

PROJECT FACT SHEET

Parker St - Fort St., Omaha

NH-75-2(181); C.N. 22647

LOCATION

Identified as **Parker St - Fort St., Omaha**, the proposed project would improve approximately 2.47 miles of U.S. Highway 75 (US-75) in Douglas County, as well as repair and paint several structures located along US-75.

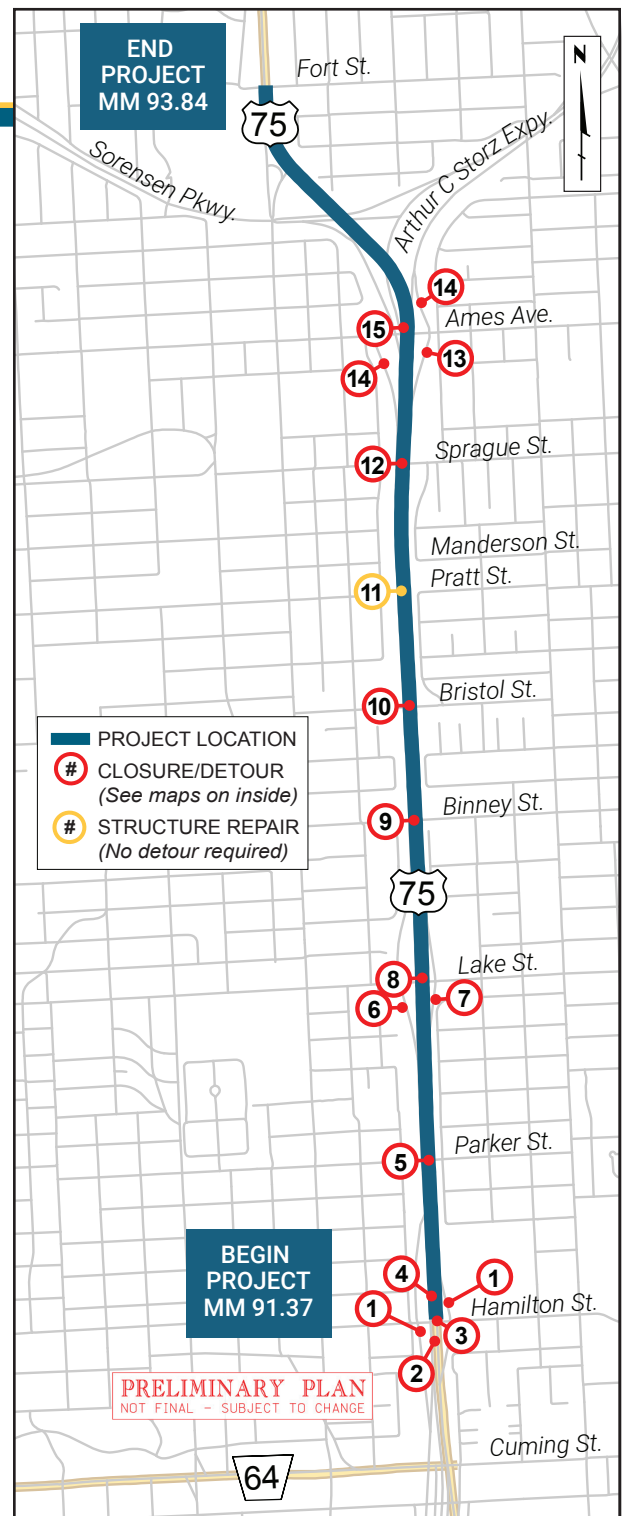
The proposed project would begin at mile marker (MM) 91.37, under the Hamilton Street overpass, and extend north to MM 93.84, just south of the intersection of Fort Street and US-75. Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

The proposed project would include structure numbers:

- S075 09137 - Hamilton St. Bridge over US-75
- S075 09169 - Parker St. Bridge over US-75
- S075 09202 - Lake St. Bridge over US-75
- S075 09233 - Binney St. Bridge over US-75
- S075 09255 - Bristol St. Bridge over US-75
- S075 09280 - Manderson-Pratt Pedestrian Bridge
- S075 09302 - Sprague St. Bridge over US-75
- S075 09327 - Ames Ave. Bridge over US-75
- S075 09341 - Westbound Storz to Southbound US-75 ramp
- S075 09354A - Westbound Storz to Southbound US-75 ramp

PURPOSE AND NEED

The purpose of the proposed project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public. The need for the proposed project is based on the current condition of the existing roadway and bridges, and to ensure sidewalks and curb ramps are ADA compliant.



