

S-6-4(1022) Hastings Southeast; C.N. 41086

Highway Commission Meeting Sept. 22, 2023

Mick Syslo, P.E.
State Roadway Design Engineer



Purpose and Need

- Replace pavement
- Modernize the highway
- Improve safety along corridor
- Reduce delay and congestion

Project Interest

- Local Business
- City of Hastings
- Local Senators



Public Meeting

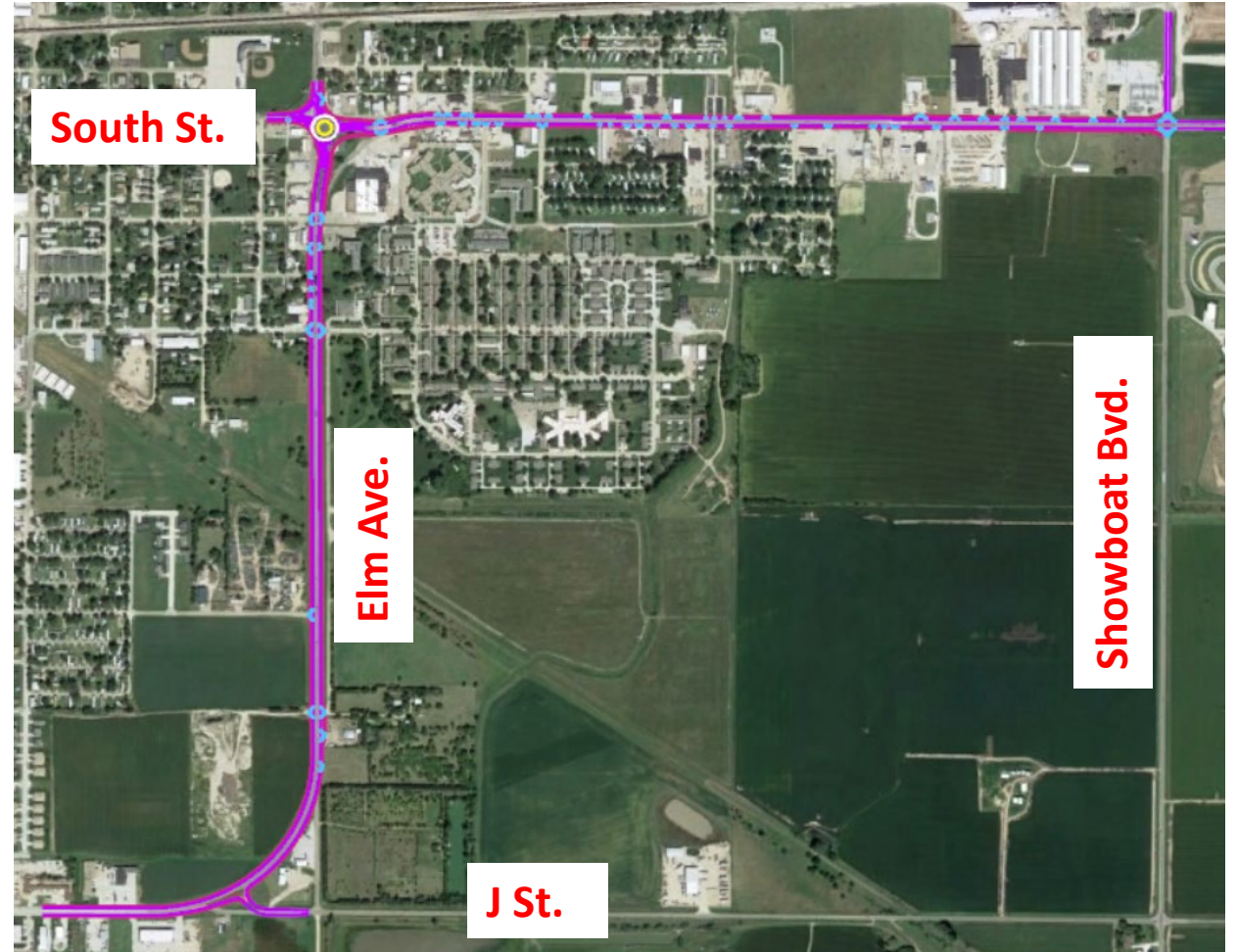
**Public Involvement for Public Information Open House Meeting:
C.N. 41086, S-6-4(1022) Hastings Southeast**

