WELCOME!

Palmyra East & West

Public Information Open House Meeting

HSIP-2-7(125); C.N. 13573

PLEASE SIGN IN

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PROJECT BACKGROUND

In the Nebraska Strategic Highway Safety Plan (SHSP) 2022-2026 guidance, the Federal Highway Administration (FHWA) and Nebraska Department of Transportation (NDOT) identified reductions in the incidence and severity of intersection crashes as one of the priorities for Nebraska.

In 2023, community members reached out to NDOT with concerns about the frequency of crashes near Palmyra. In response, NDOT conducted a thorough review of crash trends in the area. Based on the findings, NDOT is proposing intersection improvements to enhance safety and potentially reduce the number and severity of crashes within the project study area.

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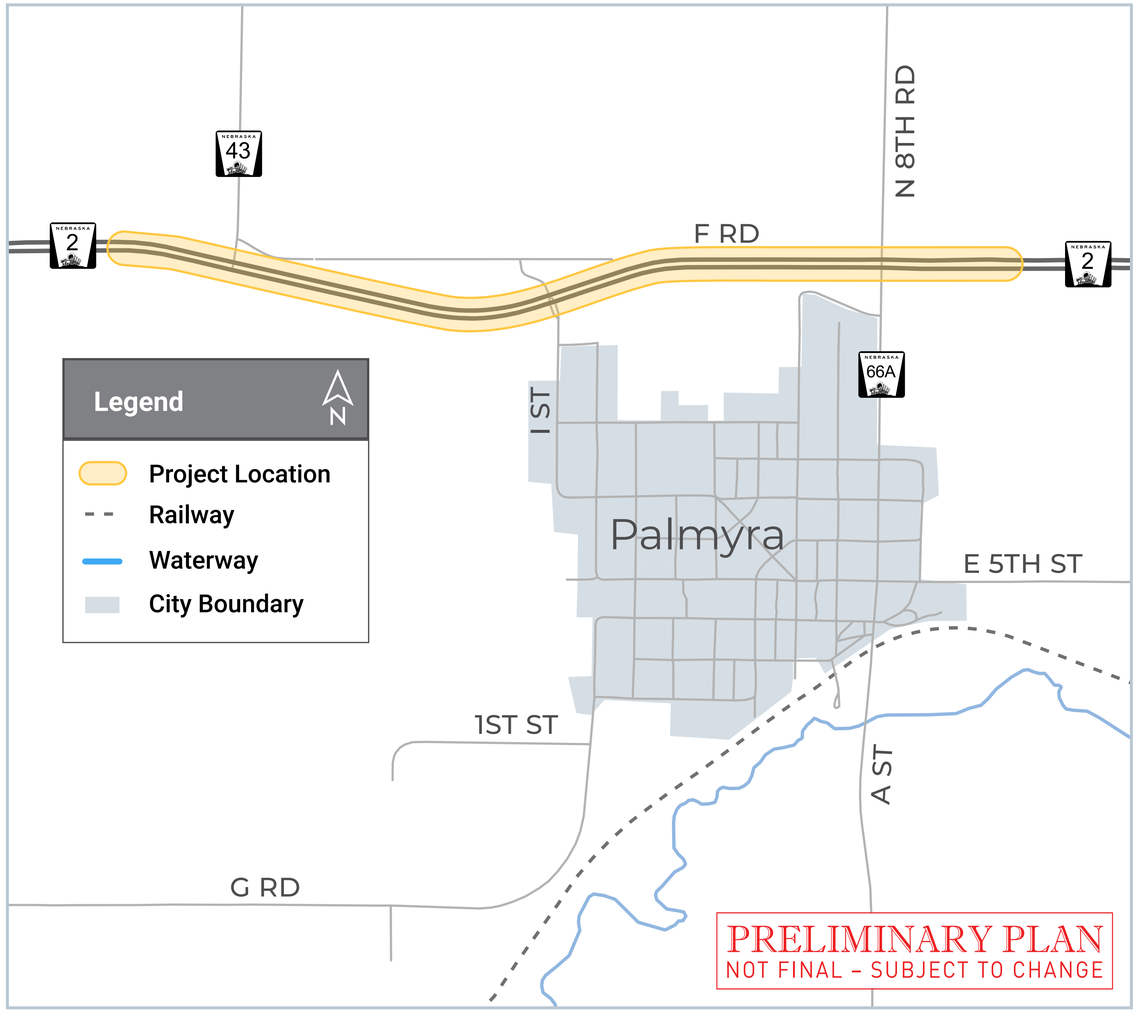
PROJECT DESCRIPTION & LOCATION