Parker St - Fort St., Omaha

LEGEND

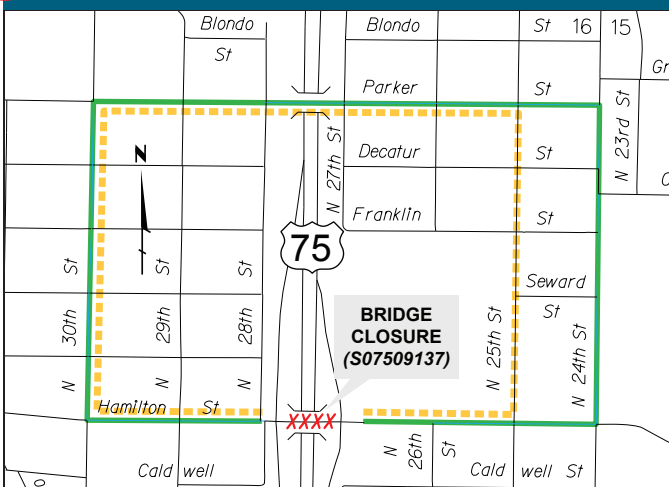
- DRIVING DETOUR
- - - PEDESTRIAN DETOUR
- XXX CLOSURE

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

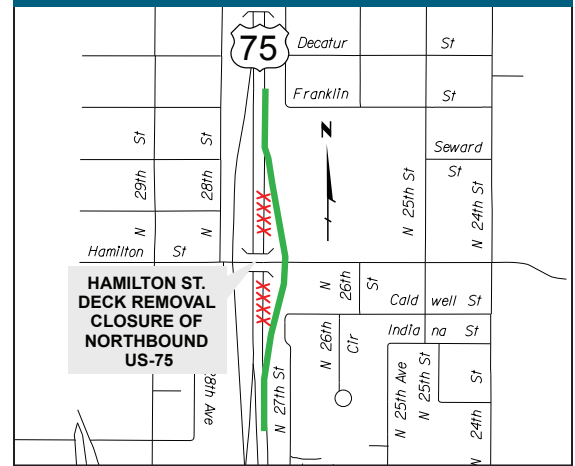