Engagement Statistics

- A public information open house meeting was held Tuesday, July 25, 2023, with approximately 100 people in attendance.
- There were 200 public meeting notifications sent, including property owners adjacent to the project.
- Public Meeting Notices were placed in the Hastings Tribune and Buenos Dias Nebraska.
- Temporary Highway Signs were placed near the project location
- The Hastings Southeast project page on the NDOT website received an increase in traffic to the site during the comment period.
 - o June: 67 pageviews
 - o July: 292 pageviews
 - o August: 76 pageviews
- NDOT Public Involvement received 33 comments during the specified comment period (July 9, 2023 – August 9, 2023), outlined below. Note, there were similar themes amongst the comments received regarding project support, pedestrian facilities, roundabout location, and increased truck traffic.

Project Overview

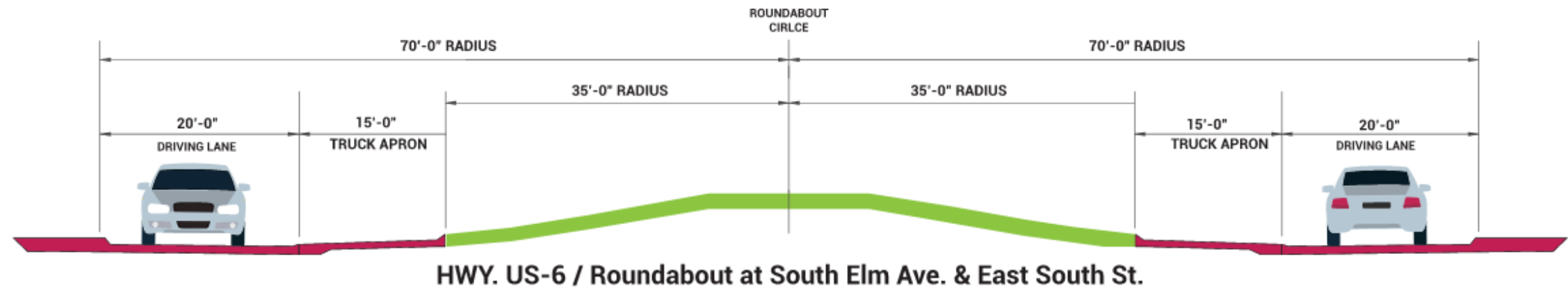
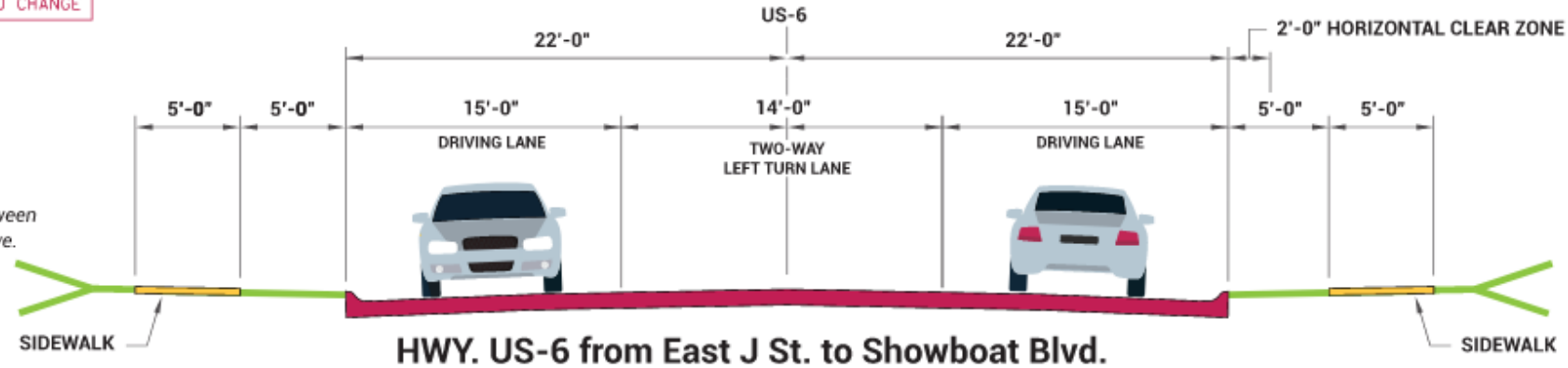
- 3-Lane
 - Converted from 5-Lane to 3-Lane
- 44' BOC to BOC
 - Matches existing pavement width
- Building sidewalk throughout project area
- Upgrade street lighting
- Upgraded storm sewer system
- Improved efficiency throughout corridor
- Build new pavement & add two way left turn lane