The proposed project would improve Nebraska Highway 2 (N-2) intersections in Otoe County, Nebraska at:

1. Nebraska Highway 43 (N-43) & I Street
2. Nebraska Spur 66-A (S-66A) / North 8th Road

This 1.5-mile project would begin on N-2 at approximately 0.2 miles west of the junction of N-2 and N-43 and extend east to approximately 0.3 miles east of the junction of N-2 and S-66A.



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PROJECT PURPOSE & NEED

The purpose of the proposed project is to reduce the frequency and severity of crashes, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public.

The need for this project is based on crash trends.

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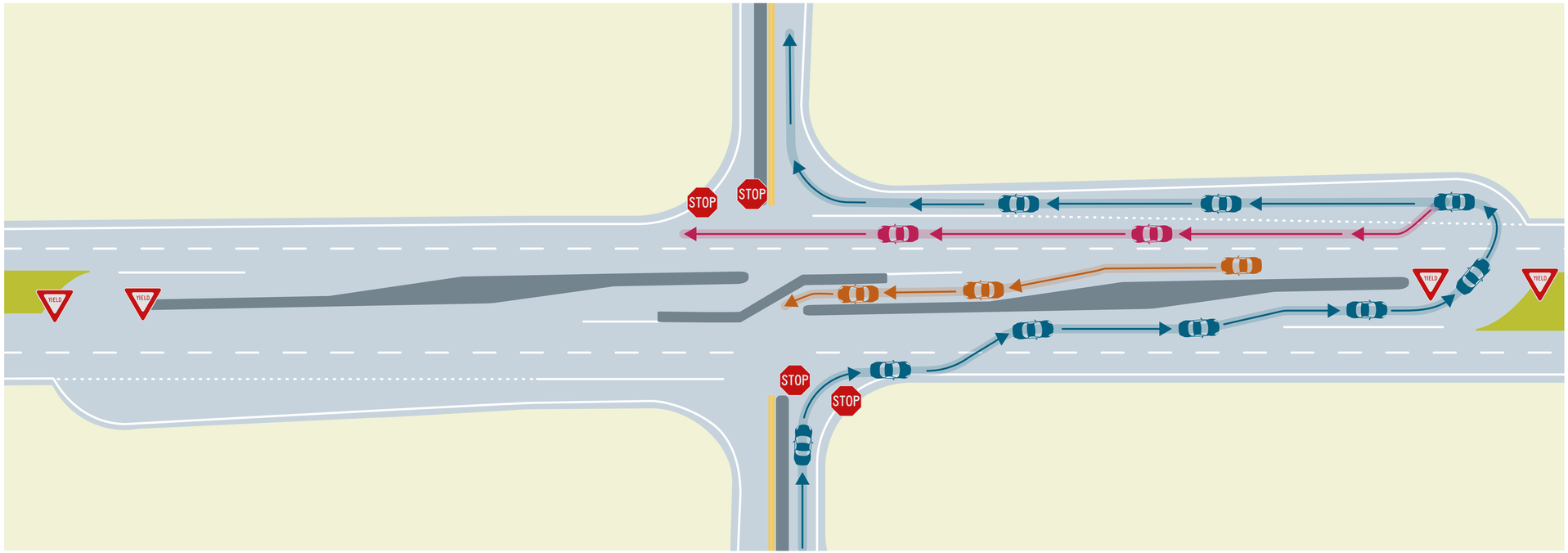
SCOPE OF WORK

The proposed project would improve the intersections by:

- Constructing a combined Restricted Crossing U-Turn (RCUT) at the N-2 intersections with N-43 and I Street and another RCUT at the N-2 and S-66A intersection
- Constructing a westbound offset right-turn lane at N-43 and an eastbound offset right-turn lane at S-66A
- Adding new lighting

WHAT IS AN RCUT?

Restricted Crossing U-Turn (RCUT) intersections have been shown to decrease crashes at intersections along four-lane divided highways. An RCUT intersection changes the typical way that drivers cross and turn onto the highway from side roads.



