

APPENDIX C
PUBLIC COMMENTS

Transcript of Public Comments (Recorded at the Public Hearing)
Written Public Comments

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF ROADS



Public Hearing | Thursday, May 11, 2017
Russell Middle School | Omaha, NE 68135
STPC-3811(1) and STPC-3811(2) | CN 22209 and CN 22210

Public Comment

	Name or Organization	Address	Email	Comment Topic
x 1	Tim ^{and Kathy} TRABOLD	16611 Hickory	TRABOLD@hotmail.com	Hickory / Pine Intersect
x 2	Dillon Savard	16271 Rolling Ridge	dillon.savard@gmail.com	necessity of the project
x 3	ADRIAN ALVAREZ ^(MILLARD UNIFIED SCHOOLS)	7001 Y. ST	adrianalvarez@att.net	ALTERNATE ROUTES AND ZORINSKY BANK FIELDS
x 4	GARY L. PINK	3303 S 168	GARY@PINKCARPENTRY.com	MEADION
x 5	Sarah Shackelford	16720 Audrey St 68136	shackl863@cox.net	Closure over the lake
x 6	DOUG HELLER	1311 S 163RD AVE 68130	DOUGHCE7ADV@AOL.COM	NORTH SECTION CONCERN
x 7	Jake Willems	1404 S. 167th Ave	jake.willems@icloud.com	Hickory / William Intersect
x 8	Gery Whalen	16305 Valley St	gerywhalen@gmail.com	Time Line
x 9	Charles Wise	1812 S 167th Ave Cir	cmahawise@gmail.com	Sound Walls
x 10	THOMAS CULLERANE	16822 N GAR	SOUTHCOAST@AOL.COM	TRAFFIC LIGHTS
x 11	CAROL COPELAND	2603 South 166 Circle	cjc9508@gmail.com	#Accidents / Left Turn
x 12	Wendy Nelson	17105 Walnut Cir	plnelson@aol.com	sidewalk / trails
x 13	Stephen Baker	4505 S. 168th St	stephenkbaker@gmail.com	
x 14	Tim Trabold	16611 Hickory	Trabold@hotmail.com	Medians
x 15	Adam Motzko	2909 Legacy Commons	adam.motzko@gmail.com	Safety ^{const} - closure
x 16	Ron Mortensen	7125 S 174th St	ronsbicycleworks@gmail.com	2 Lake Level
x 17	Norma Wiew	2784 So. 165 Ave	Norma@Bstreet Collision.com	lake lanes

Public Hearing

Following the presentation, the public was given an opportunity to provide official comments at a microphone. City Staff and the Project Team responded to spoken comments. The comments and responses were recorded and are in the attached transcript.

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168th STREET IMPROVEMENTS
PUBLIC HEARING

TAKEN AT:
Russell Middle School,
5304 South 172nd Street,
Omaha, Nebraska 68135,

Thursday May 11, 2017,
7:03 p.m. to 8:24 p.m.,

BEFORE CHELSEY A. HORAK, COURT REPORTER,
GENERAL NOTARY PUBLIC
WITHIN AND FOR
THE STATE OF NEBRASKA.

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C E R T I F I C A T E

I, Chelsey A. Horak, Court Reporter,
General Notary Public within and for the State of
Nebraska, do hereby certify that the within and
following transcript of proceedings contains all the
evidence requested to be transcribed by me, and was
taken by me in shorthand and thereafter reduced to
typewriting by use of Computer-Aided Transcription,
and the within and following sixty-nine (69) pages
contain a full, true, and correct transcription, to
the best of my ability;

That I am not a kin or in any way
associated with any of the parties of said
proceedings, and that I am not interested in the
event thereof.

IN WITNESS WHEREOF, I hereunto affix my
signature and seal this 30th day of May, 2017.

CHELSEY A. HORAK
GENERAL NOTARY PUBLIC

My Commission Expires: October 12, 2020

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1 (Whereupon, the following proceedings were
2 had, to-wit:)

3 PRESENTATION

4 TODD PFITZER: Good evening, and
5 welcome to the public hearing for the 168th Street
6 improvements, Poppleton Avenue to Ehlers Street
7 project. My name is Todd Pfitzer, and I'm the City
8 of Omaha engineer.

9 This project is actually two projects
10 combined, which are identified as
11 Project Nos. STPC-3811(1) and STPC-3811(2). Due to
12 the involvement of federal funding on these
13 projects, a draft environmental assessment has been
14 prepared, which is available for public review.

15 Tonight's public hearing serves
16 two purposes: First, as a required component of the
17 environmental process and, second, as an opportunity
18 to present updated design and schedule information
19 about the project.

20 The hearing will follow the format
21 outlined on the slide above.

22 We hope you had an opportunity to view
23 some of the displays on your way in. You will have
24 another opportunity at the end of the presentation.

25 Following the formal presentation, there

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1 will be a public forum for you to voice opinions and
2 pose questions to the panel that will be officially
3 recorded and responded to in the final environmental
4 assessment.

5 Following the public forum, you will have
6 an opportunity to visit with project representatives
7 about specific topics at tables around the room.
8 These topics include engineering design, trails,
9 parks and recreation, the environmental assessment,
10 right-of-way, and noise issues. And those are
11 located out in the cafeteria area.

12 I am joined this evening by several other
13 City of Omaha staff, including John Meyer, the
14 project manager for the City of Omaha Public Works
15 Department; Murthy Koti, the City of Omaha traffic
16 engineer; Tim Phelan, the right-of-way coordinator
17 for the City of Omaha; and several other
18 representatives from Nebraska Department of Roads,
19 the City of Omaha, Federal Highway Administration,
20 and the consultant team. These individuals will be
21 available following this presentation to answer your
22 questions.

23 We do encourage you to take a comment
24 sheet and write your comments down, even if you
25 don't come up to the microphone. Your concerns will

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1 be responded to by the city and included in the
2 final EA document. This is the best way to have
3 your concerns heard and responded to.

4 If you do plan to make a public comment
5 during the forum, we would ask that you sign in at
6 the back table prior to approaching the microphone
7 so we are able to properly record your name, as well
8 as gauge how many commenters there will be for the
9 allotted time available. And that table is in the
10 back. There's a young lady with her hand up.
11 That's the table I'm talking about, that we would
12 ask you to sign in, please.

13 I'm also joined tonight by Craig Mielke.
14 Craig is right behind me here. Craig is a
15 environmental scientist with Alfred Benesch &
16 Company, the consultant hired to prepare the draft
17 EA. The City of Omaha has prepared the preliminary
18 engineering plans. Craig will be presenting some of
19 the results of the draft EA and information
20 regarding the proposed project.

21 CRAIG MIELKE: Thanks, Todd.

22 Good evening. As Todd said, my name is
23 Craig Mielke. I'm the project manager for the
24 environmental assessment portion of this project.
25 I'm going to present the findings of the draft EA

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1 and provide some more information about the proposed
2 project and then turn it back over to Todd to
3 provide details on funding, timing, and the next
4 steps.

5 As mentioned, this project is actually
6 two projects combined: 168th Street from just north
7 of Q Street to south of West Center Road and from
8 just north of West Center Road to south of Pacific
9 Street. This project crosses Zorinsky Lake and
10 Edward Zorinsky Recreation Area, which is property
11 owned by the United States of America under the
12 operation of the United States Army Corps of
13 Engineers, primarily for flood control.

14 These two projects were combined due to
15 their proximity, funding source, construction dates,
16 and the potential for overall combined impacts.

17 The purpose of this project is to improve
18 local and regional mobility by enhancing the
19 vehicular transportation system and improving
20 connectivity, reducing driver delays, and improving
21 pedestrian accessibility along the 168th Street
22 corridor. The project is also intended to support
23 local and regional initiatives of the City of Omaha
24 and the Metropolitan Area Planning Agency, or MAPA.

25 This project is needed because of

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1 insufficient roadway capacity, the inadequate bridge
2 conditions over Zorinsky Lake, discontinuity with
3 adjacent roadways and intersections -- that is, the
4 surrounding roadways are all four-lane divided,
5 while 168th Street is still a two-lane asphalt
6 road -- and due to the inadequate pedestrian
7 facilities within the corridor, as there are many
8 places along the corridor where there are no
9 sidewalks at all.

10 The proposed project would improve
11 168th Street from a two-lane undivided asphalt
12 roadway to a four-lane divided concrete roadway with
13 curbs and gutters, turn lanes, and continuous
14 sidewalks along the entire corridor.

15 Other improvements would include
16 relocating utilities, new and improved traffic
17 signals, retaining walls, noise walls, and
18 constructing -- and reconstructing adjacent roadways
19 to match with the proposed improvements of
20 168th Street. The bridge over Zorinsky Lake would
21 also be rehabilitated and widened.

22 In general, the proposed alternative for
23 168th Street would include a four-lane roadway with
24 raised medians that are 16-feet wide,
25 four 12-and-a-half-foot wide driving lanes, and a

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1 5-foot wide sidewalk that are separated from the
2 driving lanes by 7 feet -- 7-and-a-half-foot wide
3 grassed areas.

4 The proposed alternative also includes the
5 rehabilitation of the bridge over Zorinsky Lake.
6 The rehabilitation of the bridge would include
7 removing the entire bridge deck, widening and
8 raising the existing piers and abutments, and
9 replacing the deck with a new wider slab deck at a
10 slightly higher elevation.

11 Trails under the bridge would be
12 reconstructed to be 10-foot wide and a 12-foot wide
13 multiuse path would be constructed on the east side
14 of the bridge where the sidewalk is now, while a
15 7-foot wide sidewalk would be added to the west
16 side, where there is no pedestrian access now. The
17 clearances for the trails under the bridge would be
18 improved and would be at least 8 feet on the north
19 side and 9 feet on the south side.

20 The proposed alternative maintains access
21 to residential neighborhoods, Edward Zorinsky
22 Recreation Area, Lakeside Hospital, and commercial
23 areas north and south of Center Street.

24 There would be some changes in access and
25 limitations on driveways with direct access to

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1 168th Street.

2 Several alternatives were considered for
3 both the roadway and bridge improvements, all of
4 which are explained in greater detail in the EA.
5 Tonight, I'm going to highlight just a few of them.

6 Nonroadway alternatives, such as
7 ride-sharing, fringe parking, mass transit, and
8 signal optimization were considered, but by
9 themselves, they are -- they do not fully satisfy
10 the purpose and need of the project. They also do
11 not fully address the problems associated with the
12 narrow two-lane bridge over Lake Zorinsky.

13 Several roadway alternatives were
14 considered, but were found to not meet the purpose
15 and need of the project and would result in lower
16 levels of service in the future.

17 These alternatives included a three-lane
18 roadway with a center turn lane, a four-lane roadway
19 with no medians and no turn lanes, and a five-lane
20 roadway, which is basically a four-lane roadway with
21 a center turn lane instead of a median. Each of
22 these alternatives present numerous operational
23 difficulties and they do not meet the purpose and
24 need.

25 Similarly, several alternatives were

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1 considered for the bridge improvements. These
2 included various options to rehabilitate the
3 existing bridge using different techniques, raising
4 the bridge or building a new bridge, or realigning
5 the entire roadway to allow the bridge to stay open
6 during construction.

7 These alternatives resulted in greater
8 impacts to Zorinsky Lake, the recreation area, the
9 floodplain and storage capacity for the lake,
10 removal of trails, longer detours, and degradation
11 of water quality. Again, additional details about
12 the specific alternatives are provided in the EA.

13 The draft EA, which you've heard us
14 reference several times tonight, was prepared for
15 this project in accordance with federal guidelines,
16 referred to as the National Environmental Policy
17 Act, or NEPA.

18 NEPA requires a complete evaluation of the
19 social, environmental, and economic impacts of the
20 proposed projects that use federal funding. This
21 project is mostly funded by the Federal Highway
22 Administration, or 80 percent, who is the lead
23 federal agency. The City of Omaha and the Nebraska
24 Department of Roads also participated in the
25 completion of the draft EA.

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1 The following list shows the resources
2 that were evaluated in the draft EA. Those that are
3 highlighted are a few that we've selected to be
4 presented at tonight's meeting.

5 The complete draft EA is available online.
6 And there's two printed copies out here tonight.
7 The printed copies are also available at several
8 public locations, including the Millard Branch
9 Library, NDOR's district offices, and the City of
10 Omaha's offices.

11 A complete listing of all the mitigation
12 measures that the city has agreed to is included in
13 the draft EA.

14 Zorinsky Lake, also known as Dam Site 18,
15 as I said before, is operated by the United States
16 Army Corps of Engineers. The primary purpose for
17 construction of Zorinsky Lake was for flood control.

18 Above the normal water surface elevation,
19 the water existing -- the water level out there
20 right now, is a zone of space reserved for storage
21 of floodwaters. Any fill material placed into this
22 flood storage zone must be offset by an equal or
23 greater area of excavation to maintain the capacity
24 of the flood storage.

25 The roadway improvements for 168th Street

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1 across the lake would require about 11,000 cubic
2 yards of fill material to widen the roadway.

3 Therefore, two excavation areas would be created
4 west of 168th Street, both north and south of the
5 lake. And this would offset the fill material being
6 placed for the roadway.

7 These areas would be turned into permanent
8 storm water detention basins following construction
9 to improve the water quality of roadway and bridge
10 runoff before entering the lake. More details on
11 this topic will be presented later, and you can read
12 about it in the EA.

13 An easement already exists for
14 168th Street across the land owned by the federal
15 government and allows for the future widening of the
16 roadway. Due to the need to excavate the basins
17 outside of this easement, the city would be required
18 to obtain a temporary construction license from the
19 Corps of Engineers and also obtain a permanent
20 agreement for long-term maintenance of the basins.

