

Aug. 3 Deadline for Comments on Proposed Highway 136 Projects in Auburn and on East to Brownville

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Nebraska Department of Roads (NDOR) officials are accepting written comments and questions through Friday, Aug. 3, on proposed improvements to Highway 136 from the west edge of Auburn to the Brownville bridge.

Comments may be submitted to: Greg Weinert, Public Hearings Officer, NDOR Communication Division, P.O. Box 94759, Lincoln, NE, 68509-4759; email greg.weinert@nebraska.gov; telephone 402-479-4871 or fax 402-479-3989.

About 30 persons attended an informational open house late Thursday afternoon, July 19, at the Auburn Senior Center. Attendees included: city and county government representatives, residents of the area, property owners, emergency management officials and interested residents.

The proposed Auburn reconstruction project involves rebuilding 1.38 miles of Highway 136 from 600 feet west of County Road 638th Avenue on the west end of Auburn by Sheridan Cemetery through F Street on the city's east end.

The proposed Auburn East project involves resurfacing 9.73 miles of Highway 136 from F Street in Auburn through Brownville to the west end of the Missouri River Bridge.

NDOR officials said the purposes of the proposed projects are to preserve the Highway 136 transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public.

The NDOR wants to do the projects in one construction season, said Thomas Goodbarn, NDOR District 1 engineer. Plans are to let the projects in November 2013. Scheduled construction is spring through fall of 2014. Both projects will be carried out concurrently, with the In Auburn project likely beginning before the nearly 10 miles of highway resurfacing east of the city.

In Auburn

The project in Auburn will have the most impact on people, Goodbarn said. Concrete pavement will be removed and replaced with concrete which will hopefully last 40-50 years, he said.

The pavement will be removed and replaced, as required, to the existing width which varies from 42-60 feet. There will also be spot improvements at intersections. The paving will be nine-inch thick dowelled concrete. Additional improvements would include restriping the segment for three lanes, storm sewer and curb inlet replacement as needed and sidewalk reconstruction. There will be Americans With Disabilities Act Accessibility Guidelines (ADAAG) compliant curb ramp as needed. Existing lighting units in conflict with the proposed design would be relocated, NDOR officials said.

Goodbarn said that the major impact of the project will be closing the intersection of Highways 75 and 136 for two weeks. He said NDOR officials will work through the downtown area, keep it open and do half at one time.

Construction is proposed to be built in four "phases" from west to east. There will be some temporary roads to accommodate local traffic. Construction would require detouring Highway 136 traffic. Highways 136 and 75 traffic will be directed onto state highways, including Nebraska Highways 67, 62 and 105.

The proposed thru traffic east-west detour is from Brownville on Highway 67 west, north and west to the intersection of Highways 67 and 105 and south. That adds 13 miles to the normal route.

The proposed thru traffic northbound detour is on Highway 75 from north of Dawson north to Highway 62 east to Stella and Shubert, north and west on Highway 67 to Highway 75 north to

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the Julian corner. That adds 18 miles to the normal route.

The proposed thru traffic southbound detour is from the Julian corner south to Highway 67, west to Highway 105 and south to the intersection of Highway 4 then east to Humboldt and south to near Dawson. That adds 18 miles to the normal route.

State officials did not anticipate that new right-of-way (ROW) would be needed. Several temporary easements will be required throughout the project area for construction.

No known environmental impacts were identified, NDOR officials said. Socio-economic impacts have not been determined. Comments and suggestions are being sought to avoid or minimize these impacts.

Estimated cost of the project is \$4 million.

State roads officials projected that in 2014, there will be 5,360 vehicles which use Highway 136 through Auburn daily. By 2034, it is projected that 6,280 vehicles will use the highway daily. In both cases, 7 percent are trucks.

Auburn East

The project will involve milling and filling, resurfacing Highway 136, rebuilding shoulders and repairing pavement at intersections from Auburn to the Missouri River bridge at Brownville, Goodbarn said.

Primary improvements would consist of concrete pavement repairs, and resurfacing the asphalt and concrete to the existing width. Additional improvements include grading, guardrail replacement and the addition of detectable warning panels at the curb ramps in Brownville in compliance with ADAAG. The bridge deck of the Little Nemaha River bridge will have a polymer overlay. The concrete bridge rails will be sealed. Existing surfaced driveways and intersections will be resurfaced.

The project would be built without detouring Highway 136 traffic with appropriate traffic control measures. It is not anticipated that new ROW would be required for construction. Temporary easements may be necessary at select locations. No known environmental impacts were identified.

Estimated project cost is \$6.8 million.

State roads officials projected that in 2014, there will be 3,105 vehicles which use Highway 136 from Auburn to Brownville daily. The projection by 2034 is 3,385 vehicles daily. In both cases, 15 percent are trucks.