



<b>Project Name</b>	<b>78th Street Improvements</b>	
<b>Checklist Reference Number</b>		
<b>OPW Number</b>	<b>52281</b>	
<b>Project Manager</b>	<b>Matt Kruse</b>	
<b>Contact Information</b>	402-496-2498	

<b>PROJECT SCOPING CHECKLIST</b>			
<b>Existing Conditions</b>			
<u>Current AADT</u>	8500	Year	2016
<b>Current Truck Volumes</b>		Year	
<u>Current Transit Frequency/Routes</u>		Peak Frequency	
		Routes	
		None	
<b>Current Pedestrian Counts</b>		Year	
<b>Current Bicycle Counts</b>		Year	
<b>Are all curb ramps updated to ADA Standards?</b>		None	
<b>Are nodes present at intersections?</b>	Yes/No	<b>Location</b>	
<b>What are the maximum distances between pedestrian crossings?</b>			
Entire corridor. 3200'			
<b>Signalized Intersections</b>			
At Mercy Street. At Pacific Street. Need to identify signal system master plan.			

<b>Existing Roadway Cross Section</b>									
Street	Range	Description	AADT	# of Lanes	Center Turn Lane/Median	Bikeway	Parking	Sidewalks (configuration, width, setback, etc.)	Posted Speed
1. 78th Street	Pierce to Pacific	Unimproved 2-lane	8500	2	CTL N of Pierce	No	No	None	30 mph (25 at one location)

<b>Bicycle/Pedestrian Generators</b>
Bergan Mercy Hospital. Loveland School (approx 1/4 mile west). Pacific Gardens Apartment Complex. Walmart (72nd and Hickory). Desire lines from pedestrians.

<b>General Description of Corridor Condition</b>
Unimproved county road section. Lacking curb and gutter. Pavement is in poor condition. Speeding issues exist. Drainage issues exist.



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<b>Traffic Study Results</b>	
<b>Date Traffic Study was Submitted to Public Works</b>	3-Jul-18
<b>Date Traffic Study Approved by Public Works</b>	
<b>Traffic/Corridor Study Results</b>	
Use the Traffic/Corridor Study Results to inform the through lane and turn-lane decisions in the Roadway Design Parameters Matrix	

<b>Proposed Improved/Future Conditions</b>			
<b>Future AADT</b>	12,000	<b>Horizon Year</b>	2040
<b>Functional Classification</b>	<b>Minor Arterial</b>		
<b>Proposed Character of Adjacent Development</b>			
No known changes to the character of the adjacent development.			
<b>Proposed Context Zone</b>	Traditional Neighborhood/Mixed Use		

<b>Proposed Street Type</b>			
<b>Context Zone</b>	<b>Functional Classification</b>		
	<b>Arterial</b>	<b>Collector</b>	<b>Local</b>
<b>Downtown</b>	Urban Connector	General Urban	General Urban
	General Urban	Main Street	Main Street
	Main Street		
<b>Neighborhood Commercial</b>	Urban Connector	General Urban	Shared Street*
	General Urban	Main Street	General Urban
	Main Street		Shared Street*
<b>Mixed Use &amp; Major Commercial</b>	Urban Connector	General Urban	General Urban
		Main Street	Main Street
	Suburban Connector	Neighborhood Connector	Neighborhood Connector
General Urban	Shared Street*		
<b>Traditional Neighborhoods</b>	Urban Connector	Neighborhood Connector	Neighborhood Residential
			Shared Street*
<b>Suburban Neighborhoods</b>	Suburban Connector	Neighborhood Connector	Neighborhood Residential
			Shared Street*
<b>Parks</b>	Urban Connector	Neighborhood Connector	Neighborhood Residential
	Suburban Connector		
<b>Industrial</b>	Urban Connector	Industrial Street	Industrial Street
	Suburban Connector		
	Industrial Street		
<b>Identified Type(s)</b>	<b>General Urban</b>		



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PROJECT SCOPING CHECKLIST							
Roadway Design Parameters							
Street Type	# of Through Lanes <sup>1</sup>	Lane Width <sup>2</sup>	Center Turn Lane / Median	Bikeway Type	On-Street Parking	Posted Speed <sup>1</sup>	Func. Class.
Suburban Connector	4 to 6	Min - 11 Max - 12	Median	Sidepath	None	45	Arterial
Urban Connector	2 to 6	Min - 11 Max - 12	Either	Protected or buffered	Limited	35-45	Arterial
General Urban	2 to 4	11'	Optional	Bike lane	Recommended; delineated	25-40	All
Main Street	2	11'	Optional	Bike lane	Recommended; delineated	25-35	All
Industrial	2 to 4	Min - 11 Max - 12	CTL	Protected lanes or	None	25-45	All
Neighborhood Connector	2	11'	Optional	Bike lane	None	25	Collector Local
Neighborhood Residential	No centerline	Min - 25 Max - 32	n/a	None	Non-delineated	25	Local
Shared Street <sup>3</sup>	No centerline <sup>3</sup>	Min - 22 Max - n/a	n/a	n/a	Optional	10	Local
Boulevard	2	Min - 16 Max - 20	Optional	Optional	Optional	25	Collector Local
Parkway	No centerline <sup>3</sup>	Min - 25 Max - 32	n/a	?	None	25	Collector Local
Historic Boulevards	<a href="#">See Historic Boulevard Master Plan for corridor specific guidance</a>						Varies

<sup>1</sup> The number of through traffic lanes and posted speed are determined through a traffic study and review of functional classification.

<sup>2</sup> For designated Truck Routes, minimum lane width defaults to 12'. Lane width is defined from front of curb to centerline.