21 Tree removals and disturbed vegetation in
22 these areas would be replaced in accordance with a
23 revegetation plan that would be approved by the city
24 parks department and the Corps of Engineers.

25 In order to minimize impacts to

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1 socioeconomic resources -- that is, businesses,
2 residences, schools, and churches -- the city has
3 committed to maintaining access during
4 construction -- so the road will be open during
5 construction -- notifying schools and local groups
6 prior to temporary closures, publishing notices in
7 the newspaper, coordination with emergency services
8 and the public, allowing for U-turns where needed
9 for changes in access, identifying people with
10 special needs, and maintaining pedestrian access for
11 the school crossing for Willowdale Elementary
12 School.

13 Additional mitigation measures are in the
14 draft EA.

15 The city has attempted to minimize impacts
16 to right-of-way through the use of retaining walls
17 where reasonable. Designs are preliminary at this
18 time, and final areas of right-of-way won't be
19 available until final design. Any acquisitions,
20 however, would follow the federal Uniform Act, and
21 property values would be determined by an
22 independent appraiser.

23 Additional information on right-of-way
24 acquisitions can be directed to Tim in the back
25 after the presentation.

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1 Impacts to pedestrians would be minimized
2 by providing access wherever -- whenever possible
3 using existing sidewalks and providing access to
4 residents' homes at all times, using side streets,
5 if needed. Furthermore, the installation of a new
6 shared-use path and sidewalk throughout the entire
7 corridor would allow for continuous north/south
8 pedestrian and cyclist travel, which does not exist
9 today.

10 Section 4(f) of the Department of
11 Transportation Act defines parks and recreation
12 areas, as well as wildlife management areas, as
13 properties given special protection during roadway
14 and transportation planning. Impacts to these
15 properties cannot be approved unless there are no
16 other feasible or prudent alternatives or unless the
17 impacts can be determined to be so inconsequential.

18 Impacts can be permanent, meaning the full
19 acquisition of the property; temporary; or
20 constructive, meaning the proximity of a
21 transportation improvement to the property has such
22 a negative effect that the resources eliminated --
23 that it actually eliminates the very activities that
24 qualify it for 4(f) protection.

25 There are two Section 4(f) properties on

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1 this project, Edward Zorinsky Lake & Recreation
2 Area, and Pinewood Park. Impacts to these parks,
3 trails, and recreation areas would be minimized to
4 the maximum extent practical by using retaining
5 walls to minimize right-of-way impacts, installing
6 temporary pedestrian crossings, using flaggers and
7 signage during construction, phasing construction to
8 minimize impacts, and revegetating any disturbed
9 areas with appropriate vegetation.

10 Also, public comments specific to
11 Section 4(f) will be collected during the public
12 comment period and considered by the Federal Highway
13 Administration in their determination of impacts.

14 Impacts to water quality would be
15 minimized and mitigated by following guidelines from
16 various regional storm water permits and obtaining
17 those permits. As I mentioned before, two permanent
18 storm water detention basins would be constructed
19 that would treat runoff from the roadway and the
20 bridge prior to it entering Zorinsky Lake.

21 Impacts to wetlands are anticipated from
22 construction of these detention basins, as well as
23 the culvert reconstruction at Pinewood Park. These
24 impacts are expected to be greater than one-tenth of
25 an acre, but less than one-half of an acre.

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1 Appropriate permits would be obtained from
2 the Corps of Engineers for these impacts, and
3 impacts would be avoided and minimized to the extent
4 practical by using retaining walls and temporary
5 fencing.

6 There is a 100-year floodplain that is
7 crossed by 168th Street at Zorinsky Lake. Due to
8 the existing roadway embankment, the narrowest area
9 of this floodplain is situated along the current
10 roadway alignment. Impacts to the floodplain have
11 been minimized by not realigning the roadway and
12 using the existing roadway embankment as much as
13 possible.

14 All appropriate floodplain modeling has
15 been conducted to adequately size the bridge
16 opening. And all permits would be obtained in
17 compliance with State of Nebraska and Federal
18 Emergency Management Agency, or FEMA, guidelines.
19 There would also be no rise in floodwater levels.

20 Due to the presence of zebra mussels in
21 Zorinsky Lake, several mitigation commitments have
22 been developed to avoid the spread of these invasive
23 species, that includes inspecting and washing
24 machinery and taking precautions during construction
25 while in the water.

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1 Utilities along the corridor would need to
2 be replaced and relocated. Coordination has already
3 occurred with some utility companies to identify
4 utilities within the corridor and to plan for their
5 relocations. Coordination would continue throughout
6 construction and final design, and agreements would
7 be developed to relocate utilities in correspondence
8 with these agreements.

9 Due to future noise levels, a study was
10 conducted to identify potential noise mitigation
11 measures, such as noise walls, and they were
12 evaluated for their ability to reduce noise levels.

13 Those that were determined to be feasible
14 and reasonable were voted on by the benefited
15 receivers, those people behind the walls. Following
16 the voting and determination of criteria, ten noise
17 wall locations were voted on in favor by the people
18 benefited by the walls.

19 Noise walls would be consistent with those
20 recently constructed on other city projects. These
21 walls do not block all sound. And the final design
22 may vary slightly from the profiles shown. Walls
23 would vary in height from 6- to 17-feet tall, but
24 most would be approximately 12-feet tall or less.
25 Walls would be built with no cost to the homeowner.

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1 And additional information is available on
2 this topic at the noise wall table after the
3 hearing.

4 Trees within the right-of-way, those that
5 are on city property, would not be replaced as part
6 of the project, rather the city would contribute
7 funds to the planning department to create specific
8 roadway beautification projects in compliance with
9 city's Green Streets Plan for Omaha.

10 More information on this document is
11 available online, but, in general, it provides
12 guidelines for planting trees along city roadways
13 where they would be most successful. Instead of
14 just one tree every once in a while, they'd group
15 them together.

16 Trees removed from Edward Zorinsky
17 Recreation Area to excavate for the storm water
18 basins would be replaced in compliance with a
19 revegetation plan approved by the city parks
20 department and the Corps of Engineers. The same
21 thing would happen at Pinewood Park; trees removed
22 there would be developed in a revegetation plan by
23 the city parks department.

24 Questions on landscaping, trees, signage,
25 or other similar impacts to personal property can be

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1 addressed at the right-of-way table.

2 Traffic would be maintained in both
3 directions along 168th Street for the majority of
4 the project, including the bridge across Zorinsky
5 Lake.

6 Trash service and mail delivery would not
7 be interrupted. Notifications and signage, much
8 like the dynamic message signs that you saw for
9 tonight's meeting, door hangers and notifications in
10 the newspaper or online would be used to notify the
11 traveling public of detours and construction
12 progress.

13 Best management practices would be used to
14 mitigate for temporary construction impacts. This
15 can include dust control -- watering for dust
16 control, limiting work hours, sediment control, and
17 temporary fencing.

18 If you have a special need for fencing,
19 say, for a pool or a large pet or a day care, the
20 city would coordinate directly with you prior to
21 construction.

22 There would need to be up to a three-month
23 closure of 168th Street on the northern project to
24 reconstruct a large culvert between Frances Street
25 and East Pine Street near the vicinity of Pinewood

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1 Park. This phase of the project would be scheduled
2 to occur during the summer, while school is out of
3 session.

4 Alternate routes of 180th Street and
5 Bob Boozer Drive would be available to motorists.
6 Coordination with emergency service providers,
7 schools, Lakeside Hospital, and the public would
8 occur prior to this closure.

9 Now I'm going to turn it back over to
10 Todd.

11 TODD PFITZER: The current cost
12 estimate presented in the draft EA for this entire
13 project is approximately \$15.2 million. This would
14 be funded 80 percent by the federal government
15 through the Federal Highway Association, and the
16 remaining 20 percent would be paid for by the City
17 of Omaha.

18 Cost estimates are preliminary at this
19 point and subject to change based on inflation,
20 bids, available funding, and other factors. The
21 cost estimates will be updated in the final EA and
22 the Capital Improvement Plan this summer.

23 Federal Highway Administration will issue
24 their decision document this summer, following
25 completion of the final EA. If the finding is one

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1 of no significant impact, final design can begin and
2 would be expected to be completed by next spring.
3 Once final design has been approved, right-of-way
4 acquisition can begin, which will take approximately
5 18 months to 2 years.

6 The proposed schedule is to begin
7 construction in 2021, although some utility work may
8 begin ahead of this time. Construction would take
9 approximately two years and would be completed
10 primarily under traffic, meaning that the roadway
11 would remain open during most of the construction
12 period. The goal is to have the roadway completely
13 open to traffic following the 2022 construction
14 season.

15 Tonight's meeting, a public hearing, is
16 being held to provide you an opportunity to review
17 the engineering plans and the draft EA and to
18 provide official comments that will be responded to
19 and included in the final EA.

20 The final EA is expected to be completed
21 this summer and would be available for review in a
22 similar manner as the draft EA. Comments can be
23 taken at the microphone in a few minutes, recorded
24 on a comment form and left with our team tonight, or
25 they can be emailed or mailed in by May 26, 2017.

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1 Anyone signing in tonight will receive a notice of
2 the availability of the final EA.

3 The open house stations, again, following
4 the public forum, there will be the project
5 representatives available to answer specific
6 questions at the tables in the back about several
7 topics, which include noise, right-of-way, impacts
8 to park and recreation areas, and engineering and
9 design.

10 With that, I would like to thank you for
11 coming tonight. If you have questions after
12 tonight, please direct them to John Meyer at the
13 City of Omaha.

14 At this time, our panel will take
15 questions from the public. If you have a question,
16 please step up to the microphone, state your name,
17 sign in on the sheet so that we will be sure to have
18 your name spelled correctly on the record.

19 As mentioned earlier, if you would like to
20 leave a comment without making a public statement
21 there are forms available on the table where you
22 came in.

23 This concludes our formal presentation.

24 Thank you.

25

1 QUESTION & ANSWER

2 TIM TRABOLD: Good evening. My name
3 is Tim Trabold. I live at 16611 Hickory Street,
4 68130.

5 I looked over at the map here. First of
6 all, this is long overdue. Okay? And we welcome
7 the widening of 168th. The traffic is atrocious.
8 We have accidents all the time where I live at
9 Hickory Street and 168th. And this is seriously a
10 long time coming.

11 But I looked over the median design
12 between Pacific and Frances Street, and it is
13 unacceptable. Right now, we currently have
14 four egress points out the Pacific Heights and
15 Shaker Heights neighborhood, and looking at the
16 design now, that is going -- between Frances and
17 Pacific -- that is going down to one egress site
18 that just happens to be on my street, which right
19 now is a six-block-long artery from 168th that ends
20 at Pine, and it's just a small residential Street
21 with six circles on it.

22 Based on what I'm seeing, it looks like
23 everybody from the whole Pacific Heights and Shaker
24 Heights neighborhood is going to exit to
25 168th Street going south on my street.

1 Also, looking at the design, everybody
2 coming from Pacific Street and heading north on
3 168th Street, if they want to take a left into our
4 neighborhood, they have to take it at Poppleton,
5 which is a block south of Pacific and, again, at
6 Hickory Street, my street.

7 When we moved into this neighborhood
8 15 years ago, we moved into the Shaker Heights
9 portion, and it has been a very quiet neighborhood,
10 very little traffic down our street. It's always
11 been a problem to get out on to 168th Street there,
12 but we've accepted it, and we like the quietness of
13 our neighborhood.

14 Looking at this design, you've just turned
15 my street into a major thoroughfare, and it's
16 totally unacceptable. I've already Facebook
17 messed our neighborhood association president, and
18 they cannot believe it.

19 So, please, look at it again. We need
20 another intersection at Pine Street. And I have
21 been told, talking to one of the engineers earlier,
22 that that's really close to Hickory Street. It's on
23 the other side of where you're going to put in the
24 culvert at Pinewood Park. And we need more than one
25 exit out of our neighborhood to head south on 168th

1 and more than one entrance coming from the north on
2 168th.

3 Thank you very much. And, again, we
4 really do appreciate this, and it has been a long
5 time coming.

6 KATHY TRABOLD: I'm Kathy Trabold,
7 his wife. And the other comment that I would like
8 to add is that there is no stoplight on Hickory
9 Street, and right now it is very dangerous trying to
10 get onto 168th Street from our street.

11 If all the traffic is being funneled in
12 through Hickory Street, there's going to be the
13 lineup of cars trying to get out, and there's no way
14 to exit that area safely.

15 Thank you.

16 DILLON SAVARD: Hi there. My name is
17 Dillon Savard. I live on Rolling Ridge Road.

18 And I appreciate you coming and doing
19 this. I feel like a lot of the concerns that
20 personally I care about have been very well thought
21 out, and I very much appreciate that.

22 One question that I do have -- and I may
23 be the only one in the room that feels this way, I
24 don't know. I drive 168th almost every day at
25 various times of the day and night. I have yet to

1 encounter traffic problems. It seems fine to me.
2 So, I mean, it can always be better, but I've had a
3 lot worse, so...

4 I guess, personally, I question the
5 necessity for the project. Now -- and I understand
6 others may disagree. I think you don't know how
7 good you have it, to be honest.

8 But the -- but I very much appreciate the
9 improved pedestrian access. And I guess I'd just be
10 interested to hear more about what you perceive the
11 traffic need is or if there is some kind of
12 projection that I just don't know about.

13 Thank you.

14 TODD PFITZER: I want to go ahead and
15 address the last couple of comments.

16 First of all, thank you for your comments
17 with regard to Hickory.

18 We do have a city master plan policy that
19 dictates where we -- we do the best we can to
20 provide the full movement access to intersections
21 because we do need to move traffic up and down
22 168th Street.

