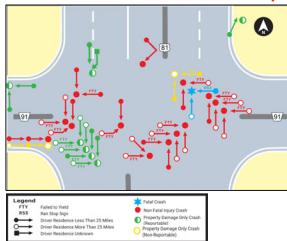


US-81 & N-91



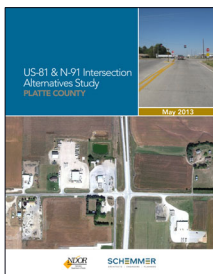
Crash History

Pre-improvements



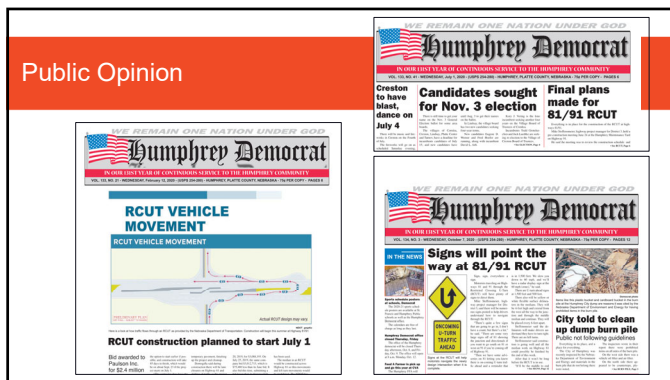
Crash Severity	2017-2019	2015-2019	2010-2019
Fatal	0	1	2
Injury (non-fatal)	9	14	26
Property Damage Only	7	7	19
Non-Reportable	1	2	3
TOTAL	17	24	50

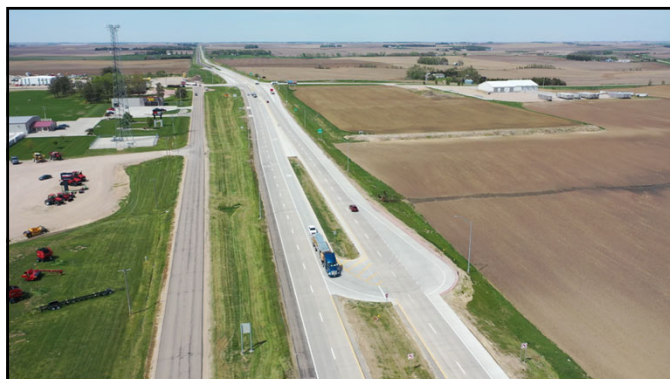
Intersection Alternatives Study

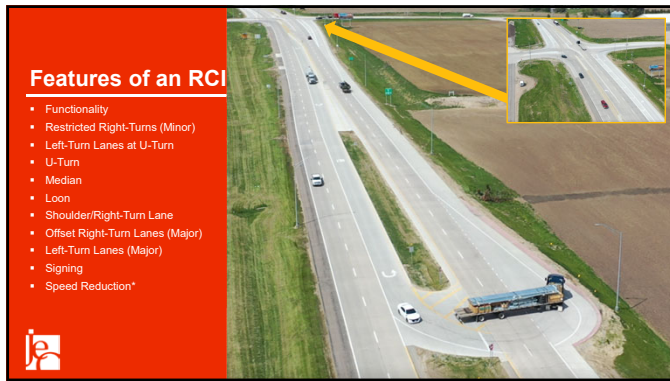


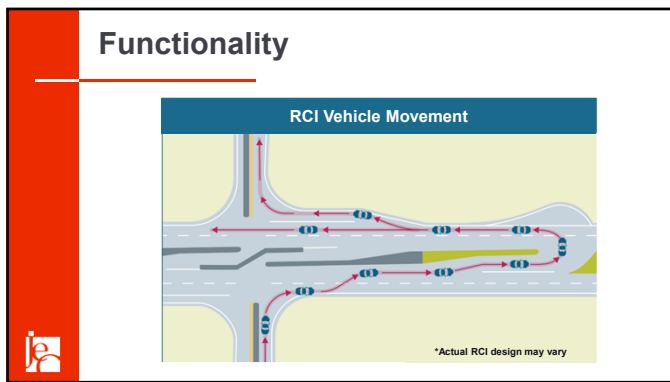
- Alternatives Considered
 - Grade Separation (Diamond Interchange)
 - Widen Median
 - Traffic Signalization
 - Roundabout
 - J-Turn (RCI)

