

N-105 North

STP-67-1(122); C.N. 13104

LOCATION

Identified as **N-105 North**, the proposed project would improve approximately 8.09 miles of Nebraska Highway 67 (N-67) in Nemaha and Otoe counties. The project would start at the junction of Nebraska Highway 105 (N-105) and N-67, at approximately mile marker (MM) 43.57, and extending north to approximately MM 51.66, or the east junction of Nebraska Highway 128 (N-128) and N-67. The project would also improve 0.50 miles of Nebraska Spur 66D (S-66D) starting at approximately MM 0.00, or the junction with N-67, and extending west to about MM 0.50. Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

PURPOSE AND NEED

The purpose of this proposed project is to preserve the N-67 and S-66D transportation assets, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for this proposed project is based on the current condition of the roadway and bridges.

SCOPE OF WORK

The proposed improvements on this project would consist of milling and resurfacing the roadway, existing surfaced drives, and existing surfaced intersections with asphalt. The bridges over Jones Creek (*Structure Number S067 04477* and *S067 04542*), the bridges over the Village of Talmage Drainage Canal (*Structure Number S067 04669* and *SS66D00035*), and the bridge over the Little Nemaha River (*Structure Number S067 04771*) would be repaired prior to resurfacing.

Additional work would include culvert extensions and replacements, and the removal and replacement of guardrail.

TRAFFIC VOLUMES

N-67

Year	2024	2034	2044
Vehicles Per Day	630	670	710
% Trucks	10%	10%	10%

S-66D

Year	2024	2034	2044
Vehicles Per Day	405	405	405
% Trucks	11%	11%	11%

CONSTRUCTION SCHEDULE

Construction for the proposed project could begin as early as spring of 2024 and be complete as early as winter of 2024.

RIGHT-OF-WAY

The proposed project 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.

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ACCOMMODATION OF TRAFFIC

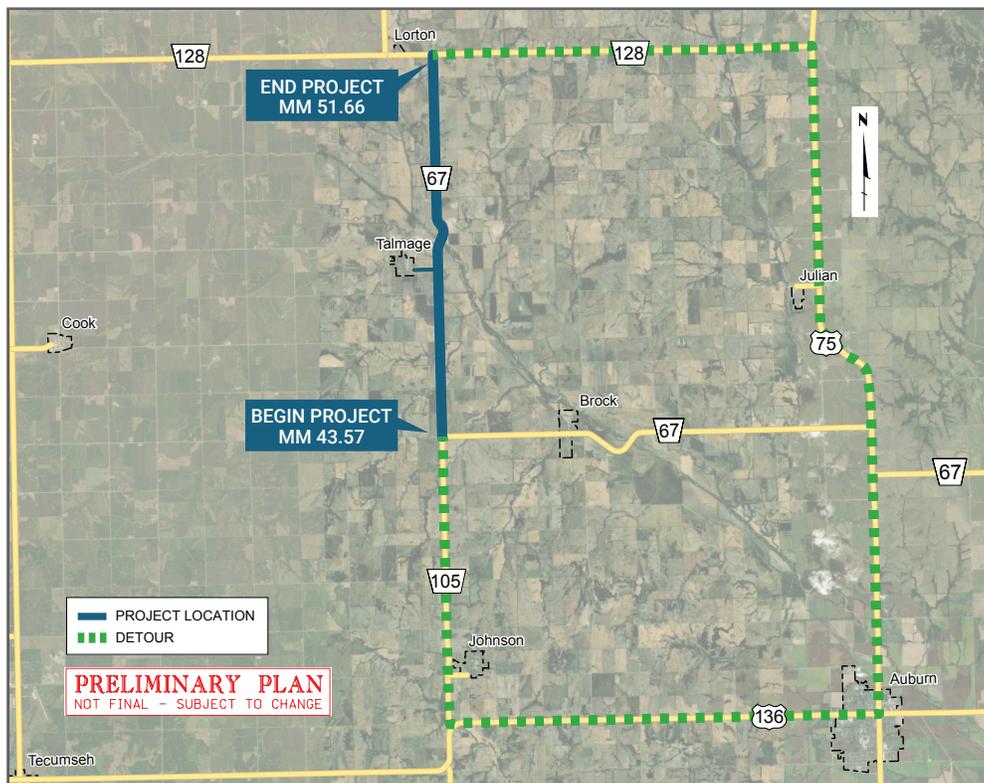
A portion of the project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. However, due to the culvert replacements, a detour would be required for part of the project. A designated detour would be provided utilizing N-105, U.S. Highway 136 (US-136), U.S. Highway 75 (US-75), and N-128.

POTENTIAL IMPACTS

Work would be required in the waterway. Wetland and channel impacts are anticipated and would be mitigated as necessary. Impacts to historic properties are being considered.

ESTIMATED COST

The cost of the proposed project is approximately \$9.6 million and would be derived from federal and state funding sources.



For more information, contact:

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