Typical Sections - US-6

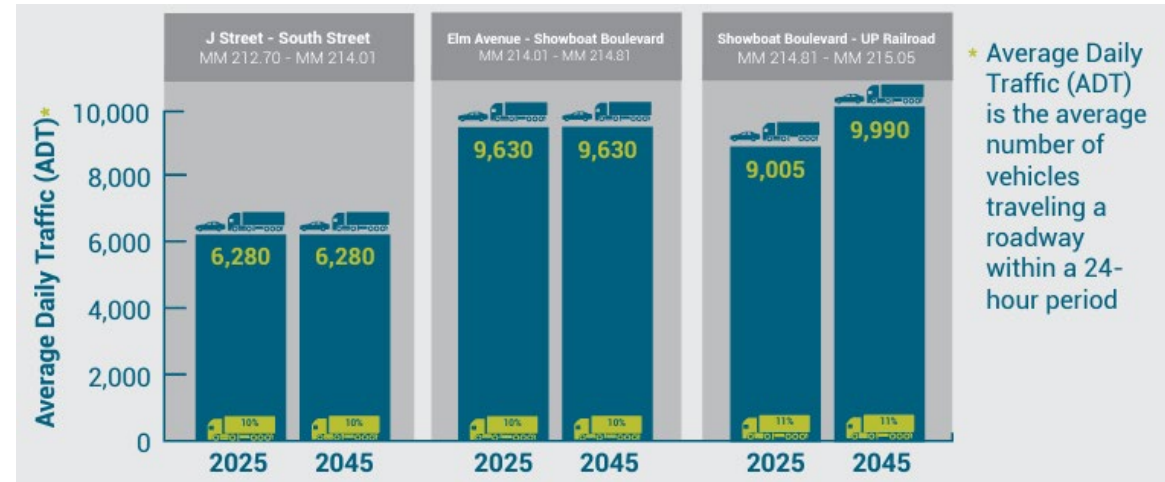
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

*Sidewalks would only be constructed along US-6 between East "D" St. and South 5th Ave.