23 But we will certainly take a look
24 specifically at the signal volume warrants should
25 that intersection stay full movement, the way it's

1 shown, whether or not it warrants a signal, and we
2 will be discussing that further during final design.

3 As to the second comment of the project
4 not being needed, you have a very positive attitude,
5 and I appreciate that.

6 I can tell you that we normally carry --
7 we're comfortable, as engineers, carrying 12 to
8 13,000 cars a day on a two-lane road, and this road
9 is carrying over 20 to 25,000 plus in areas. So it
10 is -- it's carrying double the traffic that it was
11 intended, so that's the volume consideration.

12 The other consideration, that Craig talked
13 about earlier, is that it is what we call a rural
14 section, so it's -- the road was designed back when
15 it was just a county road so that the water just
16 drains off into ditches. And as most of you have
17 probably seen who drive this frequently, when it's
18 icy, the cars travel off into the ditches relatively
19 easily as well.

20 So this road will -- it'll flatten that
21 cross section out, the water will go into inlets to
22 take the water safely to our storm sewer system, and
23 it will provide curbs there to keep those cars in
24 the driving lanes, as well as that pedestrian
25 amenity that you mentioned and keeping those

1 pedestrians safe, you know, with the buffer of a
2 curb.

3 So we have -- we have a much
4 higher-than-normal accident rate up and down this
5 road in these segments that we're talking to you
6 about, and these improvements, we anticipate, will
7 greatly reduce those accidents too.

8 So those are some of the high points and
9 some of the needs that were identified in the
10 purpose and need of this document.

11 MURTHY KOTI: Hello. My name is
12 Murthy Koti. I'm the traffic engineer for the city.
13 I just wanted to add a little more detail to what
14 Todd has already discussed.

15 Every time we do a project like this, we
16 actually do a detailed traffic technical analysis,
17 it's called modeling, and we try to project the
18 future volumes, the growth that is projected based
19 on households and socioeconomic data for the region.

20 So we did do something technical for this
21 project also and forecasted volumes for the year
22 2040, so, you know, 20 years out, at least. And
23 what we estimated was that the traffic on
24 168th Street in the year 2040 would be close to
25 30,000 vehicles per day, and in the two-lane section

1 that's out there today, it cannot carry those huge
2 traffic loads.

3 DILLON SAVARD: What is our load
4 currently?

5 MURTHY KOTI: I'm sorry?

6 DILLON SAVARD: Just for comparison,
7 what is our load currently?

8 MURTHY KOTI: The current volume of
9 traffic -- this is a 2011 count I have -- is
10 approximately, depending on the location, between
11 15,000 and 20,000. So that volume in 2040 will go
12 up, again, depending on the segment, anywhere
13 between 20,000 to 30,000 daily trips.

14 And our experience has shown clearly that
15 those kinds of volumes cannot operate on an existing
16 two-lane rural section, like what we have.

17 DILLON SAVARD: Thank you very much.
18 I appreciate that. And that confirms my suspicion.
19 I suspected that was the case. And if that's the
20 case, then I think it makes a lot of sense.

21 My comments before really just had to do
22 with the present traffic, but I suspected that the
23 future traffic was anticipated to increase.

24 Thank you.

25 MURTHY KOTI: Thank you for your

1 comment.

2 ADRIAN ALVAREZ: Hi. My name is
3 Adrian Alvarez. I'm a resident at 17001 Y Street.

4 I have two separate comments tonight. The
5 first one is as a resident in that home here in the
6 neighborhood of Mission Park.

7 We will have two of the segments that are
8 going to block our access to Dodge Street. The
9 alternate paths of 156th and 180th are currently
10 single-lane traffic, which already, during the peak
11 times, are heavily traveled and very delayed.

12 The alternative is to take Harrison down,
13 which is also a single lane off of 168th Street. At
14 one point, I thought the project was going to go all
15 the way to Harrison and make it four lanes to there
16 and have some additional -- I don't see that today.

17 But, regardless, just as an observation,
18 the exits for us on the south side of the project
19 means that we have to go north or south, and we
20 don't get to a four lane until 144th or until we get
21 north to 204th.

22 So I would love to have that as part of
23 what is your planning to allow all that traffic from
24 the south that's going to be coming out of the
25 neighborhoods in the middle of the project exiting

1 in those directions as well.

2 The second part is a comment on behalf of
3 the Millard United Sports organization. I'm one of
4 the presidents on the executive board. And we use
5 the fields on the southwest side of Zorinsky at
6 Zorinsky Lake, those five fields, and we use those
7 fields basically from March 1 to start doing work
8 out there, and we have practices all the way through
9 our fall baseball program and softball, which goes
10 typically to about the early part of October, middle
11 at the latest, depending on weather and scheduling.

12 So our concern is of a couple of facts.
13 Number 1, we need to have access during those time
14 periods because traffic is already dangerous enough
15 for our families to cross. Number 2, I do see that
16 you're putting a permanent light there during the
17 construction to stay afterwards, which is a
18 complement. I thank you for that.

19 But I also want to make sure that in your
20 planning in the exiting on what you're calling
21 South Lake Drive that there has be a permanent
22 left-hand turn lane, a center lane that can go
23 across and/or go left as well, or some function, if
24 there is a light that's going to happen there with
25 an arrow, because we get backed up.

1 And if there's ever an emergency in that
2 area, you know, and we have to have crews that have
3 to have access in or out or we have tornado warning
4 and kids are trying vacate with their families,
5 today it is an absolute nightmare because the cars
6 are backed up all the way into the park, and it
7 takes families up to 30 minutes to get out of there
8 when we have some sort of a tornado warning.

9 So I want to make sure that there's enough
10 exits as you're building this with right lane turns,
11 left turns, and also a light long enough to allow
12 flow during our peak times or interchangeable during
13 games that we can work with you guys on, so...

14 Thank you.

15 TODD PFITZER: I wanted to -- I
16 wanted to go ahead and address your first concern.

17 We do have 168th Street in our Capital
18 Improvement Program now on what we call an out year,
19 so the year 2022, to go from Q Street down to
20 Harrison. You are correct, it's not part of this
21 project, and I don't anticipate it being a federally
22 funded project, but it is in the city's CIP, and we
23 do have it on our radar to take that all the way
24 down to Harrison Street.

25 And I'm going to turn this over to our

1 traffic engineer to talk a little bit about your
2 signal concerns.

3 MURTHY KOTI: As far as your concerns
4 on the traffic signal, the new traffic signal, that
5 we're proposing. The signal will be equipped with
6 detection, so there will be detection to measure the
7 demand, so the number of cars that are approaching,
8 say, the intersection of 168th Street and South Lake
9 Drive. There's realtime sensors that will measure
10 the number of cars and try to allocate approximately
11 enough green time for them to exit, up to a certain
12 extent.

13 Now, if there's, you know, 200 cars at the
14 same time, it, obviously, will not serve all of them
15 in one signal cycle, but there will detection that
16 will be installed to help alleviate those concerns.

17 The second part of your question, the
18 signals, the left turn lane issue, that is something
19 that we will certainly evaluate as part of the final
20 design, and if they are warranted, we will certainly
21 install an exclusive left turn lane so that traffic
22 can be smoothly dispersed onto 168th Street.

23 ADRIAN ALVAREZ: Yeah, I would
24 appreciate that, because although there's not a lot
25 of traffic coming from east on that small part

1 that -- or that small parking lot that goes into the
2 trail system, you want to make sure that the cars
3 that are coming out -- and they're all coming out on
4 an every hour basis when games are done. There's a
5 long line of cars trying to go left, which is the
6 hardest turn. Right, as long as you're going to
7 permit a turn on right on a red light, those cars
8 can kind of sneak out, especially with four lanes,
9 right?

10 But I appreciate that. And, you know, you
11 guys called us about two or three years ago to talk
12 to us about our plans, and, again, our biggest
13 concern, of course, is during the season, having
14 access, but then also having emergency capacity
15 access during that season to exit that park safely
16 in case of any kind of a weather situation.

17 MURTHY KOTI: So, absolutely, during
18 construction, we will certainly coordinate with the
19 contractor, the selected contractor, and then at the
20 appropriate meeting, we would have that information
21 for the contractor so that they can closely
22 coordinate with you.

23 You know, hopefully you can share your
24 schedule with the contractor so that they're very
25 much aware when there is a game and accordingly come

1 up with a plan for those kinds of emergencies.

2 ADRIAN ALVAREZ: And at what part --
3 at what point of the year or in which year will that
4 particular piece be -- you know, because you're
5 going to take the bridge down as well, right? So
6 will that be during that same season, so people
7 coming from the north would have to drive all the
8 way around? Or will it be off season? Or are you
9 aware of that?

10 MURTHY KOTI: That's a great
11 question, and those are the details we'll have to
12 iron out during the final design phase. So at this
13 point, I do not know, but as part of the final
14 design, with your input today, we would take that
15 into consideration, and we should have more
16 information as we work with the final design team.

17 ADRIAN ALVAREZ: All right. Thanks
18 for the opportunity to discuss tonight. Thank you.

19 MURTHY KOTI: Thank you for your
20 comment.

21 GARY PINK: Hi. I'm Gary Pink. My
22 address is 3303 South 168th Street. I appreciate
23 the meeting tonight.

24 I am here because we live on the east
25 side. There's also people on the west side. And

1 there is about 13 of us that exit going north and
2 south onto 168th Street, and most all 13 can be able
3 to go south if we would have a fifth lane for
4 approximately 1,000 feet in there. Right now, you
5 have two deceleration lanes, and that takes up
6 400 feet of it anyway.

7 So if they did that, everyone could exit
8 to go south, as well as go north. And, otherwise,
9 we have to go all the way up around and back to go
10 south.

11 And everybody there -- on that one side
12 there, there are very expensive homes, and I was
13 wondering, does -- the second question is, would the
14 city redo our property valuations, because we only
15 have a one directional house? I don't know.

16 TIM PHELAN: As far as your comment
17 regarding evaluations, the Douglas County Assessor
18 Office determinations property valuations.

19 GARY PINK: Correct.

20 TIM PHELAN: If you feel -- when you
21 receive your tax statement, if you feel that the
22 value isn't correct, what I would do -- I would
23 recommend that you protest your taxes.

24 GARY PINK: Well, we know how far
25 that goes. But, you know, you ruin the value of

1 these houses by only having a one-way entrance to
2 it.

3 TIM PHELAN: When we have the
4 properties appraised for whatever property rights we
5 need to have to construct the road, if the appraiser
6 feels that your property is being damaged, he will
7 award -- it's called severance damage.

8 GARY PINK: Yes.

9 TIM PHELAN: If he feels that there
10 is severance damage due, then he will award the
11 severance damage, and you will be compensated for
12 that.

13 GARY PINK: Well, good. I'll be glad
14 to talk to him.

15 TIM PHELAN: Okay.

16 GARY PINK: But -- and then, again,
17 with a deceleration lane, that would help in all --
18 I understand all the different things with the city
19 and the deceleration lane, but if I got 400 feet
20 already in deceleration lanes, you only got 600 feet
21 to pave, and then you eliminate maintenance on the
22 median, you know, for the next 40 years.

23 TODD PFITZER: I do -- I do
24 appreciate your input. As we -- as we discussed
25 earlier, if we allow what you're asking for -- and

1 we certainly will work with you and look at it
2 harder when we do the final design -- that would
3 also allow traffic -- allow traffic to turn left in,
4 you realize, from 168th Street.

5 And then we have to -- we have to then
6 evaluate whether or not there's enough traffic that
7 makes that movement that may warrant a signal. Then
8 we have another signal introduced onto the corridor.

9 And so there's -- there's just -- there's
10 a lot of -- a lot of -- what's the word I'm looking
11 for -- things build on top of one another. But I
12 certainly appreciate and understand what you're
13 asking for, and we will take that into consideration
14 when we --

15 GARY PINK: Yeah, just a fifth lane
16 with paint, instead of --

17 TODD PFITZER: Yeah, I understand.

18 GARY PINK: Thank you.

19 TODD PFITZER: Thank you.

20 SARAH SHACKELFORD: My name is Sarah
21 Shackelford, and my question is: I'm unclear, is
22 the road going to be closed when you're doing the
23 bridge across the lake, and, if so, for how long?

24 Because I live at 168th and Harrison and I
25 work at Lakeside Hospital, that's going to be a huge

1 impact. And I'm sure there's a lot of other people
2 here, too, that --

3 CRAIG MIELKE: Sure. Thanks, Sarah.

4 The bridge will be open during
5 construction at all times. That's the current plan
6 right now. The bridge is actually wide enough. If
7 you've been out there, the barriers that you see
8 here actually just pop off the way the bridge was
9 designed.

10 So the bridge is entirely structurally
11 sound across the entire bridge, and so we're going
12 to -- the pedestrian access will be removed across
13 the lake during construction. You will still be
14 able to circumnavigate the lake using sidewalks.
15 And we have a display out here that can walk you
16 through exactly how that happens.

17 But during construction, we will use
18 portions of the sidewalk area to shift traffic to
19 two lanes so we can work on the other half and then
20 switch it back later. But the current plan, using
21 the bridge during construction, would be two lanes
22 open during construction.

23 SARAH SHACKELFORD: Okay. Thank you.

24 CRAIG MIELKE: Okay.

25 DOUG HELLER: Good evening. I'm Doug

1 Heller. I live at 1311 South 163rd Avenue. I'm
2 also the president of the Pacific Heights and Shaker
3 Heights Neighborhood Association. And I have
4 four concerns here.

5 When it comes to the sound impact walls
6 that are currently approved and designed in the
7 project, there's one, NB12, which is left off, which
8 is in between Pine Street and Williams Street,
9 because the cost estimate came in about \$5,000 more
10 than what is currently allowed.

