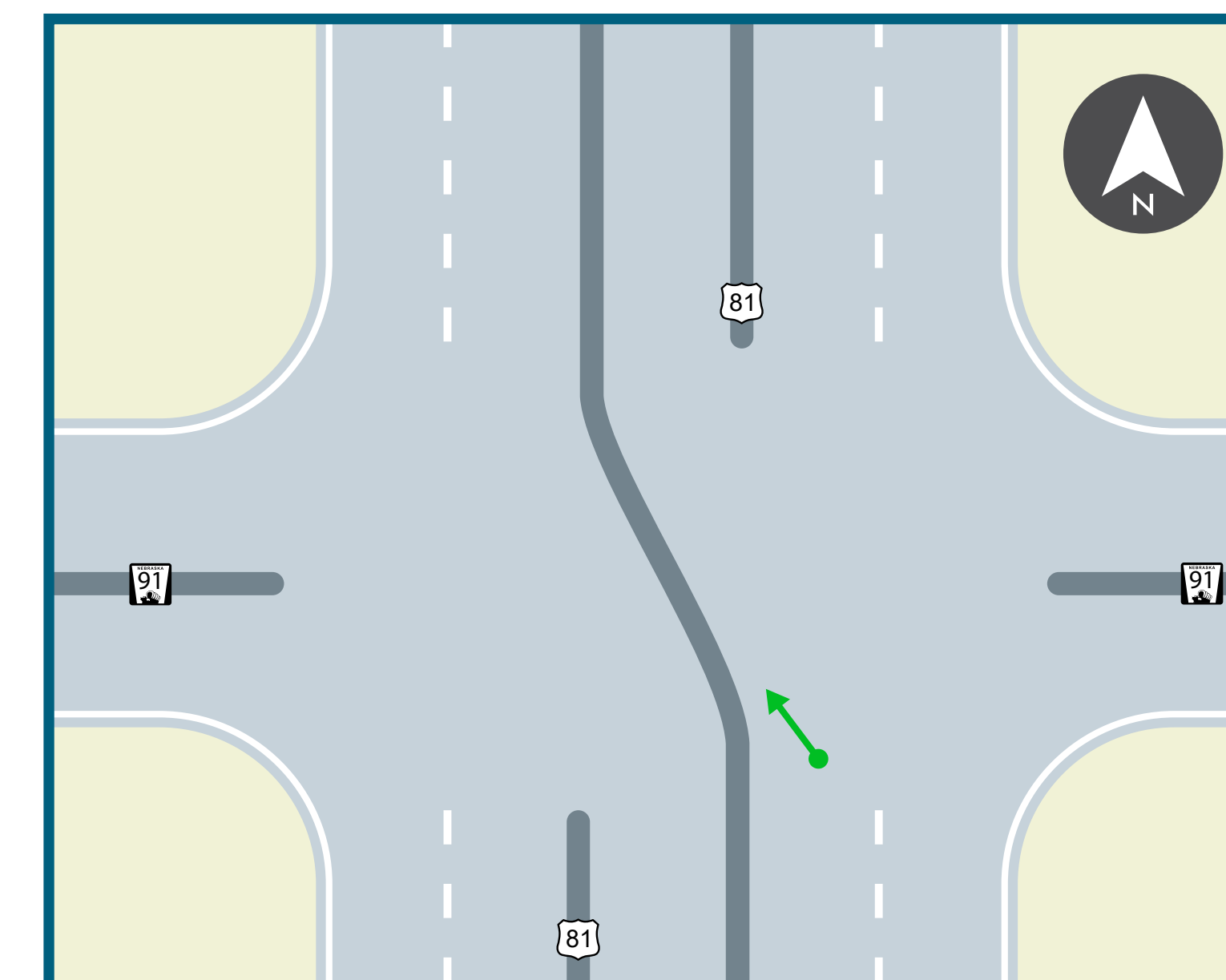
Schedule

- Construction on the US-34/US-75 & N-1 intersection would occur as the US-34/US-75 project pavement is completed, with the RCUT intersection in service when all four lanes are open to traffic.