<sup>3</sup> Shared Streets are only to be used for private streets.

<sup>4</sup> Where no centerline exists, min. and max. lane width refer to the width of the roadway (back of curb to back of curb).

Selected Roadway Design Parameters							
Range	Street Type	# of Through Lanes	Lane Width	Center Turn Lane / Median	Bikeway Type	On-Street Parking	Posted Speed
Mercy to Pacific	General Urban	2	12'	TBD	Bike Lanes	Recommended	35mph



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Project Scoping Checklist						
Proposed Pedestrian Zone Parameters						
Street Type	Frontage Zone		Pedestrian Zone		Greenscape/ Furnishing Zone	
	Recommended	Minimum	Recommended	Minimum	Recommended	Minimum <sup>1</sup>
Suburban Connector	n/a	n/a	Sidepath	5'	8'	2'
Urban Connector	8'	0'	7'	5'	8'	2'
General Urban	8'	0'	10'	5'	10'	2'
Main Street	8'	0'	10'	5'	10'	2'
Industrial	4'	0'	5'	5'	8'	2'
Neighborhood Connector	8'	0'	7'	5'	8'	2'
Neighborhood Residential	n/a	n/a	5'	5'	8'	0'
Shared Street*	n/a	n/a	n/a	n/a	n/a	n/a
<a href="#">Historic Boulevards</a>	n/a	n/a	Sidepath	5'	40'	8'
Boulevard/ Parkway	13'	13'	6'	6'	18.5'	0'
ACI - Primary Street/Side Street - Arterial/Collector/ Local (Front/Side)	<a href="#">Varies - See ACI Code</a>		n/a	10'	n/a	2'
ACI - Primary Street/Side Street - Arterial (Landscape/ Parking Lot)	<a href="#">Varies - See ACI Code</a>		n/a	7'	n/a	2'
ACI - Side Street - Collector/ Local (Landscape/ Parking Lot)	<a href="#">Varies - See ACI Code</a>		n/a	5'	n/a	2'
<b>Selected Pedestrian Zone Parameters</b>		<b>Varies</b>		<b>5'</b>	<b>6.5"</b>	

<sup>1</sup> Desired minimum greenscape is 6.5' to sustain street trees. Greenscape zone can be reduced to 5' of landscape or 2' of impressed concrete if existing physical preclude the recommended zone with as approved by staff during trade-off discussion.



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<b>Identified Preliminary Cross Section Factors</b>	
<b>Functional Class</b>	Minor Arterial
<b>Context Zone</b>	Traditional Neighborhood/Mixed Use
<b>Street Type</b>	General Urban
<b>Pedestrian Zone</b>	11.5' total. 6.5' furnishing zone. 5' pedestrian zone. (Both sides)
<b>Overlay District</b>	

<b>Public Engagement Activities</b>
Public Meeting 7/24/2018. Hospital also held a public meeting (date unknown). Additional public meetings may occur if needed. A pre-con meeting will occur following design.

<b>Public Engagement Results</b>
The Community supported a two-lane section with pedestrian amenities to reduce overall impacts. The addition of bike facilities did not receive support due to potential impacts to adjacent property owners. One of the Community's major concerns was to impacting private properties adjacent to the roadway. Adjacent property owners prefer a smaller footprint from Shirley Street north to Pierce Street.

<b>Description of Preliminary Cross Section(s)</b>
Three preliminary cross sections were studied for 78th Street. The three sections developed for evaluation included a two-lane rural section, a two-lane urban section, and a three-lane urban section.



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Description of Known Constraints/Challenges
<p>There are currently known drainage and topography challenges primarily on the north end of the corridor. The east side of the roadway is significantly lower than the west side. There is an existing sight distance problem on 78th Street near the Pine Circle intersection and an existing cautionary speed limit sign of 25 mph at this location. The existing right-of-way is narrow. There are 13 existing driveways along 78th Street and several off-set T intersections. The City of Omaha has an agreement with CHI Health for a financial contribution for 78th Street from Mercy Road to Shirley Street. There is also a street improvement district for the proposed Poppleton Avenue improvements from 78th Street to 78th Avenue.</p>

Exceptions/Tradeoffs to the Design Parameters Made to Date
<p>Sidewalk for a portion of the project, eastside of 78th street entire length, and west side from Mercy Road to Shilrey Street is planned as a 5' curb walk with 2' of stamped concrete back of curb. One driveway has been designed outside of the City of Omaha standard plate for driveway design. The existing driveway was already over 15% and is currently planned at 16% with the sidewalk on the east side. Preliminary examinations of the ROW and planning documents do not allow the ability to accommodate or the need to accommodate a bicycle facility.</p>

Project Timeline (If known)
<p>Final plans - February 2019. Construction 2020.</p>



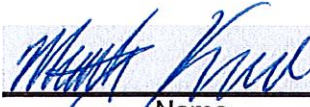
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**Decision Making Process**

A full alternatives analysis will be conducted to determine the typical roadway and sidewalk cross section.

**Draft Purpose and Need Statement**

Reconstruction of 78th Street, from Mercy to Pacific, includes sidewalk, storm sewer, driveway, roadway pavement, and retaining walls. The project will include a traffic study and public involvement to determine the concept for the corridor as well as keeping the community informed of the progress through to final design and construction. Roadway improvements on Poppleton Avenue from 78th Avenue to 78th Street are also included in this project.

  
 Name  
**Preparer Signature**  
 Date 12/11/2018

  
 Name  
**PW Designated Signer**  
 Date 12/7/2018

  
 Name  
**Planning Designated Signer**  
 Date 12/7/2018