11 I would hope that between now and when the
12 project begins that that's reevaluated, and
13 hopefully due to either the lowering of that
14 threshold or the increase of the threshold, that
15 that -- that wall will be added into the project to
16 protect the values for those homeowners.

17 Also, I share the concerns with the first
18 speakers about the full intersection at Hickory and
19 Shirley Streets.

20 Shirley Street is a curvey, slow-paced
21 neighborhood street. Concrete was poured on that
22 street probably about 30 years ago. I don't think
23 it can handle the traffic from 565 houses coming out
24 onto 168th Street to turn left. So I am really
25 encouraging you to reconsider about additional

1 left-hand turning lanes out of the Pacific Heights
2 neighborhood.

3 Also, on the way down, I noticed that the
4 existing four-lane sections of 168th Street has a
5 lot of crumbling neighbor -- or crumbling sections
6 in the joint areas, and will that be part of the
7 replacement project?

8 And the fourth thing is that, when the
9 culvert in Pinewood Park is replaced and
10 168th Street is closed during that three-month
11 section, will the north section get expedited
12 service to get that four-lane section done as part
13 of the culvert work being done so that it can open
14 faster so to not impede our residents on the north
15 end as much to get our access back?

16 Thank you.

17 TODD PFITZER: I'll address -- I'll
18 address your last two questions. Thank you for your
19 questions.

20 The segment to the north is not part of
21 this project, but we certainly understand. You may
22 have heard mention of our roads during this recent
23 election process a time or two, and we are putting
24 more money than anytime in my career into the
25 preservation and maintenance of our street system.

1 So this year is unprecedented, the amount of money
2 that we're going to spend, so...

3 Somebody else asked me about a section
4 right at Center Street, why is it not included with
5 this project. This is a federal project. It's
6 very -- it's very detailed, and it's -- it's project
7 begin and end, the project limits, they call it.

8 So the maintenance of the adjacent
9 sections are not included in this project. They may
10 be done before the project, or they may be done
11 shortly after the project, or, coincidentally, they
12 may be done at the same time. But they really are
13 not part of this.

14 To your own question, when we put in the
15 culvert, will we expedite that area? Certainly,
16 when that roadway is closed, there will be a lot of
17 activity going on. I can't promise you that the day
18 that the culvert gets put in that'll be the same day
19 we pour the concrete. We're really not far enough
20 along in our final design to have that nailed down.

21 But, definitely, there's a lot of reasons
22 to want to do that, not only for the convenience of
23 the residents, but for the bids that we get. If a
24 contractor can do all the work in that particular
25 area and only be there one time, that tends to

1 result in lower prices, so that would be our desire
2 as well.

3 DOUG HELLER: Thank you.

4 TODD PFITZER: Thank you.

5 JAKE WILLEMS: My name is Jake
6 Willems. I live at 1404 South 167th Avenue, right
7 on the corner of Williams Street there.

8 I just want to echo what has been
9 articulated much more beautifully than I will be
10 able to, that the lack of left turns to go
11 southbound on 168th Street is a concern.

12 Hickory is a good street, and I like
13 walking up and down that one, but it seems like
14 Poppleton and Williams and all those are going to be
15 bad so to consider at least adding another one I
16 think would probably be a good idea.

17 GARY WHALEN: My name is Gary Whalen.
18 I live at 16305 Valley Street in Armbrust Acres.

19 I look at the project, and I'm not an
20 engineer, but your time line seems to be to do a lot
21 of work within shorter than a two-year period. Is
22 that an aggressive schedule, or do you feel
23 confident that it will be done then?

24 And for the contractors you have, will
25 there be incentives for early and penalties for late

1 completion?

2 TODD PFITZER: We do feel confident.
3 We have not done the final design yet, so as far as
4 the construction phasing, that has not been worked
5 out. I can't tell you in great detail how that will
6 look.

7 We will, however, have at least two more
8 meetings. We'll have one meeting during the final
9 design phase where we'll present more detailed
10 information about accesses and phasing and things.

11 And then we'll also, once the project has
12 been let to a contractor, we'll bring that
13 contractor to a meeting like this, we'll introduce
14 you to that person, we'll give you contact -- phone
15 numbers and information, and tell you when certain
16 segments specifically are going to be closed.

17 But, yes, there will be incentives,
18 disincentives. There always are on these arterial
19 projects. We have found them to be very, very
20 effective in keeping contractors on task and keeping
21 them from starting too many things at once.

22 And we do feel confident that it can be
23 completed in the two-year time frame that we've
24 presented tonight.

25 GARY WHALEN: Thank you.

1 TODD PFITZER: You're welcome.

2 CHARLES WISE: My name Charles Wise.

3 I live at 1812 South 167th Avenue Circle. We -- our
4 property backs out onto 168th.

5 Two things: The sound walls, is there --
6 will they generally be on the property line, our
7 property line, or will they be back in closer to the
8 house, in effect, taking some of our property for
9 the sound walls?

10 The second question that just occurred to
11 me, at a previous meeting a couple years ago, they
12 talked about lowering the hill at Frances Street,
13 and a question has come up: How is that going to be
14 done without Frances Street diving down to 168th?

15 Right now they're on the same level, but
16 they will -- if -- well, I just don't understand how
17 that's going to be done. So that's the two things.

18 CRAIG MIELKE: Sure. I'll address
19 the question about the noise walls, and then I'll
20 turn it over to John to talk about the hill at
21 Frances Street.

22 So with the noise walls, they have been
23 modeled right now at the property line. There would
24 need to be permanent easements and temporary
25 easements acquired for -- you know, the temporary

1 easement is wider for construction, so you have to
2 be able to get in there with equipment and build
3 that.

4 And then following construction, there
5 would need to be a permanent easement along the
6 backside of the wall for any kind of future
7 maintenance or anything.

8 You would still be able to use your
9 property all the way up to the actual -- the wall,
10 but you wouldn't be able to put, like, permanent
11 improvements, a shed or something, back there right
12 up next to the wall.

13 CHARLES WISE: A follow-up on that?

14 CRAIG MIELKE: Sure.

15 CHARLES WISE: We have trees right
16 now lining --

17 CRAIG MIELKE: Right on the property
18 line?

19 CHARLES WISE: And I don't know
20 quite -- you know, if they're on the property line
21 or how far in before they won't be taken down --

22 CRAIG MIELKE: So we can -- we can
23 talk a little bit more specifically out here with
24 the right-of-way, with Tim. I don't want to get
25 into that right now. But just, specifically, we can

1 talk about that.

2 JOHN MEYER: Just to add one thing,
3 too, the noise walls will exist entirely on the
4 right-of-way. The easements he's referring to are
5 on your property, but they're just for maintenance
6 purposes only.

7 So we're looking at the foundation and the
8 plaster of the wall panels will all live out in the
9 existing right-of-way, typically, is what we're
10 seeing right now in the preliminary design. So
11 everything will be just -- just for use for
12 maintenance purposes as the project moves -- or as
13 the -- after the project construction is completed.

14 The other part of your question was the
15 grade at Frances Street, and I don't quite
16 understand because we don't have much of a grade
17 change right at that location, that I'm aware of.
18 But we can sit down with you after this session is
19 done with, and we can discuss that a little more in
20 detail.

21 But I think we have, pretty much, the
22 geometry established for Frances Street intersection
23 on both the east and west, and the grades are
24 established on these exhibits that you can -- sorry,
25 you can look at these exhibits up here on the wall,

1 the shorter exhibits here and back here, and we can
2 go over that in little more detail, if you'd like.
3 Catch one of the representatives with a name tag.

4 CHARLES WISE: All right.

5 THOMAS CULLINANE: Good evening. My
6 name is Thomas Cullinane. I live 16824 H Circle.
7 And I want to say thank you to you gentlemen for
8 taking your time this evening to talk to us and
9 listen to us.

10 I guess my biggest concern is, when I
11 built my home 27 years ago, I was the first home in
12 our addition called The Pointe. It took me six
13 months to get a phone. That's how desolate it was,
14 you know. And you might see a car every
15 three-tenths of a second now. Then you might see a
16 car every thirty minutes, you know.

17 But a lot of things have changed, and my
18 biggest concern is, the gentleman said -- the
19 engineer said there's 10 to 20,000 cars a day on
20 168th. Well, I can tell you, at 7:15 in the morning
21 and 5:15 in the evening, they're all out there.

22 We live on a cul-de-sac on H Circle, and
23 I'll tell you what, it's sometimes -- and I know you
24 can't be everything to everybody, I realize that,
25 but I would hope that you would give us some

1 consideration of how to get in and get out of our
2 neighborhoods because it's -- at times, it's
3 maddening. I mean, you'll sit there for ten,
4 fifteen minutes at times, especially in the evening
5 when you're coming home from work, and then cars are
6 all the way from Center Street past Zorinsky Lake,
7 and there's a steady stream of cars, so...

8 But I'm like the gentleman on the north
9 side, there's only -- there's only 13 of us in there
10 too, but... And, you know, our tax bases, it's
11 right up there too, so...

12 I appreciate your concerns and your input
13 for us, and I just -- I don't know what the answer
14 is or how you can correlate trying to get a timing
15 situation so that we can get in and get out either
16 on the south side of Zorinsky or on the north side
17 of Zorinsky. It's a definite problem, and I would
18 hope they'll take a look at that and give us some
19 type of an answer to it.

20 MURTHY KOTI: Thank you for your
21 comment.

22 Essentially, with the improvements we are
23 proposing, which is adding capacity, widening the
24 street from the existing two lanes to four-lane
25 divided section, it helps from a standpoint of gaps,

1 so now traffic has actually more lanes to travel,
2 which means the traffic that you're seeing today at
3 5:00 p.m. or 8:00 a.m. in the morning will come down
4 with the additional lanes.

5 The other phenomenon you'll see is with,
6 for example, the new signal we're proposing at South
7 Lake Drive by the ball fields. When it is in
8 operation, it will create gaps because it's stopping
9 the line of cars. So it creates gaps for the
10 downstream and upstream, depending on the direction
11 you're traveling.

12 So between those two, I'm confident -- I
13 think the gaps on 168th Street will increase. That
14 will allow the cross street traffic to enter
15 168th Street safely.

16 As far as the question -- I think you
17 implied about a traffic signal. Traffic signals are
18 actually regulated by federal regulations, or
19 guidelines, we call them. They're documented in a
20 publication called Manual of Uniform Traffic Control
21 Devices, MUTCD, in short.

22 Essentially, it documents what are called
23 warrants. There's warrants that we have to
24 evaluate. That could be the volume thresholds,
25 minimum volume thresholds, that have to be met in

1 order for us to consider a signal. There has to be
2 a crash history or a certain number of pedestrians
3 or a school nearby for us to consider a signal as a
4 solution.

5 In this case, with the two solutions I
6 described, the widening and then the new signal at
7 South Lake Drive, we're hoping that should provide
8 additional opportunities or gaps on the main line
9 for cross streets to enter safely on 168th Street.

10 THOMAS CULLINANE: So the lights will
11 be in conjunction so that there'll be a timing issue
12 so you can get in and out?

13 MURTHY KOTI: Yes. Anytime we set up
14 signals along the corridor, we time them for
15 coordination purposes.

16 THOMAS CULLINANE: Okay.

17 MURTHY KOTI: So that a bunch of
18 cars -- we call them platoons -- we try to safely
19 get them from one signalized intersection past the
20 next one safely. So we don't like to stop them in
21 the middle. That's how we design the timing plans
22 on corridors like 168th Street.

23 THOMAS CULLINANE: Thank you.

24 MURTHY KOTI: Thank you.

25 CAROL COPELAND: My name is Carol

1 Copeland, and I'm president of the Leawood Southwest
2 Homeowners' Association.

3 And previously I'd spoken with Mr. Meyer
4 about the Gold Street and 168th, which is just sort
5 of north of Center there, being taken away for the
6 south left-hand turn access we have now, which
7 brings me to my question.

8 There's so many concerns from people being
9 able to turn south or left onto 168th on this whole
10 project. My question would be: In the ten-year
11 period that we've been coming to meetings, do we
12 know how many accidents have actually occurred as a
13 result of turning left on to 168th?

14 I'm expecting you do not have that answer
15 tonight. If someone could get me that answer, I
16 would like to know that. My name is documented on
17 the sheet. Because I feel like while that is going
18 to be an inconvenience to myself and my husband and
19 the immediate south end of Leawood, I hear the pleas
20 of the other people tonight, and I do believe that
21 the southbound traffic onto 168th is something that
22 is worthy of consideration by all of you from all of
23 us.

24 And then the other thing I have to say or
25 to share is, this meeting has aged me greatly

1 tonight. We moved to our house -- I live right at
2 the intersection of Gold and 166th. In 1985,
3 Center Street and 168th was a two-way stop. Some of
4 you -- some of you may not have even lived here
5 then. The stop signs were on the north and south.

6 Center Street was one lane east and west.
7 Where Lakeside Hospital is, et cetera, that whole
8 area was nothing but a corn field. And I actually
9 have the drawings from Lakeside's presentation
10 back -- way back when, late '90s, where it was
11 mentioned that this project was going to be done.

12 So my last question would be: Is this
13 really a reality? Because it's been going on for
14 years and years. And with it being a federal
15 project -- and I understand, again, you guys are
16 doing your jobs as we as the public would have you
17 do them, but we also understand money is taken away
18 or shifted or -- you know, pushed into the future,
19 et cetera, et cetera. So how realistic is this?

20 TODD PFITZER: Okay. When I started
21 this project, I didn't have any gray in this beard,
22 so it hasn't done me any good either.