To watch an RCUT in action or learn more, please visit **www.ndot.info/RCUT** or scan the QR code.

Not to scale. Actual RCUT design may vary.

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HOW AND WHY DOES AN RCUT WORK?

How does an RCUT work?

- Prohibits drivers from both directly crossing the four-lane highway and making left turns onto it.
- Directs drivers to turn right onto the highway and make a U-turn at the designated median opening.
- Avoids crossing multiple lanes of traffic.

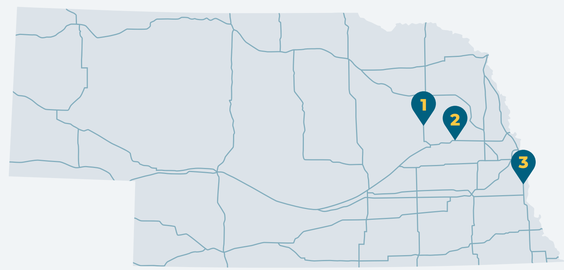
Why does an RCUT work?

- Simplifies crossings as drivers only need to look in one direction of traffic at a time.
- Reduces delays during peak times as drivers don't need to find a gap in both directions.

Nebraska RCUTs

NDOT has constructed three RCUTs on highways within the state, with several others being considered.

1. U.S. Highway 81 (US-81) and Nebraska Highway 91 (N-91) near Humphrey
2. U.S. Highway 30 (US-30) and Nebraska Highway 79 (N-79) near North Bend
3. U.S. Highway 34 (US-34)/U.S. Highway 75 (US-75) and Nebraska Highway 1 (N-1) near Murray



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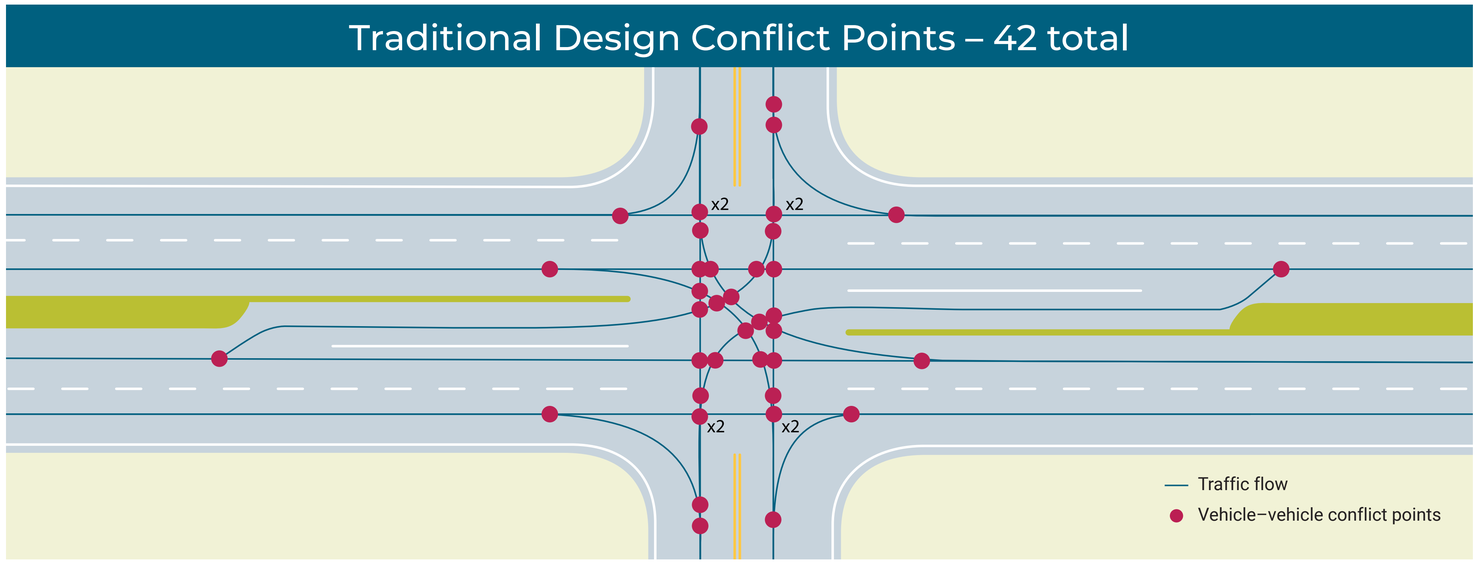
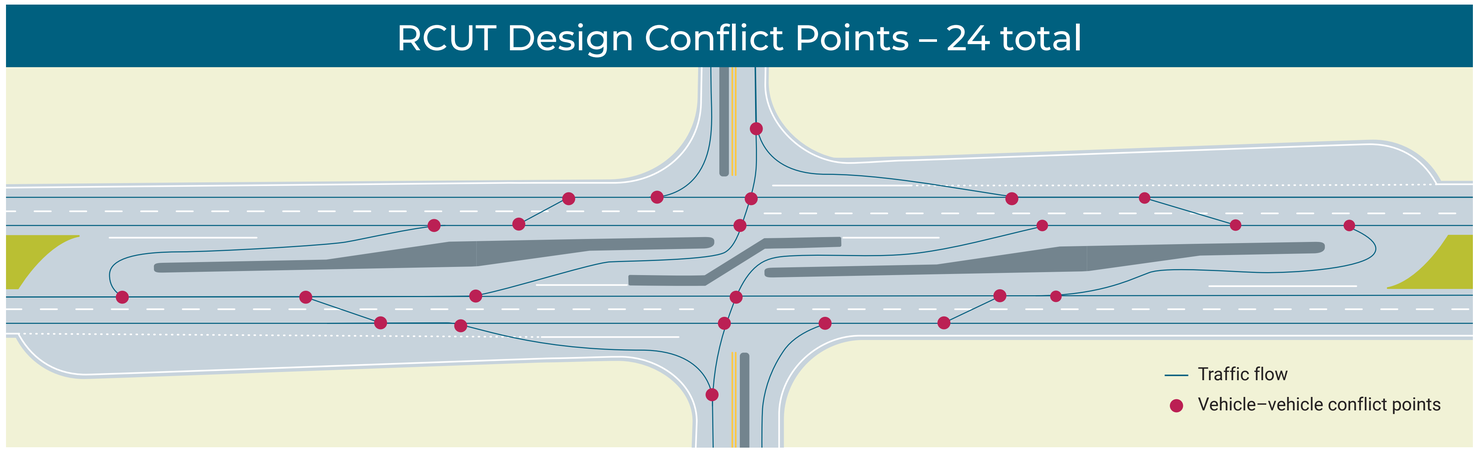
WHAT ARE CONFLICT POINTS?