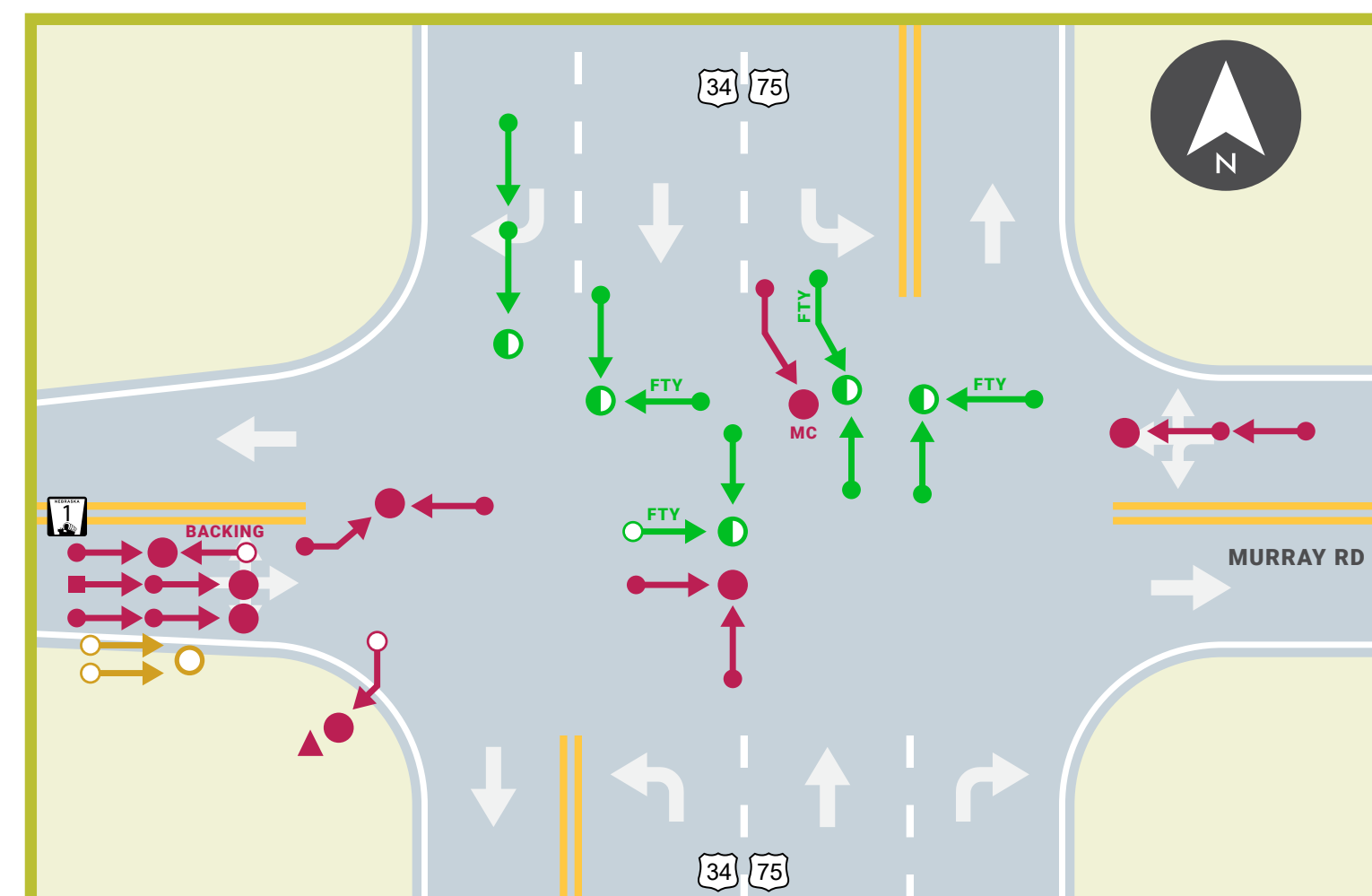
Humphrey and Murray Crash Comparison



US-81/N-91 Intersection Crash Data Pre-RCUT (2015 - 2019)



US-81/N-91 Intersection Crash Data Post-RCUT (November 2020 - Present)



US-34/US-75 & N-1 Intersection Crash Data (2014 - 2018)

Legend			
FTY	Failed to Yield	★	Fatal Crash
RSS	Ran Stop Sign	●	Non-Fatal Injury Crash
MC	Motorcycle	○	Property Damage Only Crash (Reportable)
●→	Driver Residence Less Than 25 Miles	○	Property Damage Only Crash (Non-Reportable)
○→	Driver Residence More than 25 Miles	▲	Pole
■→	Driver Residence Unknown		