

STP-79-3(108); C.N. 22752

North Bend – US-30

PROJECT INFORMATION SHEET

PROJECT LOCATION

The proposed project would include improvements along 2.42 miles of Nebraska Highway 79 (N-79) in Dodge County starting at approximately mile marker (MM) 42.14, just south of the Platte River Bridge, and extending north to MM 44.56, about 0.10 miles north of County Road S. 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 this project is to preserve the transportation asset, improve the reliability of the transportation system, and ensure the mobility of the traveling public. The need for the proposed project is based on existing roadway and bridge conditions.

SCOPE OF WORK

Proposed improvements would include asphalt milling and resurfacing in the rural segments, and reconstructing concrete pavement in the urban section. Additional work would include **antique style lighting and storm sewer improvements in downtown North Bend**, as well as utility relocations and **improvements**, curbs, gutters, and sidewalks **along the entire corridor**. Bridge repairs would include expansion joints, guardrail and supports prior to being resurfaced with asphalt.

CONSTRUCTION SCHEDULE

Construction is tentatively scheduled to begin in spring 2022 and could be completed by early 2023.



Pictured above: Deteriorating roadway conditions and drainage issues can be seen throughout the project area.



Pictured left and below: Expansion joint issues and pavement issues on both structures along the alignment.



Information regarding the proposed project is available on the NDOT website at ndot.info/22752

NEBRASKA
DEPARTMENT OF TRANSPORTATION



U.S. Department of Transportation
Federal Highway Administration

TRAFFIC VOLUMES

Year	2022	2032	2042
Avg. Daily Traffic (ADT)	3,310	3,460	3,620
% Heavy Trucks	8	8	8

ACCOMMODATION OF TRAFFIC

The rural resurfacing segments on N-79 would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. The urban reconstruction segment would require temporary closures of N-79 and a detour for through traffic. Some intersections in the area of urban reconstruction may be temporarily closed to facilitate construction activities. Closures through North Bend would be done one to three blocks at a time to minimize disruptions. A designated detour would be provided for N-79 through traffic and would utilize U.S. Highway 30 (US-30), County Road 4, and future US-30.

RIGHT-OF-WAY

This 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) for the construction of curb ramps. If your property is impacted by the project, you will be contacted by an NDOT representative once the design footprint has been established. Access to adjacent properties,

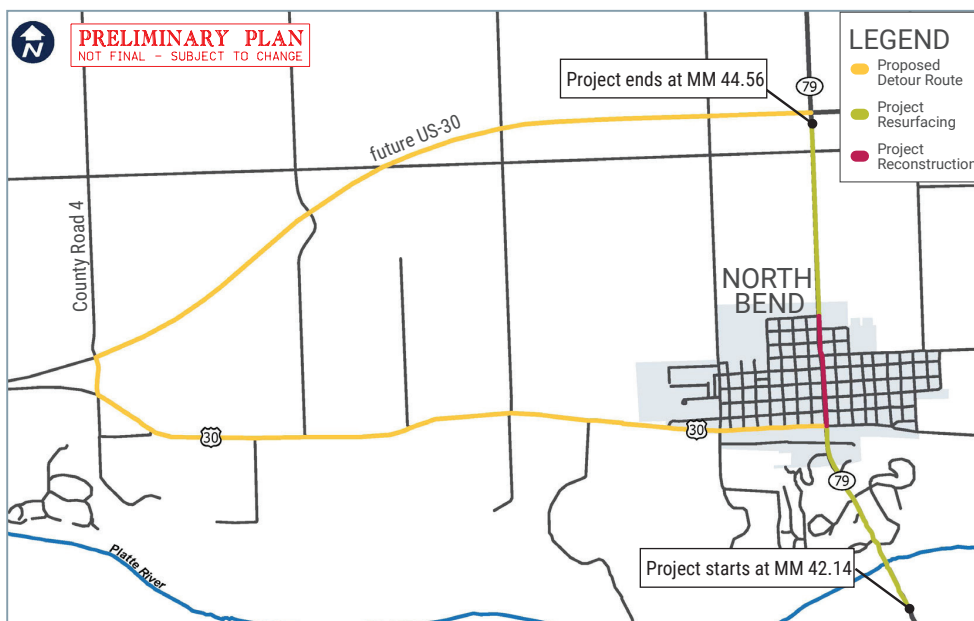
including all businesses, would be maintained during construction but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS

Minimal wetland impacts are anticipated; no mitigation is anticipated. Impacts to historical properties are being considered. Downtown North Bend parking stalls would be reconfigured to prevent longer vehicles from encroaching into the through lanes when parked and ADA parking would also be redesigned to meet current standards. **While evaluating the parking and turning movements on this project, it was determined that 10 of the existing 60 on-street parking stalls would need to be removed to improve turning movements through town and comply with state laws that mandate minimum offset from stop signs and cross walks. The NDOT and the City held a special meeting to discuss the situation and parking would be preserved at every available location. Please see the attached item for clarification of plans. The project would require minor tree removal within the state right-of-way. Three trees between 6th Street and 8th Street and four trees between 11th Street and 14th Street would be removed due to proximity to the back of curb.**

ESTIMATED COST

The cost of the proposed project is approximately \$5.5 million and would derive from federal and state funding sources.



For More Information, Contact:

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