Conflict points are the places where vehicles can collide. RCUT intersections **reduce conflict points by over 40%** compared to traditional intersections. These conflict points are areas where traffic paths cross, merge or diverge, increasing the likelihood of crashes. By lowering the number of conflict points, RCUT intersections not only reduce crash potential, but they also tend to result in less severe crashes compared to traditional intersections on divided highways.





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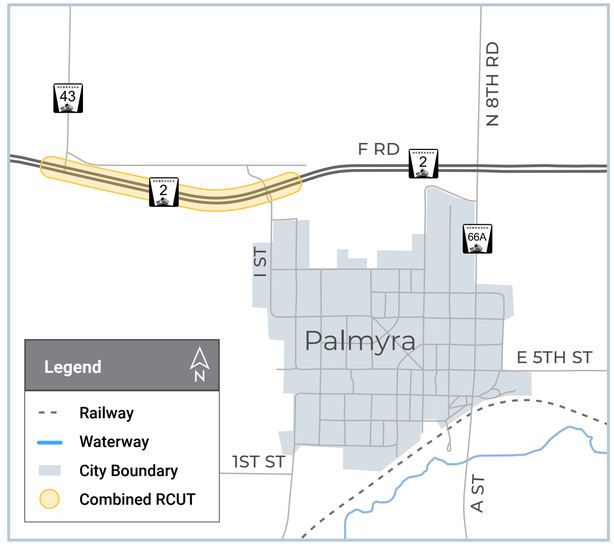
COMBINED RCUT AT N-2 AND N-43 / I STREET

Drivers approaching this N-2 intersection from southbound N-43 or from northbound I Street would not be allowed to make left turns or continue straight across the four-lane highway. Instead, they would be required to turn right and make a U-turn at a designated median opening. Traffic on N-2 would remain unaffected.

Not to scale. Actual RCUT design may vary.