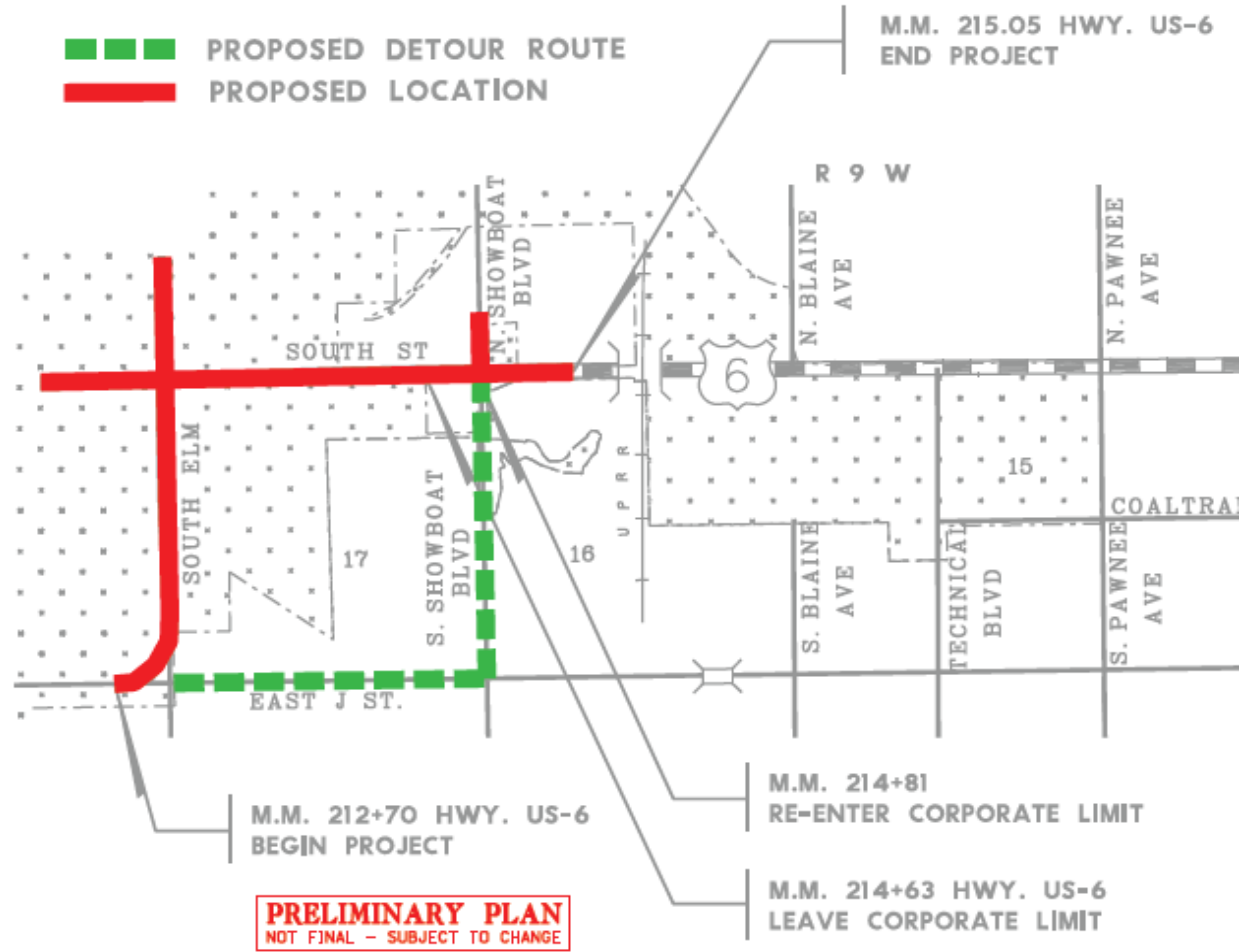
Projected Traffic Volumes

- Traffic volumes are steady
- Truck traffic is projected to more often avoid the intown route
- Pavement & Modernization need still exists



Constructability

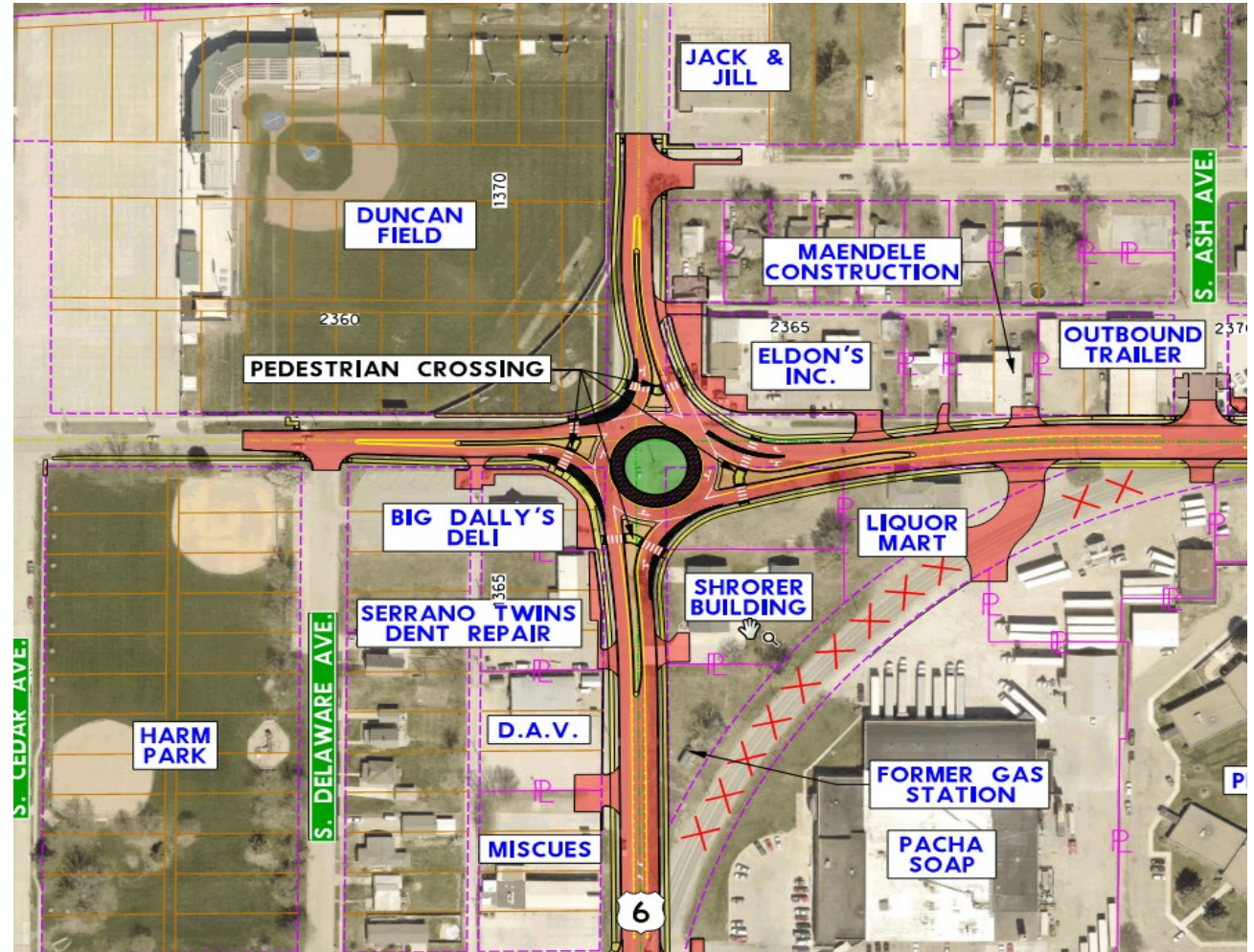
- During construction we will use a detour
 - Vehicles will use the route along East J St. to S. Showboat Boulevard