23 It is -- it is a reality. The money is
24 what we call program. So the money is allocated for
25 this project.

1 Now, I will be brutally honest, and this
2 is probably more detail than any you care or want to
3 have, but these projects are going up in price, and
4 our funding is not.

5 So if we have -- just to pull a number out
6 of the air, if we have \$50 million for projects in
7 the next five years, that averages \$10 million a
8 year. Well, that's great, unless your projects go
9 from \$10 million a year to \$18 million. Then you
10 have a problem, and the projects get pushed out.
11 And that's a large part of why this project has been
12 pushed back at times. There's more going on right
13 now in the metro area than we can pay for.

14 Now, that being said, these dates were
15 very important to us tonight because we understand
16 specifically this group of citizens has been
17 promised this project for a long time. When I
18 started at the city in 2006, I was told and it was
19 programmed that we were going to build this project
20 in 2011.

21 And as a transportation engineer, I feel I
22 owe you an apology. I am embarrassed to drive this
23 corridor as a transportation professional knowing
24 how badly overdue it is for improvement, and we are
25 working very hard on it.

1 Back to your date question, we think that
2 the funding may be available that we can actually
3 let this project slightly earlier. We talked
4 extensively -- we went all the way to NDOR and met
5 with their executive director about this funding.
6 We worked with our local MPO, with MAPA, to try to
7 get you a very realistic date.

8 So I can tell you tonight that the 2021
9 and 2022 dates are absolutely the most realistic
10 numbers that we can sink our fingers into tonight,
11 and that's why we wanted to present those numbers to
12 you. And I certainly hope that that is the reality
13 year that you will see work out here.

14 CAROL COPELAND: So just one
15 follow-up -- I feel like I'm at a press conference.

16 The only follow-up question would be,
17 then, is: Would it be us along this corridor to
18 work with our senators and congressmen to get the
19 money allocated?

20 TODD PFITZER: Anytime you reach out
21 to a senator and a congressman in a positive light
22 for transportation, I applaud that effort because it
23 helps me. Our current mayor has seen the need for
24 infrastructure and has put really unprecedented
25 amounts into our infrastructure, and for that, I'm

1 so thankful because it allows me to do my job more
2 effectively.

3 So if you would take the time and effort
4 to do that, I don't know that they can guarantee
5 that it gets allocated for this particular project,
6 but what they will hear from you is that Omaha needs
7 more funding. And Omaha is desperately wanting to
8 continue our progress of improvement, but our
9 funding is causing some of those delays. And,
10 certainly, that could be beneficial.

11 CAROL COPELAND: Thank you.

12 TODD PFITZER: Thank you.

13 MURTHY KOTI: I just wanted to add
14 one thing, which is important to this discussion
15 about the timing of the project and the schedule.

16 In the past, when we met with you, we were
17 working on environmental documentation. Today we
18 have assigned a draft environmental assessment
19 document. That's a major milestone. That brings,
20 to an extent, certainty to the process and the time
21 line we're talking about.

22 So I just want to make sure that goes on
23 the record, that today, at this public hearing, we
24 do have a draft environmental assessment signed by
25 the Federal Highway Administration, signed by the

1 Nebraska Department of Roads, signed by the City of
2 Omaha, and that is available for your review, as
3 made in the presentation here to you.

4 So that should give you some confidence
5 that we're going to be moving forward with this
6 project in the stated time lines that were proposed.

7 Thank you.

8 WENDY NELSON: Hi. My name Wendy
9 Nelson, and I live just north of Shirley Street on
10 the west side, unlike a lot of the people that have
11 spoken.

12 But, I guess, I want to talk a little --
13 or ask about trails. And I noticed in the
14 presentation, there was something stated about using
15 sidewalks for bicycles, that kind of thing. My
16 concern is that the width of these trails isn't
17 really -- or the sidewalks is not really wide enough
18 to accommodate that kind of thing, unless I
19 misunderstood or misheard something, but --
20 I'm sorry.

21 You know, we have a city that needs to get
22 their people active. And I like -- my family loves
23 to, like, bike to a trail and ride or bike to the
24 grocery store or walk. I have a handicapped child
25 that would walk 20 miles just to walk 20 miles, and

1 we can't really -- from where we're at, we can't get
2 him to Zorinsky, except to drive, and, you know,
3 half the fun is getting there.

4 But that aside, I'm just -- in a lot of
5 ways, I'm just making a request that we take into
6 consideration maybe making -- especially with
7 Zorinsky right there -- making it easier to not have
8 to drive to get there and to just consider making it
9 easier for us to do active things without having to
10 use the cars and the gas and all of that kind of
11 thing. And so that's just what I wanted to say.

12 CRAIG MIELKE: Wendy, thank you very
13 much for your comment. I think that is a very -- a
14 very relevant topic to talk about with active
15 healthy lifestyles. I'm a cyclist myself, and so I
16 like riding around Zorinsky Lake.

17 What I referred to earlier as a shared-use
18 path, I want to just point on this picture, again,
19 what is out there right now is, like, a 5-foot maybe
20 a 4-foot wide sidewalk on one side of the bridge.

21 In the area of the Zorinsky Lake,
22 everything that will be constructed as trails are
23 actually called shared-use paths, and they'll be
24 10-foot wide. So where there are no trails now
25 south of Lake Zorinsky, there will be a 10-foot wide

1 trail on the west side of the road.

2 All of the trails that go underneath the
3 bridge, over the bridge -- like, right now you can't
4 get to the road on the west side of the bridge -- or
5 west side of the road south of the bridge -- all of
6 those trails in there will have the same type of
7 slip ramp to go back underneath the bridge. They
8 will be angled better.

9 Coming around there right now, sometimes
10 you take your life in your hands with people fishing
11 on the side and stopped under there. Everything
12 will have better sightlines because it will come
13 back around with that with a better angle.

14 The sidewalks throughout the rest of the
15 project will be standard city width -- city width
16 sidewalks, but they will be in places where there
17 are none now.

18 So I share your concern about getting to
19 Lake Zorinsky, and I think that at least just the
20 addition of sidewalks on both sides of the road will
21 keep cyclists going in the one direction that
22 they're supposed to go on one side of the street or
23 out on the road, as they -- you know, as I do
24 sometimes. So that's -- that would be my answer to
25 you about that.

1 WENDY NELSON: So then using, like,
2 the side of the road, which bicycles are supposed to
3 do anyway, will be something that will be possible?

4 CRAIG MIELKE: Absolutely.

5 WENDY NELSON: There are a lot of
6 roads in Omaha it's not possible to ride on the --
7 on the road.

8 CRAIG MIELKE: That's true. And
9 168th Street is not part of the Papio NRD's
10 master -- or the city's master plan for a trail
11 corridor, such as 144th Street. At 144th Street,
12 you have, like, a 150-foot-wide right-of-way, and so
13 the trails are 10-foot wide, and they meander along.
14 We just don't have that kind of right-of-way here
15 for 168th Street.

16 But, again, just adding -- adding the
17 sidewalks where there's none now north of Center in
18 particular, you know, having a trail -- or a
19 sidewalk along the west side of 168th Street north
20 of -- north of the hospital will be a great
21 addition.

22 WENDY NELSON: Thank you.

23 CRAIG MIELKE: Yep.

24 STEPHEN BAKER: Pardon me, I haven't
25 been paying too much attention, so somebody may have

1 talked about this.

2 But the ball fields on the southwest part
3 of Zorinsky Lake, the baseball fields, there's a lot
4 of parking, and there's room for a road. I don't
5 know how the zoning would work, but I got this idea
6 to have another exit. It would go into -- sort of
7 to the south from the ball fields.

8 There is a walking path there. There
9 would certainly be room for I think a two-lane.
10 That would alleviate the traffic from 168th, because
11 that's a lot of people. I watch them trying to get
12 in and out of that ballpark. How does that sound?

13 TODD PFITZER: I guess I would
14 encourage you -- I'm having a hard time visualizing
15 what you're talking about, but if you'd like to meet
16 with one of us after this public part or maybe fill
17 out a comment sheet, we certainly --

18 STEPHEN BAKER: I could explain it a
19 little better?

20 TODD PFITZER: Okay. Yeah, that'd be
21 great.

22 STEPHEN BAKER: The entrance to the
23 ballparks, which --

24 TODD PFITZER: I would suggest, sir,
25 maybe -- because there's still folks waiting for

1 comments, maybe we could -- we could meet with --

2 STEPHEN BAKER: Sure.

3 TODD PFITZER: -- you out back

4 after --

5 STEPHEN BAKER: Who do I talk to?

6 TODD PFITZER: Any one of us would be

7 fine.

8 STEPHEN BAKER: Okay.

9 TODD PFITZER: Thank you very much.

10 TIM TRABOLD: Hello. I spoke
11 earlier. My name is Tim Trabold, 16611 Hickory. I
12 just have a follow-up.

13 On all of the plans, there's medians
14 everywhere, yet I noticed on one of the graphics you
15 had here the different lane types with two lanes,
16 three lanes, five lanes with the turn in the middle.

17 Is there a reason there aren't more five
18 lanes with turn lanes down the middles? Is that's
19 something that's a requirement by the feds? Or is
20 that just a design thing? Could you explain that,
21 please?

22 MURTHY KOTI: Absolutely. Thank you
23 for the comment, again.

24 So the alternatives that you saw --
25 there's three alternatives that were shown at the

1 hearing. The other alternatives under the
2 classification, one of them was the five-lane
3 section that you're referencing, wherein the median
4 in the middle was replaced with just a painted lane.
5 We call it the two-way center turn lane.

6 TIM TRABOLD: Correct.

7 MURTHY KOTI: So that was an
8 alternative that was looked at, and we have to meet
9 the purpose and need for a project, and it was
10 determined that that particular alternative did not
11 meet the purpose and need as best as the alternative
12 of the medians.

13 The other reason is safety. The city
14 currently has a policy -- our policy on arterials is
15 that we do not provide full-access intersections,
16 unless it's at the quarter mile, and that is, again,
17 on arterials like 168th Street, to improve safety.

18 So on arterials, the emphasis is on
19 mobility, moving cars to an extent, and then on the
20 other side of the spectrum is access, which is
21 driveways and the turning lanes and things like
22 that.

23 So imagine a residential street, the
24 residential street the emphasis is access, so that's
25 where you're going to see medians, usually. There's

1 all the residential driveways that are going to be
2 funneling traffic onto the residential streets.

3 On the other side is the arterial for our
4 jurisdiction. So a freeway system is kind of on the
5 other side of the spectrum, where you're not really
6 allowing any access. Any access is using ramp
7 junctions. But the next step down from a freeway is
8 the arterial, like 168th Street.

9 So we are trying to balance the needs of
10 residents' access versus the mobility -- regional
11 mobility goals of moving traffic safely on an
12 arterial like 168th Street.

13 So that's one of the key reasons why you
14 are seeing medians on all of the exhibits that are
15 out there.

16 TIM TRABOLD: Okay. Well, again, I
17 just want to reiterate, we need more entries and
18 exits into Pacific and Shaker Heights. It's --
19 it's -- and especially not my street, so...

20 Thank you very much.

21 MURTHY KOTI: Thank you.

22 ADAM MOTZKO: Hi. My name is Adam
23 Motzko. I live on the corner of 168th and Center.

24 My question has to do with safety, and I'm
25 glad you bring that up. I understand that this has

1 been a long time running, and I guess my concern is
2 the sense of urgency around the project itself.

3 My question is around, has there been any
4 consideration put into restricting the through
5 traffic during the construction phase in order to
6 potentially speed up the construction time line
7 versus, you know, having it at a two-year span?

8 Can we speed it up by restricting the
9 through traffic and limit it to only residential
10 use? That way we can get it done in a quick manner
11 and then, obviously, promote the safety aspect of it
12 as well, limiting that traffic during construction.

13 MIKE KLEFFNER: Mike Kleffner, the
14 construction engineer for the city.

15 From the standpoint of a contractability
16 standpoint, I would agree with you that it could
17 accelerate the process drastically, but from
18 mobility and access point and the impact, when we go
19 through the environmental process, we have to look
20 at the impacts to the people of the neighborhoods.

21 And when you look at the impacts of
22 closing the road, basically, it would cause
23 significant impacts to that local traffic for a
24 longer period than what we would anticipate, and it
25 would cause a lot of problems in the neighborhoods,

1 whereas, in this situation, it would increase the
2 time for construction, but not a significant amount
3 enough to justify the closure.

4 TODD PFITZER: Okay. I'm not seeing
5 any further participants for questions, so I guess
6 I'll kind of make this a last call. If you have
7 something that you wanted to ask a verbal question
8 about, this is the last call. Otherwise, we will
9 close down this portion of the event, and we'll go
10 out to our stations to answer those individual
11 questions.

12 RON MORTENSEN: This is an
13 engineering question. Are you going to lower the
14 level of the Zorinsky Lake during the bridge
15 construction?

16 TODD PFITZER: I don't think we are.
17 No. The question was: Are we going to lower the
18 level of Zorinsky? We will not. That will be
19 constructed -- the bridge will be constructed with
20 the lake at its current levels.

21 NORMA WIESE: I just want to make
22 sure, are you adding a lane at the lake to the east
23 or the west?

24 TODD PFITZER: How are we widening
25 the bridge? Is it about the current center lines?

1 CRAIG MIELKE: Yeah, it's -- well --

2 TODD PFITZER: Yeah, it's --

3 Go ahead.

4 CRAIG MIELKE: Yeah, it's kind of
5 about -- I mean, I guess John could get into the
6 details-details, but it's kind of about the center
7 line.