1 Hamilton St. On-Ramps to US-75 Detour



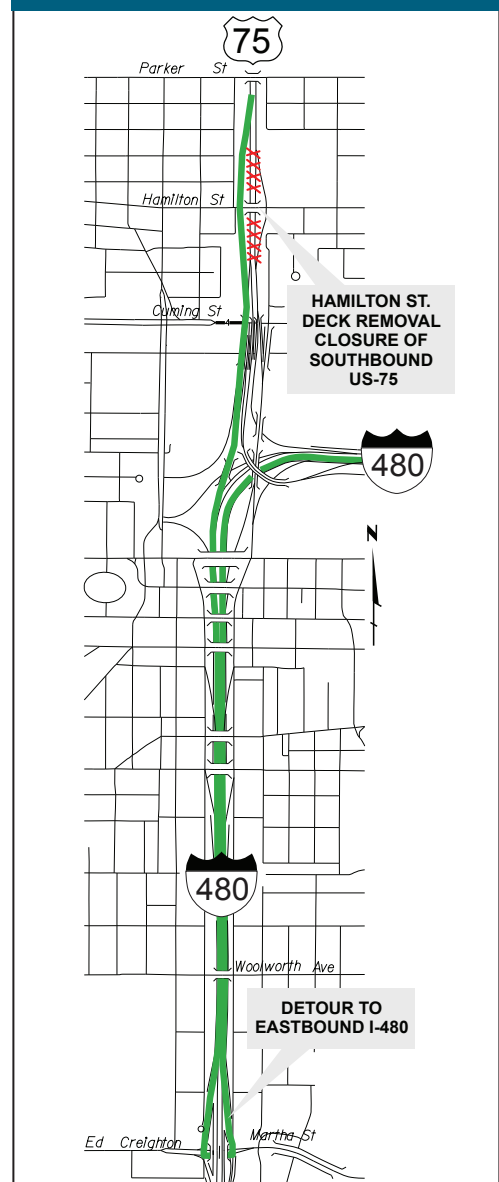
2 Hamilton St. Detour



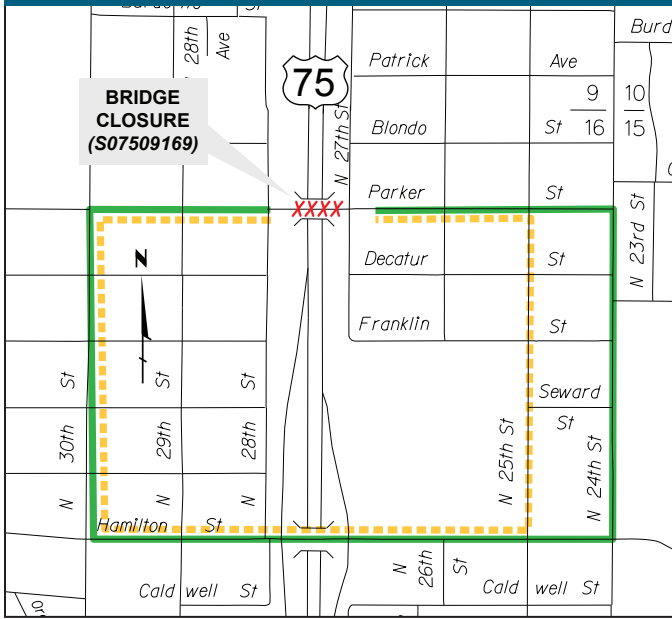
3 US-75 Northbound Detour



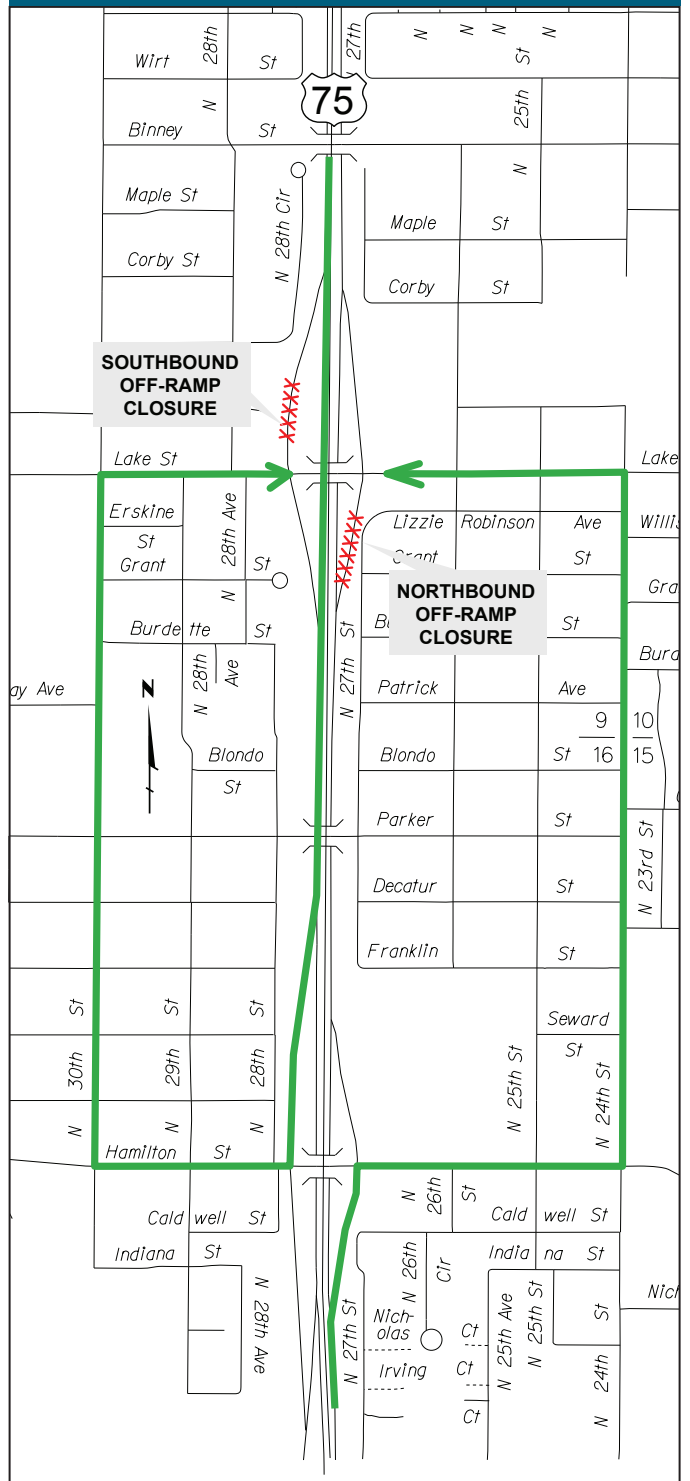