Key Features of the Project

South St & Elm Avenue

- Propose a roundabout to improve safety and operational efficiency
- Diameter is equivalent to roundabout near Pleasant Dale that is functioning well
- Roundabouts provide lower maintenance costs



Roundabout Safety Statistics

Roundabouts in the U.S. – National Cooperative Highway Research Program (NCHRP) Report 572

Before-After Studies at 55 Intersections

- 35% overall decrease in crashes
- 76% decrease in injury crashes
- 81% decrease in fatal/incapacitating crashes for single lane **urban** roundabouts
- 71% decrease in fatal/incapacitating crashes for single lane **rural** roundabouts



U.S. Roundabout Safety Report – Insurance Institute for Highway Safety

Before and After Studies at 24 Intersections

- 39% overall decrease in crashes
- 76% decrease in injury crashes
- 89% decrease in Fatal/incapacitating crashes

- ❖ Two different reports with almost identical information
 - ❑ Roundabouts are proven to be safe!
 - ❑ 75% reduction in traffic delay

- Operational roundabout north of Pleasant Dale
- Directly south of I-80, exit 388
- Carries interstate traffic if I-80 is closed
- 160ft diameter





Pleasant Dale (N-31 & N-36)



Oakland (US-77 & N-32)



Bennington (N-31 & N-36)