8 The bridge deck is solid all the way
9 across. It's all the same exact materials. So
10 we're going to move traffic to the east and close
11 down the sidewalks during that time of construction,
12 okay --

13 NORMA WIESE: Okay.

14 CRAIG MIELKE: -- and then basically
15 cut off the west half -- the west lane of the
16 bridge --

17 NORMA WIESE: Okay.

18 CRAIG MIELKE: -- build two lanes in
19 part of the median over there, move all the traffic
20 over there, and then tear down the other half and
21 build it back up.

22 NORMA WIESE: So you're going on both
23 sides?

24 CRAIG MIELKE: Both sides, yes.

25 NORMA WIESE: Both sides, okay.

1 CRAIG MIELKE: It would be wider than
2 it is right now. Again, there's two lanes with a
3 5-foot sidewalk out there now. You're going to get
4 a 7-foot sidewalk on one side, two 13-foot lanes, a
5 median, and a 12-foot lane on the other side, plus a
6 little thing out -- a little ledge out there to put
7 all of the utilities on.

8 Because if you've been out there, there's
9 utilities that hang off of the bridge, and they
10 actually hang below the bridge, so that's where the
11 bicyclists almost hit their heads. Those are all
12 going to be going up on top of the bridge
13 afterwards.

14 NORMA WIESE: Okay. Okay.

15 CRAIG MIELKE: But it would be on
16 both sides.

17 NORMA WIESE: Okay.

18 TODD PFITZER: Well, thank you very
19 much for coming. If you have any more questions,
20 you can visit with an individual out here in the
21 cafeteria. Thank you, again, for coming.

22 (8:24 p.m. - Adjournment.)

23 ** ** ** **

24

25

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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Public Comment

Public Hearing | Thursday, May 11, 2017
Russell Middle School | Omaha, NE 68135
STPC-3811(1) and STPC-3811(2) | CN 22209 and CN 22210

	Name or Organization	Address	Email	Comment Topic
x	Tim ^{and Kathy} TRABOLD	16611 Hickory	TTrabold@hotmail.com	Hickory / Pine Interchange
x	Dillon Savoyd	16271 Rolling Ridge	dillon.savoyd@gmail.com	necessity of the project
x	ADRIAN ALVAREZ	7001 Y. ST	adrianalvarez@att.net	ALTERNATE ROUTES AND BORNISKY BARN FIELDS
x	SARAH K. PINK	3308 S 168	Caryn@PARKCAMPING.COM	MEADOW
x	Sarah Shackelford	16720 Audrey St 68136	shack6803@cox.net	Closure over the lake
x	DOUG HELLER	1311 S 163RD AVE 68130	DOUGH@ADV@AOL.COM	NORTH SECTION CONCERN
x	Jake Wilkoms	1404 S. 167th Ave	jake.wilkoms@icloud.com	Hickory / William Taft
x	Geary Whalen	16305 Valley St	gearywhalen@gmail.com	Time Line
x	Charles Wise	1812 S 167th Ave Cir	cmahowise@gmail.com	Sound Walls
x	Thomas Cuzzarone	16828 N Cir	Saunders@msj.ski.com	Traffic Lights
x	CAROL COPELAND	2603 South 166 Circle	cjc9508@gmail.com	#Accidents / Left Turn
x	Wendy Nelson	17105 Walnut Cir	pinelson@aol.com	sidewalk / trails
x	Stephen Baker	4505 S 168th St	stephenbaker@gmail.com	Medians
x	Tim Trabold	16611 Hickory	Trabold@hotmail.com	Safety - Gnst
x	Adam Motzko	2909 Legacy Commons	adam.motzko@gmail.com	2 Lake Rowel
x	Ron Mortensen	4725 S 174th St	ronsbicycletechnics@gmail.com	
x	Norma Wiew	2784 So 165 Ave	Norma@bstreetcollision.com	lake lanes

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



Do you have any comments or questions?

If so, we would like to hear from you. Please write your comments in the space below and return them to the City of Omaha. You can submit this form at the Public Hearing, or you may mail it later. Please return by May 26, 2017. Thank you for your participation!

Public Hearing
Thursday, May 11, 2017
STPC-3811(1) and STPC-3811(2)
CN 22209 and CN 22210

Return to: Jon Meyer, Design Division
Omaha Public Works Department
1819 Farnam Street
Omaha, NE 68183

Jon.Meyer@cityofomaha.org
(402) 444-4191

very nice materials + presentation aids

very helpful.

Please Print

Name:

Address:

City, State, Zip:

Phone:

Email:

Written comments are considered public information and may be shared with appropriate local, state or federal agencies as well as the general public, as part of the project development process.

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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1819 Farnam Street
Omaha, NE 68183

Jon.Meyer@cityofomaha.org
(402) 444-4191

I love the view of assisted living centers
Waterfall, trees + grass + don't think a
noise wall is appropriate there. The property
owner built the facility next to the street
as is + we shouldn't put that there.

I love the bridge over the lake.

Please Print

Name:

Address:

City, State, Zip:

Phone:

Email:

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168th Street Improvements

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(FORMERLY KINGSWOOD ATHLETIC ASSOCIATION)
UPDATE PAGE 50 of EA.
MILLARD UNITED SPORTS USES THE BALLFIELDS @ LAKE ZORINSKY (168th & LAKE SHORE DRIVE). OUR SEASON IS FROM MARCH 1 -> OCT 14 (FALL IS APPROX)
WE DO HAVE SMALL BREAK

* WE NEED TO ENSURE FULL ACCESS DURING THIS TIME PERIOD (FROM NORTH + SOUTH OFF 168th)

* PLAN SHOULD INCLUDE TURN LANES AS YOU EXIT THE BALLFIELDS.

↳ LEFT TURN LANE w/ EARLY GREEN ARROW THAT GOES FULL GREEN.

↳ RIGHT TURN LANE w/ ABILITY TO TURN RIGHT ON RED.

↳ CENTER LANE TO GO STRAIGHT. MAY NEED TO ALLOW OPTIONAL RT OR LT TURN.

↳ CLEARLY MARKED WALKING PEDESTRIAN LINES.

↳ SENSORS TO RECOGNIZE HEAVY TRAFFIC DEMANDS. IN + OUT OF PARK.

M-F 4:30pm - 8:15pm (MARCH -> MAY)

M+F 4:30pm - 9:15pm (JUNE -> SEPT)

S+S 7:00am - 8:15pm (MARCH -> MAY)

S+S 7:00am - 9:15pm (JUNE -> SEPT)

↳ NEED TO ^{WIDEN SOUTH} EXTEND LAKE DRIVE INTO PARK ALL THE WAY TO PARKING LOT

↳ 168th FROM SOUTH TURNING WEST INTO LAKE SHORE DRIVE, SHOULD HAVE EXTENDED GREEN ARROW THAT GOES FULL GREEN.

Please Print

Name: ADRIAN M. ALVAREZ, PRESIDENT - MILLARD UNITED SPORTS.

Address: 13308 MILLARD AVENUE

City, State, Zip: OMAHA, NE 68137

Phone: 402-203-4035 CELL 402-330-7300HN.

Email: aalvarez@MILLARDUNITED.COM

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168th Street Improvements

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I AM CONCERNED WITH THE LIMITED ROUTES ALL TRAFFIC COMING FROM SOUTH 168TH STREET + Q.
↳ 156TH + 180TH + 192ND ARE ALL SINGLE LANE.
↳ HARRISON IS SINGLE LANE

↳ ACCESS TO DODGE FOR WORK WILL BE VERY DIFFICULT + LONG COMMUTE.

Please Print

Name: ADRIAN M. ALVAREZ (HOME OWNER)
Address: 1700 I Y STREET
City, State, Zip: OMAHA, NE 68135
Phone: 402-330-7300
Email: adrianalvarez@att.NET.

Written comments are considered public information and may be shared with appropriate local, state or federal agencies as well as the general public, as part of the project development process.

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



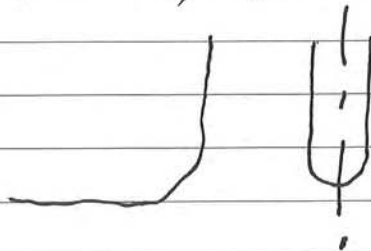
Do you have any comments or questions?

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Public Hearing
Thursday, May 11, 2017
STPC-3811(1) and STPC-3811(2)
CN 22209 and CN 22210

Return to: Jon Meyer, Design Division
Omaha Public Works Department
1819 Farnam Street
Omaha, NE 68183
Jon.Meyer@cityofomaha.org
(402) 444-4191

Re: 1) Conversation with Jon Meyer (since 2007)
2) With Krista Wassenaar this evening
concerning the east/west alignment of
the center of my driveway with the
Lake Shore median (between the entry and exit
lanes) Your current plan has it located off line
center to the south.



Entry & exit would be much
easier, safer. Could be timed
lights with entry & exit of
Lake side.

168th N →

MOVE MY
DRIVEWAY
NORTH

4505
S. 168th

SIDEWALK

ALSO
CONSIDER EXTENSION SKIRTS
FROM SIDEWALK TO CURB TO
ALLOW MAIL TRUCK DELIVERY,
CARGO PICK UP

Please Print

Name: STEPHEN K. BAKER
Address: 4505 SOUTH 168TH ST
City, State, Zip: OMAHA, NE. 68135
Phone: 402-871-8143
Email: stephenk.baker@gmail.com

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168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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(402) 444-4191

① poor meeting space, the 168th st project will affect 1000s of people each & every day. High interest in this project should be expected & should have been planned for 1/2 the people present had to sit on hard, uncomfortable bleachers

② Not enough handouts of information. Really? That too, was poor planning. "We ran out"

③ poor lighting - we could not see, much less read the material presented on the screen - too much glare.

④ City traffic engineer states the number of vehicles using 168th st from "current" statistics 2011. were at >15000/day its 2017 people. your projections for the future maybe off.

Please Print

Name:

Mary Bukowski

Address:

1801 SO 171st Ct

City, State, Zip:

Omaha NE 68130

Phone:

Email:

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168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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Omaha, NE 68183
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(402) 444-4191

What would it take to get a cross pedestrian walk light to cross from H circle to Bay Shores?

How is the traffic flow to be controlled to allow residents from Bay Shores & the Pointe to safely exit?

Please Print

Name: Jean Buras
Address: 4304 S. 169th Circle
City, State, Zip: Omaha, NE 68135
Phone:
Email:

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168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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Omaha, NE 68183

Jon.Meyer@cityofomaha.org
(402) 444-4191

Turning north on 168 at Orchard Ave is
very dangerous.

We would love to have a stop light there.

Please Print

Name: Val & Karen Collins

Address: 4963 S 174 Ave

City, State, Zip: 68135

Phone:

Email: Collins4963@gmail.com

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168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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Jon.Meyer@cityofomaha.org
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Just a quick question
When re designing the bridge and trail under it. could you take into consideration putting some ~~kind~~ kind of mirror so you could see people coming. Some people riding bikes think they are on the edge of their life and I don't know how many times I have been almost taken out. Oh and it is my fault. So if you could please look into this. I can't imagine having young children out there. It is a family trail not a race way we have to share.

Please Print

Name: LIZ Ecklund
Address: 17017 Karen St
City, State, Zip: Omaha NE 68135
Phone: 402-991-8359
Email: lizecklund5@gmail.com

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----- Forwarded message -----

From: **Tom Eversden** <teversden@cox.net>

Date: Thu, May 18, 2017 at 8:14 PM

Subject: 168th Street Project - W Dodge to Q

To: jon.meyer@cityofomaha.org

Hi Jon,

Nice job at the public hearing on the above project last week.

I'm curious as to why this is a federally funded project? No US or state highway route. I can only assume that Lake Zorinsky somehow brought the feds in on it. I was surprised construction is so far off. I was aware of this section of 168th Street being on the CIP in the early 2000's. Traffic on all the north south arterials in west Omaha is way over design capacity – and has been for years.

I have a son living in the Phoenix, AZ area. They build arterial streets with 6 lanes (median & turn lanes) AHEAD of the development! Not sure what their financing system is. Omaha has always been behind in this area (obviously not your fault). Developers need to be required to improve the bounding arterials streets as they build-up their developments! Include the cost in the price of the building lots.

Thanks for your service,

Tom Eversden

Armbrust Acres homeowner

First Name : Kate
Last Name : Gramlich
Email : kagramlich@hotmail.com
City :
State :
Zip Code :

Comment : I was just wondering when the portion of the 168th and Center area will be done, most specifically to the Leawood Southwest area. We have a lot of noise that shakes our houses and this sound-wall, we had the understanding, was already funded for by a grant that we heard about last year. We were told our project would start in 2018 for that as well. We have more traffic than most of these areas combined with 4 lanes each way at that intersection. We should of had a sound wall before the Q street area because it is extremely busy on our intersection, especially being next to a hospital and a firestation, the alarms are very loud. I saw now that this is the 2nd part of the plan being created.. "in the future". I guess I want to know more of a plan that is detailed instead of overly generalized to this area. I don't understand how blondo gets precedence over this area and I don't understand how Center street isn't getting this precedence over all of it. We have been asking for a sound wall since 2012, and now we are being shelved is what it looks like while, new houses, new development, new roads are getting first dibs, instead of the existing roadways that should have been done correctly and projected correctly years ago.

Street Address :
Project : General Comment
Add me to the Project Mailing List : true
isDuplicateRecord : false
Comment Owner : Keep Omaha Moving

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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Thank you for your participation!

Return to: Jon Meyer, Design Division
Omaha Public Works Department
1819 Farnam Street
Omaha, NE 68183
Jon.Meyer@cityofomaha.org
(402) 444-4191

Since you ran out of public handouts,
Please send me a copy of the public
handouts.