4 US-75 Southbound Detour



5 Parker St. Detour



7 Lake St. Off-Ramps to US-75 Detour



6 Lake St. On-Ramps to US-75 Detour



LEGEND

- DRIVING DETOUR
- - - PEDESTRIAN DETOUR
- XXXX CLOSURE

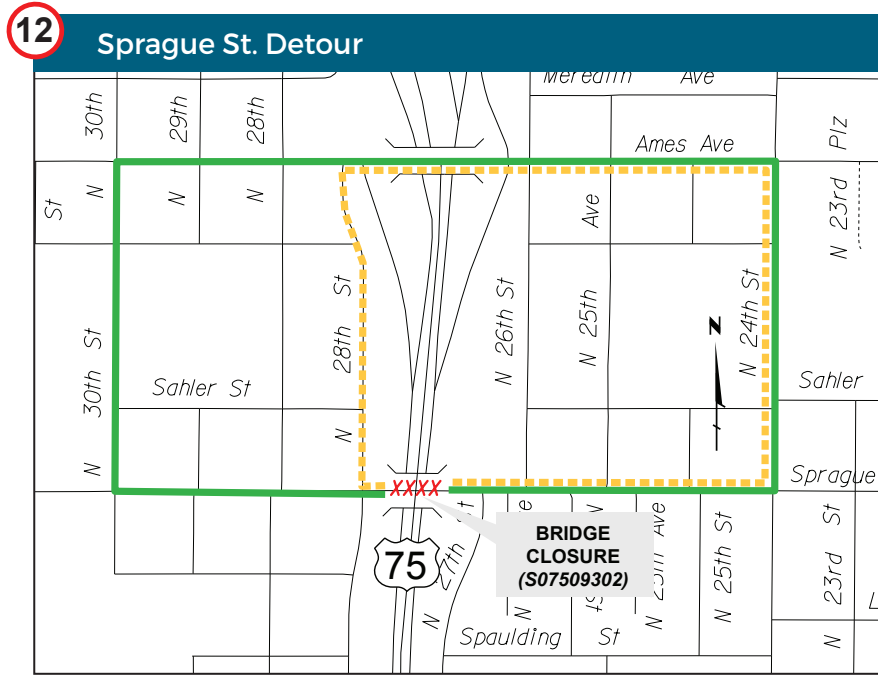