❖ Once roundabouts are installed, total crashes decrease

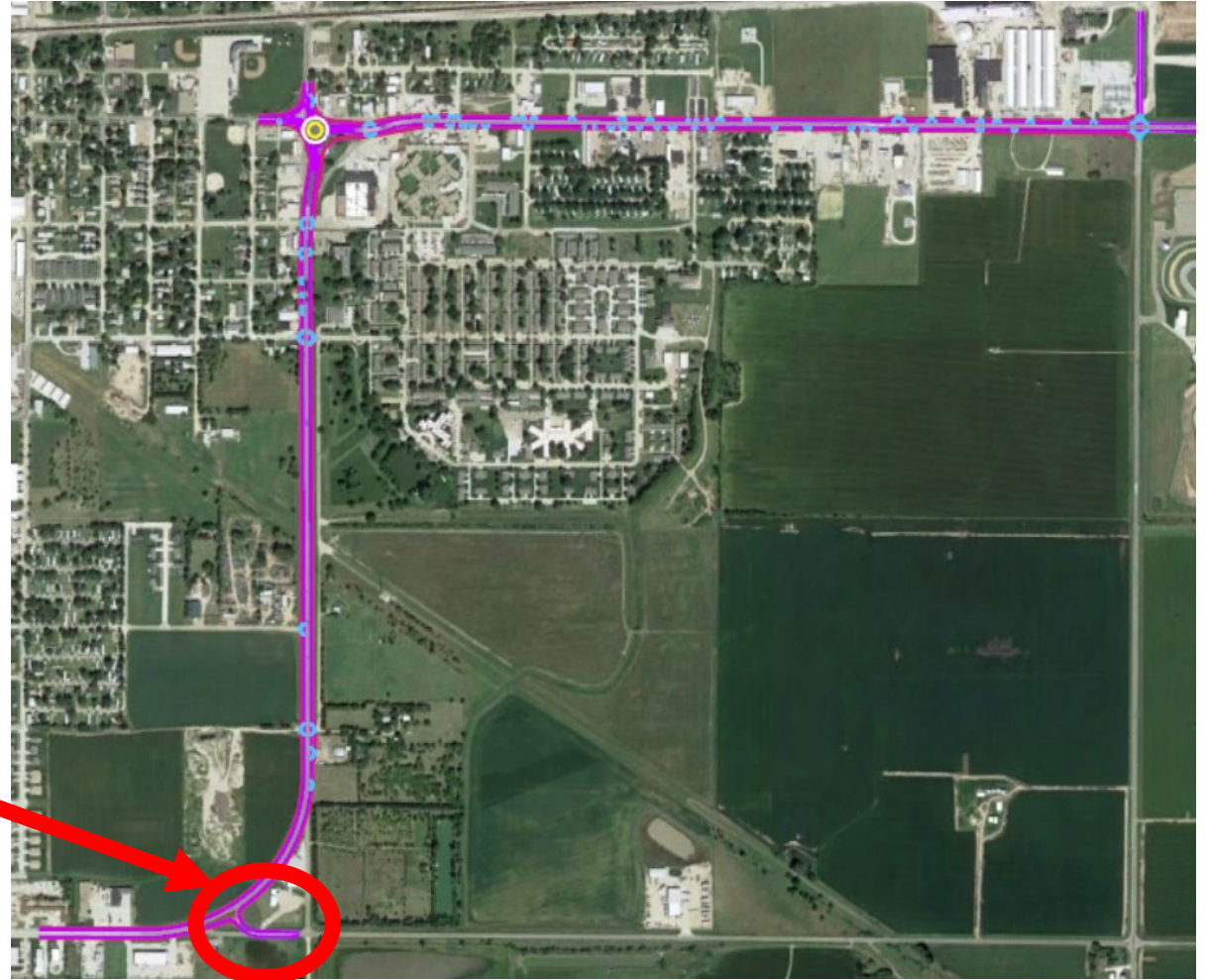
- Eliminates the most common failure to yield crash at intersections

Location	Year Built	Intersecting Highways		Traffic Volume (vpd)		Total Crashes (3 years)		Injury Crashes (3 years)	
		Major	Minor	Major	Minor	Before	After	Before	After
Blair	2004	US-30	N-133	15200	7800	9	2	2	0
Winnebago	2009	US-77	US-75	6000	3000	2	4*	1	0
Pleasant Dale	2011	US-6	N-103	2400	3700	9	4	4	2
Oakland	NA	US-77	N-32	3490	1710	7	4	4	0

*-After crashes consisted of a a rear end, a deer, a truck hitting a sign, and a driver dozing off