Please Print

Name: TOM HAMMOND
Address: 3106 S. 158 TH ST
City, State, Zip: Omaha 68130
Phone: 402-330-1879
Email: hammond343@centurylink.net

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168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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NB 12 WALL - SOUND - Since this wall is currently not part of the project due to the average cost per homeowner property has been calculated to \$45,000 - about \$5000 more than what the state allows - Will this be re-evaluated in 2019 to ~~see~~ see if it now meets the dollar limits imposed by the fed/state?

At the full intersection @ Hickory/Shirley Streets, will there be permanent traffic lights installed to allow left hand turns? If not, the entire PACIFIC HEIGHTS/SHAKER Heights neighborhood will not be able to turn left out of our neighborhood of 565 Households. Will Shirley Street concrete be upgraded due to new excessive traffic demands on this stretch of city street?

Will crumbling concrete on 168th Street that is already widened to 4 lanes be replaced as part of the project?

Please Print

Name:

DOUG HELLER, PRESIDENT - PACIFIC HEIGHTS/SHAKER HEIGHTS NEIGHBORHOOD ASSOCIATION

Address:

1311 S 163RD AVE

City, State, Zip:

OMAHA, NE 68136

Phone:

402-330-7359

Email:

DOUGHCTADV@AOL.COM

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168th Street Improvements

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We live on the corner of 168th and Center.. When
will that portion be complete?

Do we have to remove our fence? or will it be removed?

How close to the wall can trees and other plants
be ~~planted~~ planted? Can vines be grown on the wall?

How far into our yard will there be construction?

Please Print

Name: Seth Holbrook

Address: 2626 South 167th Ave. Circle

City, State, Zip: Omaha NE 68130

Phone: 402-982-9984

Email: Ssholbrook@hotmail.com OR Kagramlich@hotmail.com

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168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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Omaha, NE 68183

Jon.Meyer@cityofomaha.org
(402) 444-4191

It sometimes takes 2 turns of the light to get on to 168 from Oak Street. Can the sensor be adjusted to let more cars go through? If the first car is going straight to Life Time Fitness no one can make a right turn. Only about 4 or 5 cars can get through.

Please Print

Name: Bob Holmstedt

Address: 16331 Elm St

City, State, Zip: Omaha, NE 68130

Phone: 402-616-7841

Email:

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168th Street Improvements

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Jon.Meyer@cityofomaha.org
(402) 444-4191

Thank you for the opportunity to address our concerns regarding the 168th Street project. We attended the public meeting, and were able to hear many of the concerns voiced by the public, most specifically the home owners in our neighborhood, Pacific/Shaker Heights. The plan for our neighborhood is very concerning. We visited the noise wall station, and spoke with neighbors who claim that the financial consideration for a noise wall along our portion of the corridor would cost \$5000 more than was allotted for such expenses. I find that very difficult to believe, in driving the corridor the homes in our neighborhood are closer to the street than nearly all the homes in other neighborhoods that are getting noise walls, and I sincerely hope that home values have nothing to do with any decisions. It is evident our neighborhood has the cheapest houses of the entire project. The other concern is the lack of ability to make any left hand turns. Most neighborhoods of our size have access to main roads going in either direction. On the north side of our neighborhood are two stop lights to access Pacific. On the south side there are also two exits. We would ask that you further consider these concerns, and refer to the complaints raised by our neighborhood association as even after attending the meeting there is no place for us to find all of the project specifics. Thank you for your time.

Please Print

Name: Tanya and Coy Horton
Address: 1429 S. 167th Ave
City, State, Zip: Omaha NE 68130
Phone: 402-943-9833
Email: horton5991@gmail.com

To access the south bound lanes, you would have to go to the stop light at Frances Street, and because of the water way through the neighborhood, that access is not easy!

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The other option to go around to Pacific or Center is short, also a lot of back tracking.

From: **whutfles** <whutfles@cox.net>
Date: Thu, May 18, 2017 at 12:40 AM
Subject: 168th St Widening Project Poppleton Ave to Ehlers St Omaha Ne
To: Jon.Meyer@cityofomaha.org
Cc: Copeland Carol <cjc9508@gmail.com>

My wife Jane and I attended the meeting at Russell Middle School Thursday, May 11, 2017. After the meeting I spoke with City Engineer and meeting presenter Todd Pfitzer regarding the closing of Gold St to Southbound traffic on 168th St. We live at 16612 Dorcas Circle. We have 3 directions that we can leave or access our house -

1. To the corner of 166th and Dorcas Circle, North on 166th which curves to the West on Francis to 168th.
2. To the corner of 166th and Dorcas Circle, South on 166th to Gold, then West to 168th, or
3. To the corner of 166th and Dorcas Circle, East on Dorcas St and continue either South to 165th and Center by Good Shepherd Church or East to Shirley St to 160th and Center. Or at 160th and Shirley North past J Sterling Morton School and wind North thru Pacific Heights.

We generally leave via Francis and return via Francis if coming from the North or West, but if returning from the South we enter Leawood Southwest via Gold just as a matter of safety because the turn at Gold is at a slower speed where the turn at Francis will be slowing from 45 mph and at rush hours will involve the traffic from Lakeside Hospital at 2 different intersections.

The above 3 options work in reverse when returning to our home, except in inclement weather which is my concern when closing Gold St. We go to Bakers and Lowes to the West and St Wenceslaus Church, Costco and other businesses to the North and usually come and go via Francis to 168th and return. When the streets are icy or when snow pack has not been graded and accumulates a little depth and is then traveled, tires spun, etc., the snow pack turns to ice. There have been numerous times when leaving our house, we cannot make it to the top of Francis-Westbound, it's just too slick. In those cases we exit to the South on 166th to Gold to 168th.

And it's even more challenging returning from 168th and Francis to our house as sliding down that slick hill on Francis leaves you no control. One one evening as I slid down that hill with my large Ford LTD, I could not stop. As I got to the bottom of the hill by Cedar Circle, just before Francis curves South, I was slowly sliding into the front yard of the house on the East side of Francis and into the front of their house. I tried turning to the left or North towards Cedar Circle. At the last minute the car went the Cedar Circle route. But I continued sliding and ended up in the driveway of the house on the East side of Cedar Circle stopping about 6 feet from his garage door. In these instances when Francis St is not navigable, it's much easier and safer to go 168th to Gold and take the long less steeper hill on 166th to Dorcas Circle. And it doesn't help to come 160th via Shirley as Shirley is just as bad.

If Francis St is our only entrance and exit, then during inclement weather, it's going to be more critical that it is kept open and passable or this neighborhood is going to be stranded. I ask that you reconsider allowing traffic to enter and exit Gold St from the North and South off 168th St in the new design of 168th St.

Thank you,

Bill and Jane Hutfles
16612 Dorcas Circle
Omaha, Ne 68130 [402-699-0391](tel:402-699-0391)

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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Jon.Meyer@cityofomaha.org
(402) 444-4191

I've attached copies for your review. Its unacceptable not to bring the wall down to pine with no turning lanes and no stops like @ Hickory the noise from traffic will effect us greatly. We hear every vehicle inside our home now.

Please reconsider building the wall all the way.

Please Print

Name: Barb King
Address: 1446 So 167 Ave
City, State, Zip: Omaha NE 68130
Phone: 402-657-6528
Email: bking4reliv@yahoo.com

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When will we learn about our land purchase and when will the construction start.
Several neighbors

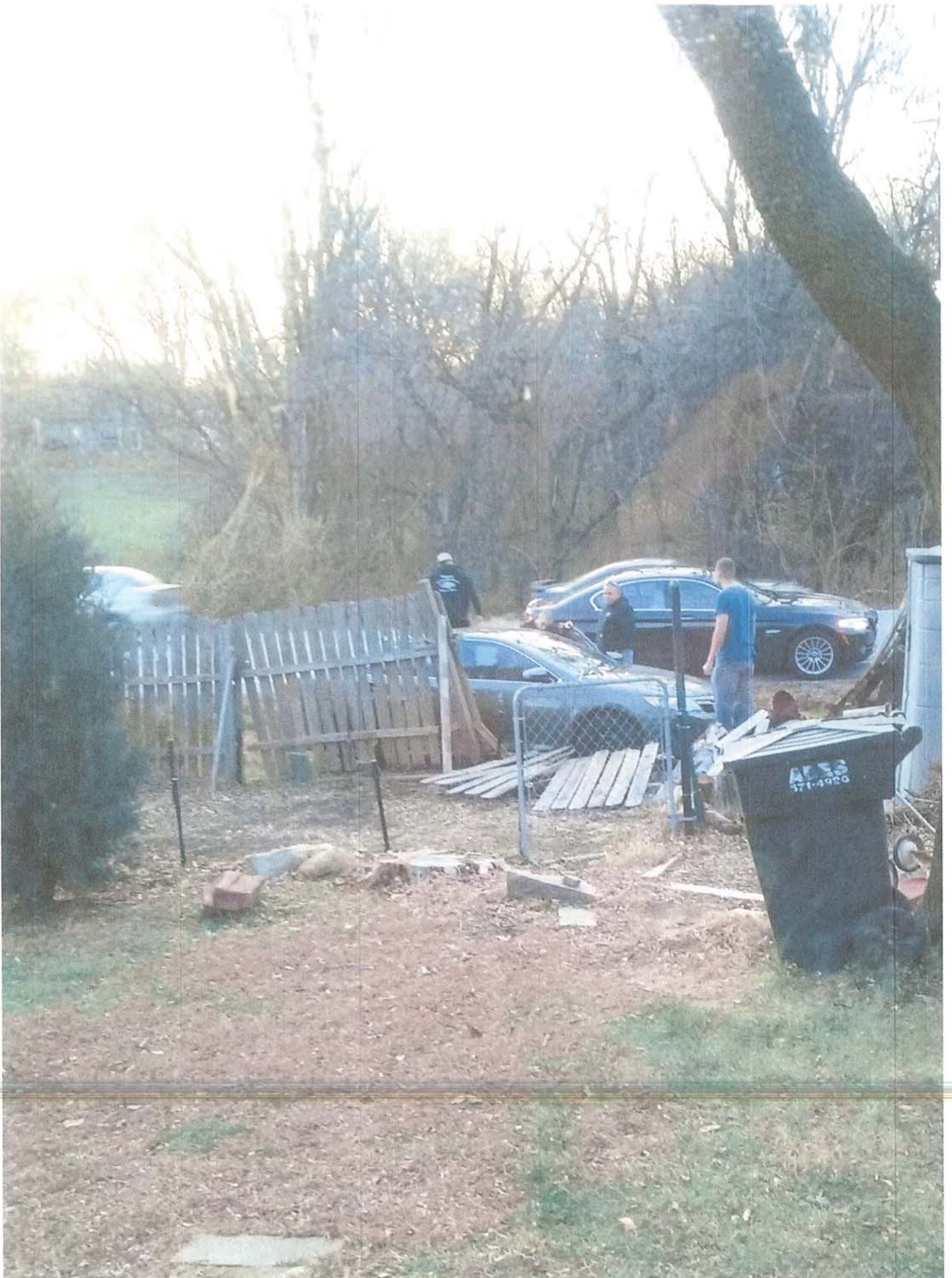
Thank you. My input would be to ask for sound wall and a decorative one. Not some dull grey concrete block wall. Plus make room for turning lanes from both directions. Finally, what is time line to completion?
Thank you!
Rod Moseman

Will there be sidewalks on both sides of the street. Watching people cross is nerve wracking. Pictures are of the most recent accident that took out our fence. Moving closer to our property (was told possibly 17') without a noise wall could be costly to my grandkids and family and friends that visit and play in the backyard. A surveyor has no idea what we live with day and night week after week. Living between Lakeside Hospital and Village Point, the traffic is more heavy plus the siren, the accidents, squealing tires, the horns, the semi-trucks, motorcycles that make us dash to the window to make sure all is ok. We are outdoors people and love sitting on the patio listening to our waterfall, but no more with the noise and it'll only get worse.
Barb King

*Poppleton to Pine
Pacific Heights*







168th Street Improvements

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AT STATION 95+00 EAST SIDE OF 168TH

- 1) WHY NO NOISE WALL ON EAST SIDE BUT WEST SIDE HAS IT?
- 2) TREES ON EAST SIDE ARE BE REMOVED. THEY SIT ON A BERM THAT, I BELIEVE, IS HIGHER THAN CREST OF 168TH. BOTH THE BERM AND TREES HAVE FUNCTIONED FAIRLY WELL AS AN EFFECTIVE NOISE BARRIER. VEHICLE NOISE, FOR A LARGE PART, HAS BEEN MINIMIZED. SINCE NEW CONSTRUCTION AT THIS POINT WILL RESULT IN A LOWERING OF 168TH OF 5'-7' +/-, NOISE LEVELS WILL PROBABLY INCREASE. THUS ANOTHER NEGATIVE ATTRIBUTE ON TOP OF AN EXISTING STEEP INCLINE UP TO 168TH WILL BE CREATED.
- 3) EXISTING CROSS-SECTION ON DISPLAY MAY NOT PROPERLY REFLECT OUR PROPERTY
- 4) HOW CAN WE RECOVER COST OF RE-PLANTING TREES DUE TO THEIR REMOVAL?

Please Print

Name: ROBERT F (BOB) LEPLEY
Address: 16759 K CIR
City, State, Zip: OMAHA, NE 68135
Phone: (402) 237-9197
Email: BobboBHS@gmail.com

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----- Forwarded message -----

From: **Charlene** <playng10is@aol.com>

Date: Wed, May 17, 2017 at 8:51 PM

Subject: 168th Street Improvements

To: jon.meyer@cityofomaha.org

Hi. Thank you for the Public Hearing on May 11.

At the entryway to a subdivision, if the brick subdivision signs need to be removed or moved, will the city reconstruct them, or pay the homeowner's association so the HOA can build new ones? How is that handled?