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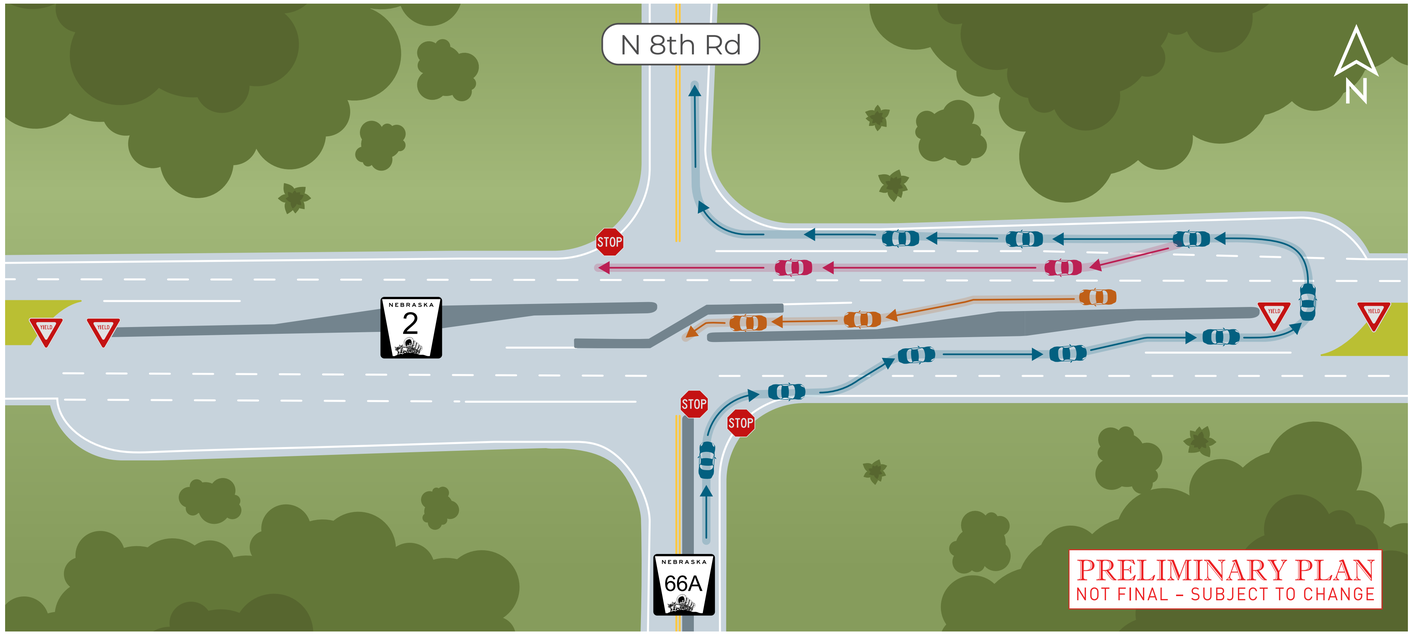
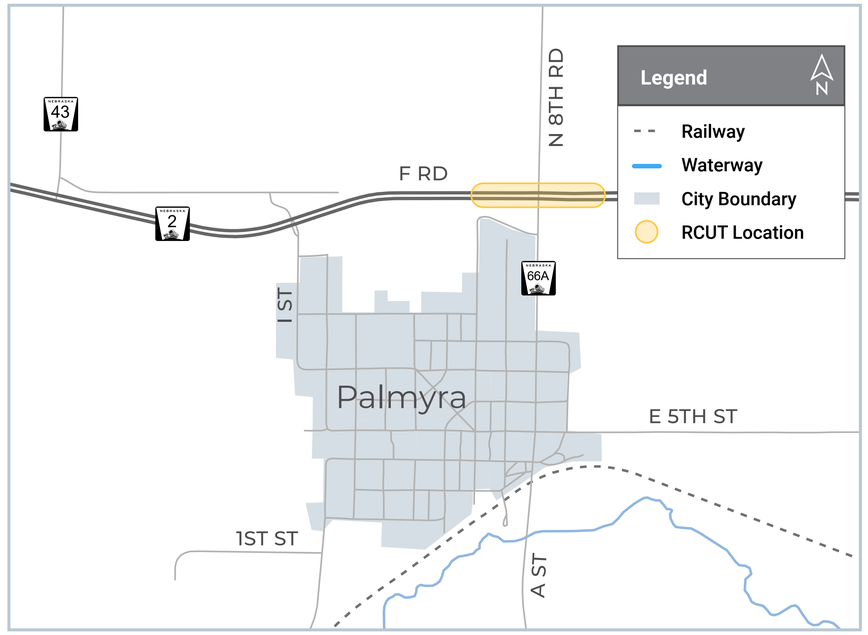
RCUT AT N-2 AND S-66A / NORTH 8TH ROAD