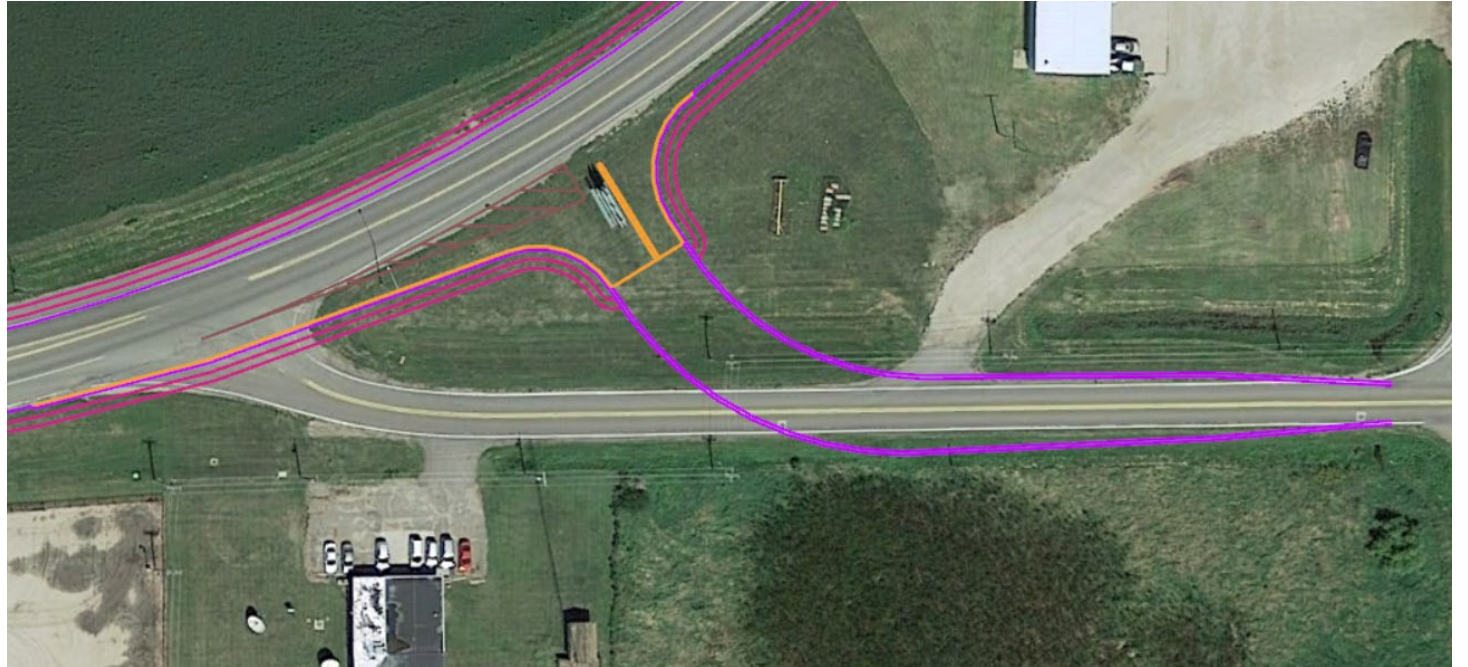
Intersection Improvements at Hwy 6 & J St

- ❖ Offset right turn lane implemented to improve safety and allow vehicles easy access to J-Street from Hwy 6



Offset Right Turn Lane at Hwy 6 & J St

- Improves safety
- Easy access to East J Street
- Improved sight distance for vehicles entering Highway 6



Conclusion

- Implementation of a roundabout will improve safety and efficiency
 - Less severe crashes and reduce delays
- Access to truck route will be improved and more accessible with offset right
- Excited for the opportunity to upgrade the corridor



Access Control

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF ROADS


March 17, 2017

The Honorable Pete Ricketts
Governor of Nebraska
State Capitol Bldg.
P.O. Box 94848
Lincoln, NE 68509-4848

Dear Governor Ricketts:


On January 27, 2017 the Nebraska State Highway Commission, under counsel from the Nebraska Department of Roads (NDOR) Roadway Design Division, voted to recommend approval of the project corridor location and design and access control concept of NDOR project S-6-4(1022); Hastings Southeast; C.N. 41086.

This section of U.S. Highway 6 (US-6) is a major route that transverses through the City of Hastings. Your signature authorizing approval to proceed is respectfully requested.

Sincerely,

Kyle Schneweis, P.E.
Director

KS:VK:z
Enclosure

I, Pete Ricketts, Governor of the State of Nebraska, affix my signature of approval of the project corridor location and design and access control concept of the stated segment of U.S. Highway 6 (US-6).


Pete Ricketts, Governor

Kyle Schneweis, P.E., Director
Department of Roads
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PO Box 94799
Lincoln, Nebraska 68509-4799
roads.nebraska.gov

OFFICE: 402-471-4567 FAX: 402-479-4325
DOR.ContactUs@nebraska.gov

Nebraska State Highway Commission

Hastings Southeast
Resolution No. 2016-4

Introduced on behalf of the Commissioners of the Nebraska State Highway Commission.