Charlene

Charlene Liesveld

Past Secretary of the South Shore Heights HOA

[402.312.2580](tel:402.312.2580)

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



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Omaha, NE 68183
Jon.Meyer@cityofomaha.org
(402) 444-4191

NO RAISED MEDIAN FROM 134'12 TO 144'12
FOR SAFE ACCESS OF PROPERTY OWNERS
COME HOME FROM NORTH-TURN AROUND AT
ZORINSKY - THEN ACCELERATE AND HAVE TO STOP
VERY QUICKLY TO TURN IN OUR DRIVEWAY

Please Print

Name: RICK MARASCO
Address: 16725 PASADENA PA
City, State, Zip: OMAHA NE 68130
Phone: 402-333-4454
Email: MARASCHOMES@COX.NET

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Omaha, NE 68183

Jon.Meyer@cityofomaha.org
(402) 444-4191

Better Bridge good

Turn Lanes good

Divided good!

Better Sidewalks, and sidewalks across the bridge great!

Long Overdue.

Please Print

Name: Tim Miller

Address: 17033 Orchard Ave

City, State, Zip: Omaha NE 68135

Phone: 402 895-4557

Email:

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Omaha Public Works Department
1819 Farnam Street
Omaha, NE 68183

Jon.Meyer@cityofomaha.org
(402) 444-4191

AT STATION 96+00 EAST Side of 168TH

1. Why is There No Noise Wall ALONG EAST Side of 168TH While There is Along The West Side of 168TH Street?
CURRENT Noise level is NOT Tolerable for outside use.
2. 2 Rows of very MATURE TREES will be removed AT This LOCATION on EAST Side of 168TH Street - These TREES provide SHADE: Noise Reduction - What WILL be proposed in Place of These TREES?
3. Will The Project ~~Buy these~~ pay for The loss of use of the TREES AT The top of My Property?
4. I do not Believe The Existing Cross Section Properly Reflected The Slope of My Property And The Impact The project would have on it. Mine Slopes 1:1 and 1:2 slope shown.

Please Print

Name: DAN PEARCE
Address: 16760 K CIRCLE
City, State, Zip: OMAHA NE 68135
Phone: 402-658-0122
Email: DAN.MARY.PEARCE@GMAIL.COM

Written comments are considered public information and may be shared with appropriate local, state or federal agencies as well as the general public, as part of the project development process.

168th Street Improvements

Poppleton Avenue to Ehlers Street | Omaha, NE



NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF ROADS



Do you have any comments or questions?

If so, we would like to hear from you. Please write your comments in the space below and return them to the City of Omaha. You can submit this form at the Public Hearing, or you may mail it later. Please return by May 26, 2017. Thank you for your participation!

Public Hearing
Thursday, May 11, 2017
STPC-3811(1) and STPC-3811(2)
CN 22209 and CN 22210

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ST-134.5 - 144

NO MERIDION IN CENTER FROM
STATION 134-144

13 HOMES IN THIS AREA CAN'T TURN SOUTH

Please Print

Name:

Address:

City, State, Zip:

Phone:

Email:

GARY L PINK

3303 S 168 ST

68136

845-4899

GARY@PINKGRADING.COM

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JON MEYER,

I WOULD LIKE TO EXPRESS MY DISPLEASURE ON THE PLANS FOR 168 + PINE. YOU HAVE A MEDIAN AT PINE GOING EAST. YOU ALSO HAVE A MEDIAN FOR WILLIAMS GOING EAST. I CAN'T BELIEVE THE PEOPLE LIVING ON HICKORY OR POPPELTON WANT THE ADDED TRAFFIC. YOUR PLAN HAS CREATED A "ISLAND" FOR US WHO LIVE ON 167TH AVE. WHY CAN'T WE HAVE SOMETHING ON PINE OR WILLIAMS LIKE 168TH + GOLD?

Could it be considered to have a street over the creek from Pine to Hickory for the west end of Pacific Heights? Like an access road - I realize a home would have to be removed. I thought I'd heard the home next to 168th on south side of Pine may be removed.

Please Print

Name: ROGER RHOADS

Address: 1441 SO 167 AVE

City, State, Zip: OMAHA, NB 68130

Phone: 402-333-8400

Email: GOLFSMYGAME 9 AOL.COM

Written comments are considered public information and may be shared with appropriate local, state or federal agencies as well as the general public, as part of the project development process.

On Sun, May 14, 2017 at 10:31 PM, Chip Riedmann <chipriedmann@gmail.com> wrote:
Dear Mr. Meyer,

My name is Chip Riedmann and I am on the West Bay Homeowners Association board. We have a few questions and concerns that we would like to bring up regarding the improvements to 168th Street. We would appreciate a response to share with our homeowners.

For the record we welcome the widening project and look forward to its completion. Our questions and concerns are as follows.

1. Are there special considerations being made for the increase in traffic on some of the residential streets in surrounding neighborhoods? 174 St which runs south from F St to almost Q St sees a fair amount of daily traffic for several reasons. Currently the traffic is not regarded as a problem but we are concerned there will be an increase once the construction starts in our area. We are not requesting additional traffic barriers but perhaps an increase in police presence would be appreciated. We would be glad to review this with your office if you wish.
2. We would like the proposed intersection of 168th & Patterson be reviewed. The eastbound lane of Patterson is just barely wide enough for two cars to pull alongside each other without hitting mirrors. We request that this lane be widened a couple of feet to reduce the risk of accidents. The proposed maps do not appear to show any change to the lane widths.
3. Regarding the same intersection we would like to see the gradeline for 168 St be lowered a little more. The proposed drawings show a drop of maybe two feet. In the winter time this short hill can wreak havoc with people trying to fight slick conditions and get out of the neighborhood at that light. Anything would help. I talked to the neighbor who lives east of the intersection and he did not express any concern with my suggestion and may in fact prefer it. But I do not speak for him and leave that up to you. He does have other concerns he brought up to one of your representatives before the meeting.
4. At the meeting it was said 168th would remain open a "majority" of the time. We would like to have a better idea of what you mean by 'majority'. We hear that 168th at approximately Frances will be closed for three months. Are there other areas where this will happen and for how long? E.g. at the Zorinsky Lake bridge?
5. Are there plans of widening 180th Street and if so will it be done prior to or during the 168th Street work? While we would also welcome the improvements to 180th, some of which would be easier to do than on 168th, in my years of living in Omaha I have too many times seen where this type of work overlaps and creates a miserable situation for those in the area. We do not want to see this happen to us.
6. Will there be incentives and penalties for the work to be completed in a timely manner? We understand several years ago the city realized contractors were abusing contracts and delaying work with no regard to the inconvenience to the citizens. There is at least one contractor who is notorious for this type of behavior. The West Dodge Expressway is an excellent example of where a well written contract benefited not only the citizens but the contractor as well.

We would gladly be willing to meet with your representatives if you wish. Thank your for your time and we look forward to hearing from you.

Sincerely,

Louis "Chip" Riedmann
West Bay Homeowners Association
4221 So 174 St
Omaha, NE 68135
[402-895-5586](tel:402-895-5586)

On Thu, May 18, 2017 at 12:00 AM, Tim Trabold <trabold@hotmail.com> wrote:
John Meyer, Design Division
Omaha Public Works Department
1819 Farnam Street
Omaha, NE 68183

Dear Mr Meyer,

We have comments and concerns that I would like to express for the record, regarding the 168th Street widening project.

My wife Kathy and I went to the community meeting last Thursday at Russell Middle School regarding the widening of 168th between Pacific and Q streets to 4 lanes. This project, which is sorely needed, is 80% federally funded and 20% city funded. At the meeting we found out that with the proposed median South of Pacific to Francis will only allow a single exit on the west side of our subdivision to go south on 168th. We are hoping you can help us and our subdivision with some changes.

We would first like to say that we welcome the widening. It has been a long time coming and is much needed. We have witnessed many, many accidents at our intersections and it is lucky no one has been killed, yet. But we do have some problems with the current median design and intersections between Pacific Street and Francis Street.

We live in the Shaker Heights / Pacific Heights subdivision of Omaha off of 168th and Hickory. The subdivision stretches from Pacific to Hickory (about 1/2 mile north of Pacific) and from 168th to the West Papio Creek (about 3/4 mile east of 168th). There are no exits East over the creek. The only neighborhood exits are 2 on Pacific, 1 on the South-East corner to 160th street to the Woodhaven neighborhood and 4 exits on the West side on 168th.

As I said above, we currently have 4 exits from our Subdivision to 168th Street - Poppleton, Williams, Pine and Hickory. The subdivisions (Shaker Heights and Pacific Heights) are split by a creek which only has a single crossing 5 blocks east of 168th at about 163rd at Pinewood Park. This is Hickory St. Pacific Heights is on the North side of the creek and Shaker Heights is on the South side of the creek, West of the Park. East of the Hickory Street Crossing the creek flows into the Park which extends to 160th and past Morton Elementary School into the West Papio.

The major thoroughfare of the sub-division is the street on the North side of the creek - Pine St. Pine St was designed and built for this purpose and is a 4 lane street to which almost all of the side streets in Pacific Heights flow into. It goes from 168th Street to about 160th Street and ends at Wood Drive and Morton Elementary school. On the south of the creek is Hickory Street, a 6 block long, 2 lane street running from 168th Street and curving North-East into Pine

Street at about 163rd at Pinewood Park. It is used for ingress and egress for 4 small cul-de-sacs on the South side of the creek. I am guessing less than about 10% of the whole subdivision lives in Shaker Heights.

To our dismay, at the meeting we found that after 168th is widened and medians put in, that our street, Hickory Street, is going to be the only exit to southbound 168th Street for all of Pacific Heights and Shaker Heights. It is also going to be the only entrance North of Poppleton for Southbound traffic on 168th Street into our subdivisions.

This is bad and ill advised for a number of reasons:

- 1.) Pine Street is a more appropriate exit because it was designed to hold more traffic. It is 4 lanes, is on the north side of the creek and as I mentioned above almost all streets in the Pacific Heights portion of our Subdivision flow into it.
- 2.) Hickory intersects Pine street about 2/3 of the way into the subdivision, 5 blocks east of 168th St. Because of the creek, there is only one way to get to Hickory, at about 163rd Street at Pinewood Park. For anyone on the Pacific Heights side of the creek to go south on 168th without going to Pacific or around the whole neighborhood to 160th and Center, they have to traverse Pine street to turn onto Hickory to go South on 168th at a park where children are playing all the time. This is a major inconvenience for the whole subdivision and could pose safety problems to children in the park.
- 3.) Hickory St, as a 2 lane street which due to the natural separation of the creek is a very quiet, very low traffic street. It was not designed to be used for the major traffic flow of the other 90% of the subdivision trying to head South on 168th. Pine was designed for this use and is used for it now. This should not be changed. An additional southbound exit to 168th should be added and a left turn onto Pine from Southbound 168th should be added. This would continue the status quo.
- 4.) It is currently very difficult to exit onto 168th from either Hickory or Pine streets during rush hours. The same also appears to be true for the other 2 streets exiting to 168th - Williams and Poppleton. It has been very dangerous and there are accidents on this stretch of road and these intersections almost every week. Widening 168th Street to 4 lanes should help with incoming accidents, but there is no plan for a stop light for cars entering 168th at any intersection. Traffic is constantly backed up into the neighborhood when 168th is busy. Trying to cross a 3 lanes to get onto 168th Street is going to be even more difficult.
- 5.) Given that 168th and Hickory is also 168th and Shirley to the west, the 4 way intersection should be kept there, with a stop light added. Exits from the subdivision on the west side of 168th Street, Rose Garden Estates, are also being minimized. The light is also needed for them. It is almost impossible to cross 168th from Shirley to Hickory. Bicyclists and pedestrians have a very hard time now. Lots of them use Hickory as a way to get from the Lakeside trail to the West Papio Trail. This will increase with a real sidewalk on both sides. With the addition of

3 more lanes this is just going to be more dangerous. This would be especially important if no other exits or entrances are added on the east side of 168th Street and all southbound traffic is funneled from 4 to 1, or 2 exits (preferable).

At the community meeting in addition to voicing my concerns I spoke with the City Engineer and the Traffic Analyst. I was told that the two intersections, Pine and Hickory are too close to have both opened both ways. I dispute this because it is only a guideline, not a law. This closeness is not a current design fault, but a necessity because they are on opposite sides of the creek. I feel that this is ripe for a policy exception. I have spoken with many of my neighbors and they all agree. The additional entrance at Pine Street could easily be accomplished by extending the proposed turn left lane to Hickory North another 25 or 30 yards and an additional opening at Pine. There are precedents for turn lanes extending through an intersection. One is at 132nd and West Dodge Road at the Expressway entrance, between the frontage road and HyVee. There is no reason, safety or otherwise that this could not be done at 168th and Hickory and 168th & Pine.

My wife and I like our house and location. But, we feel that the changes proposed are very detrimental to our neighborhood (and every neighbor we have talked to agrees). If you have time, please Google my address and take a look at our neighborhood to help explain my letter. We really do not want to move.

Thanks,
Tim Trabold, Kathy Trabold
16611 Hickory St.
Omaha, NE 68130
[\(402\) 690-7174](tel:4026907174).

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Will there be stone privacy fencing installed during the project to help keep backyards of homeowners quiet and private?

Will electrical, phone, and internet lines be protected during construction?

Will pet safety be considered during the construction process?

Please Print

Name: Josh Williams
Address: 4411 S 168th Ave
City, State, Zip: Omaha, NE, 68135
Phone: 402 334 6834
Email: djsw716@hotmail.com

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On Mon, May 15, 2017 at 6:52 AM, Withrow, Jay <WITHROW@owh.com> wrote:

Is it still a proposal right now or is it a definite go? and if it's a proposal, who needs to approve it? the city council?

thanks