Drivers approaching this N-2 intersection from North 8th Road or S-66A, also known as A Street, would not be allowed to make left turns or continue straight across the four-lane highway. Instead, they would be required to turn right and make a U-turn at a designated median opening. Traffic on N-2 would remain unaffected.





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RIGHT-OF-WAY

This project would require the acquisition of additional property rights, which could include new:

- Right of way (ROW)
- Control of access (CA)
- Permanent easements (PE)
- And/or temporary easements (TE)

If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.

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TRAFFIC ACCOMMODATIONS

This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

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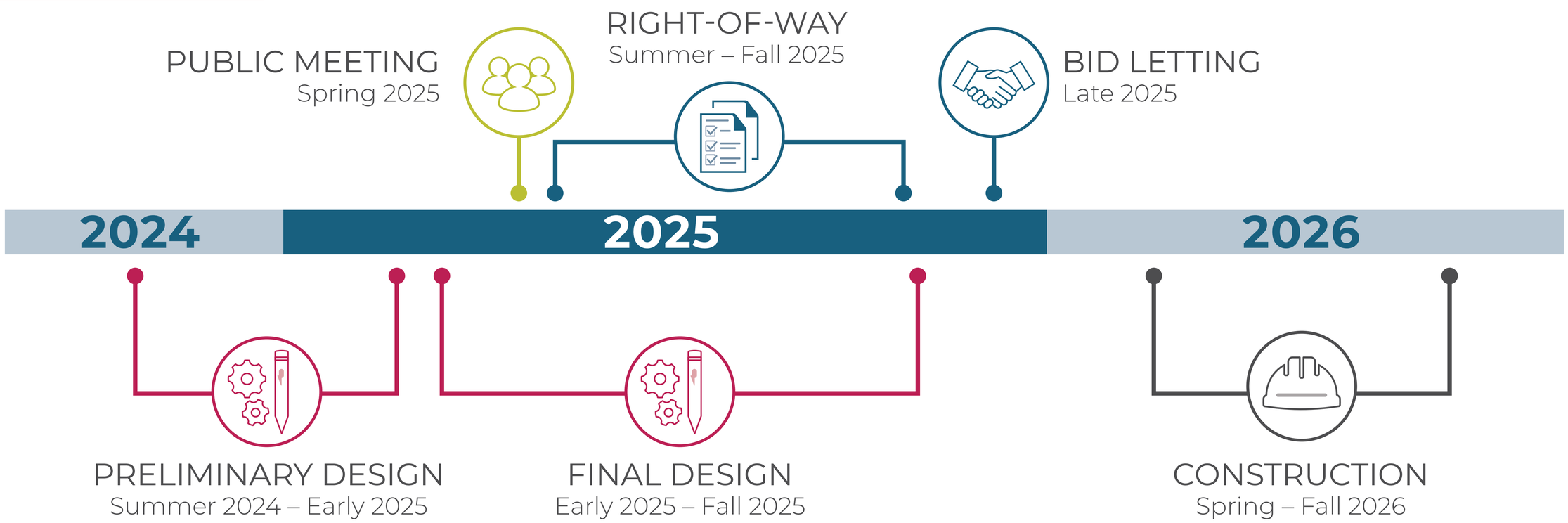
SCHEDULE & COST

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE



ESTIMATED COST: $5.7 MILLION (from federal and state sources)

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FEEDBACK

Information regarding the proposed project will be available at **www.ndot.info/13573**.

Comments will be collected through **April 18, 2025** and can be submitted on the project website or to:

Sierra Luhn
NDOT Public Involvement
sierra.luhn@nebraska.gov
402-479-3103

SCAN ME!

www.ndot.info/13573

For those without internet access, information may be obtained at:

NDOT Headquarters
1500 Nebraska Parkway
Lincoln, NE 68502

Or by contacting:

Brandon Varilek
NDOT District 1 Engineer
brandon.varilek@nebraska.gov
402-471-0850

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