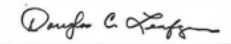
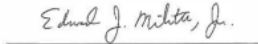


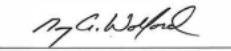
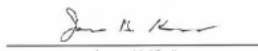
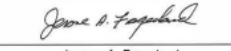
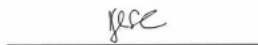
WHEREAS, U.S. Highway 6 is a major route that transverse through the City of Hastings, resulting in a need to reduce congestion, improve the reliability of the transportation system, and promote the economic development of the City of Hastings; and

WHEREAS, the project, referred to as Hastings Southeast, would reconstruct 2.47 miles of US-6, approximately .77 miles east of the junction of US-6 and US-81/US-34, and would extend north on Elm Avenue and then east on South Street, .32 miles east of Showboat Boulevard;

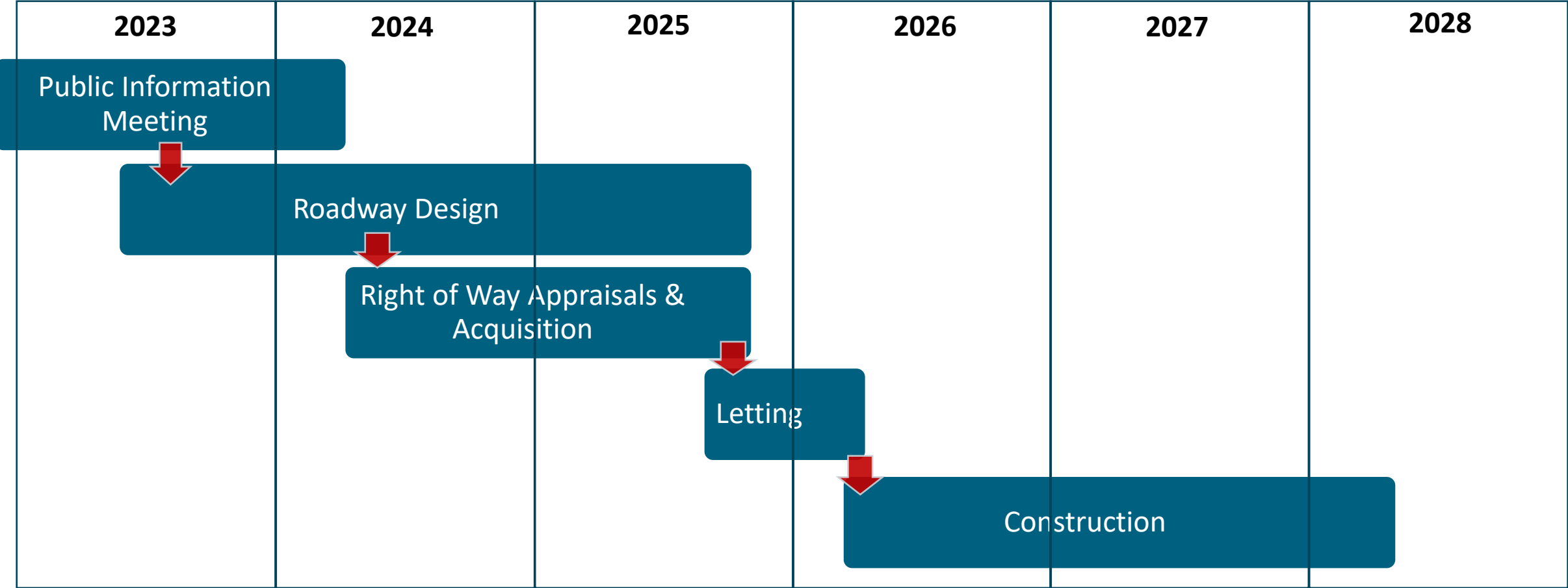
THEREFORE, BE IT RESOLVED, the Nebraska State Highway Commission, per Nebraska Revised Statutes, Sections 39-1110(1f), 39-1309(2), and 39-1327, recommends to the Governor of the State of Nebraska the following:

1. Approval of the corridor location and design,
2. Approval of the access control plan.

Approved: January 27, 2017
Submitted by:

 Mary K. Gerdes	 Douglas C. Leafgreen
 E.J. Militti, Jr.	 Ronald W. Books
 David E. Copple	 Greg A. Wolford
 James H. Kindig	 Jerome A. Fagerland
 Kyle Schneweis	

Anticipated Project Schedule



Thank You!
Questions?