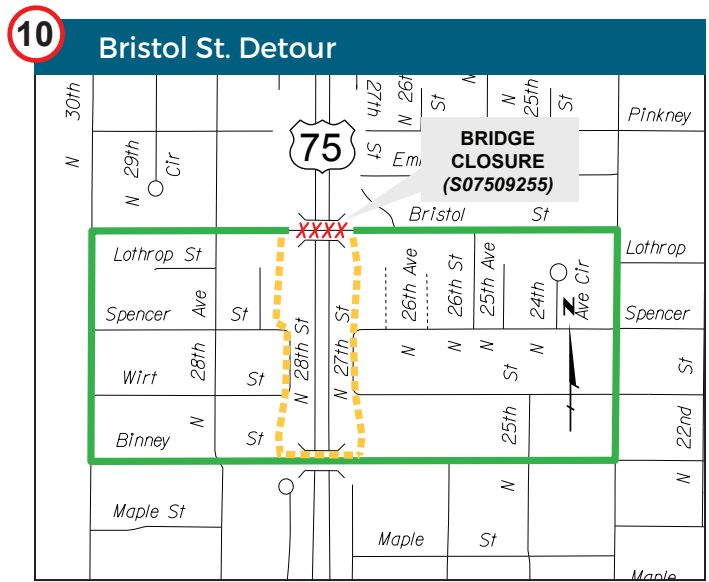
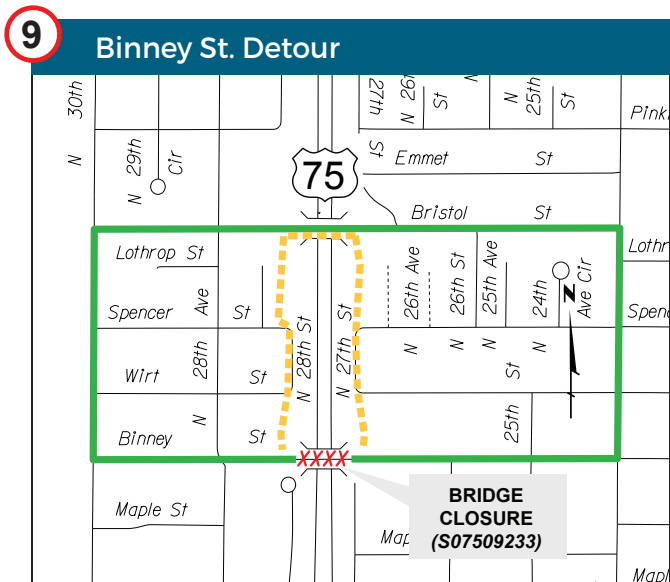
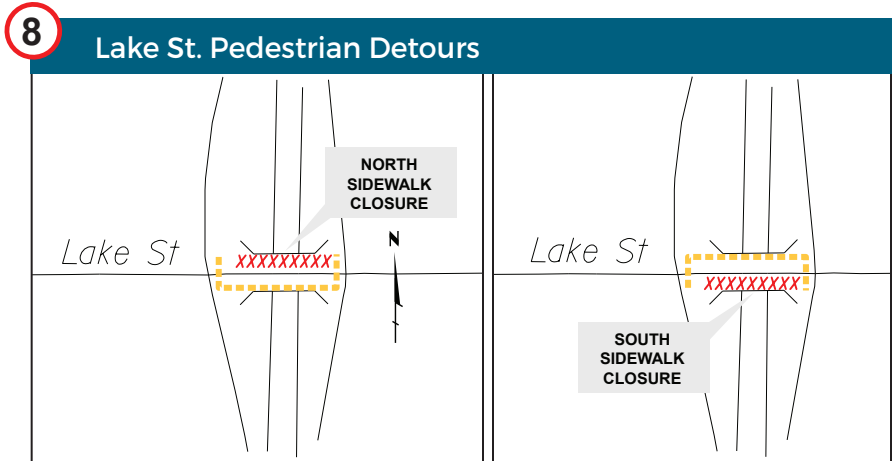
PRELIMINARY PLAN
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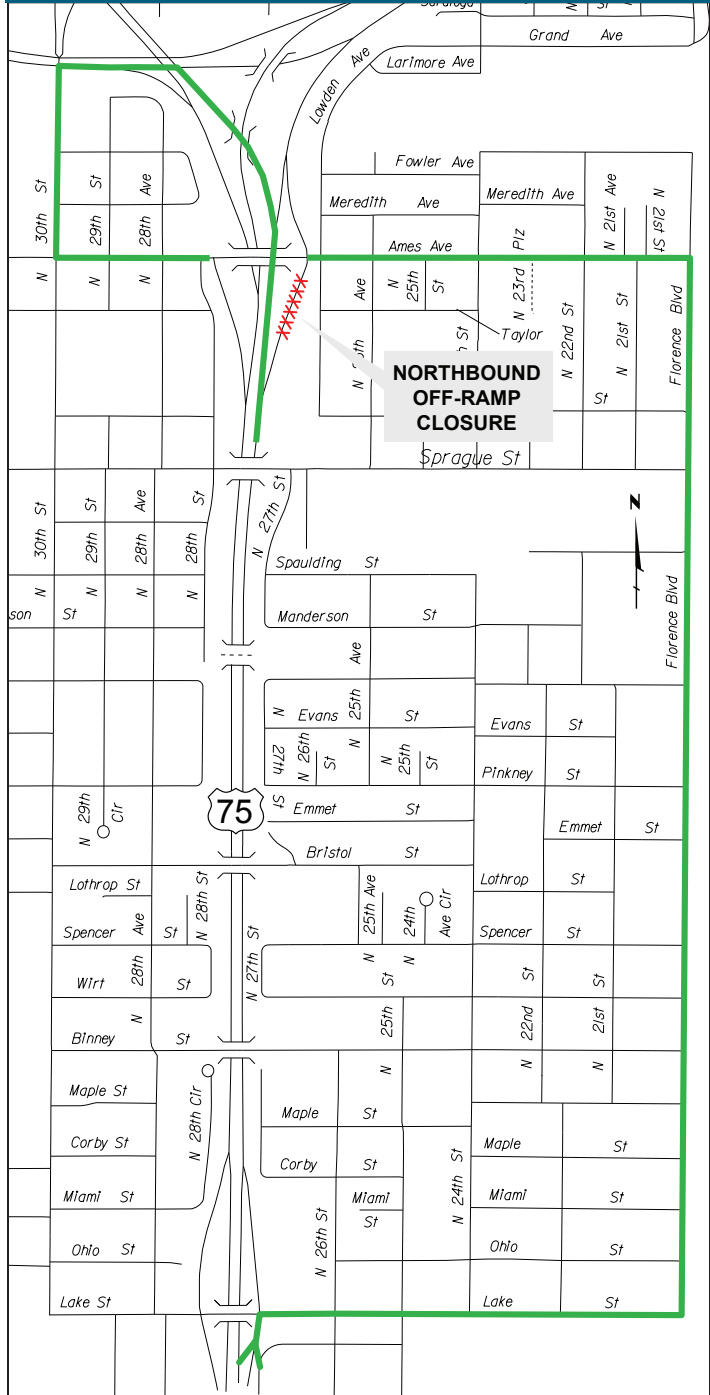
LEGEND

- DRIVING DETOUR
- - - PEDESTRIAN DETOUR
- XXXX CLOSURE

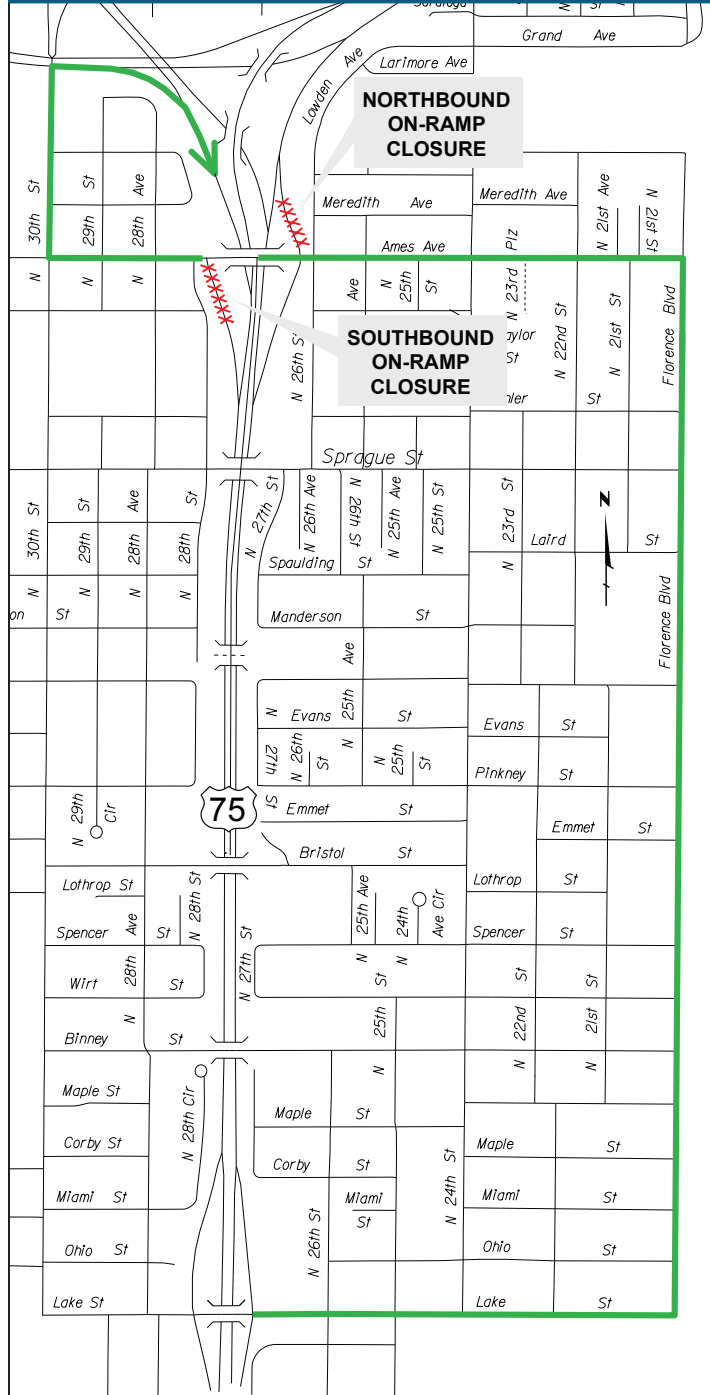
PRELIMINARY PLAN
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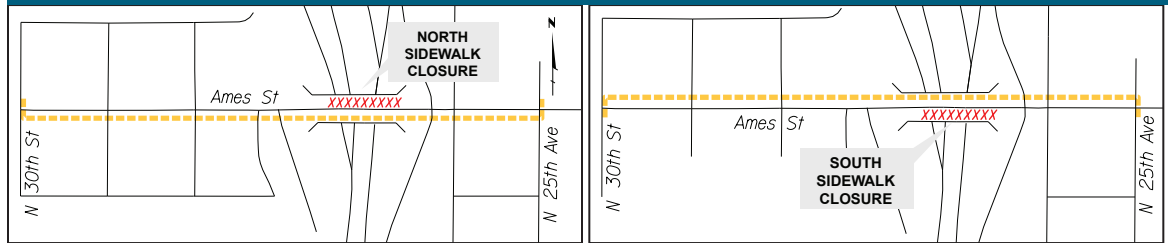
13 Ames St. Off-Ramps to US-75 Detour



14 Ames St. On-Ramps to US-75 Detour



15 Ames St. Pedestrian Detours



LEGEND

- DRIVING DETOUR
- PEDESTRIAN DETOUR
- XXXXXXX CLOSURE

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SCOPE OF WORK

Proposed improvements would consist of milling, grading, resurfacing, concrete repairs, curb ramp work, bridge repairs, bridge painting of superstructures and replacement of overhead signs. Structure S075 09137 would be rehabilitated with deck replacement. Structures S075 09169, S075 09202, S075 09233, S075 09255, S075 09302, and S075 09327 would be repaired and approaches replaced with sidewalk work included. Structure S075 09280 would have wire ties replaced to secure the fence. Structure S075 09341 and S075 09354A would have expansion joints repaired. The proposed project would also include the addition of lighting on the northbound side of the highway, just south of Parker Street.

TRAFFIC VOLUMES

	US-75	MM 91-94
Year	2023	2033
Vehicles Per Day	52,135	57,435
% Trucks	4%	4%

CONSTRUCTION SCHEDULE

Construction for the proposed project could begin as early as spring of 2023 and be completed by the winter of 2024.

ACCOMMODATION OF TRAFFIC

Portions of this project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices; however, temporary closures would be required for portions of US-75 as well as certain structures. Designated detours would be provided for vehicle and pedestrian traffic. The proposed detours would have less than five miles of adverse travel and be in effect for approximately 30-45 calendar days per structure.

RIGHT-OF-WAY

The proposed project would not require the acquisition of additional property rights. Access adjacent to properties would be maintained during construction but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS

No wetland or other water resource impacts are anticipated due to the urban nature of the project.

ESTIMATED COST

The cost of the proposed project is approximately \$13.4 million and would be derived from local, state, and federal funding sources.



Public Comment Period November 4 - December 6

Send comments/questions to:
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PO Box 45461
Omaha, NE 68145-0461

Additional information about the project
can be found at ndot.info/22647.