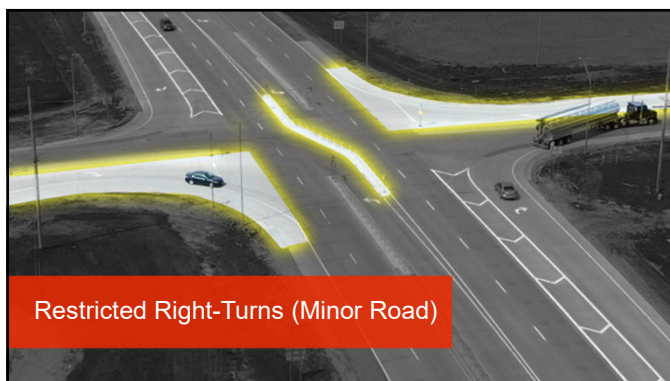


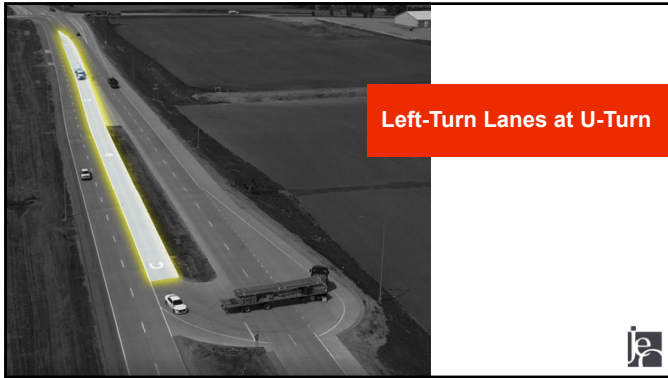


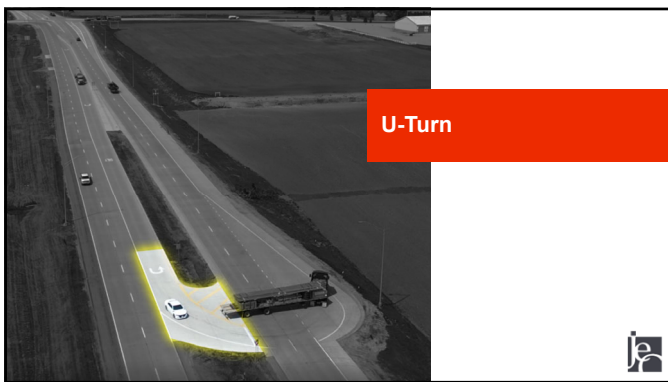




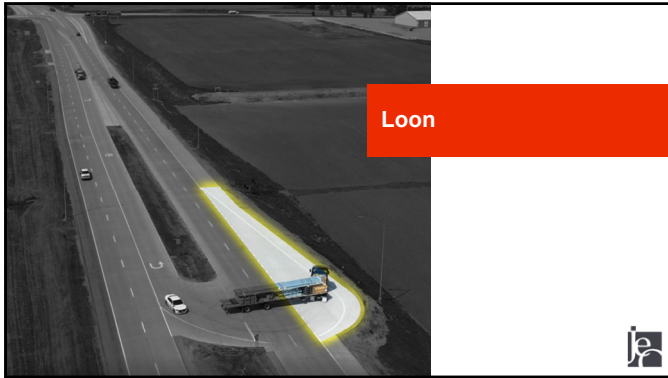


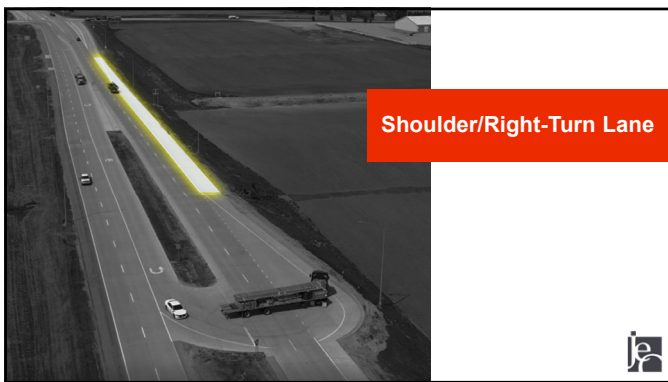




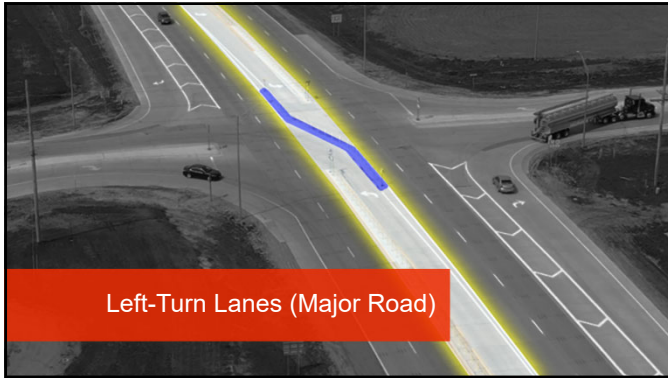


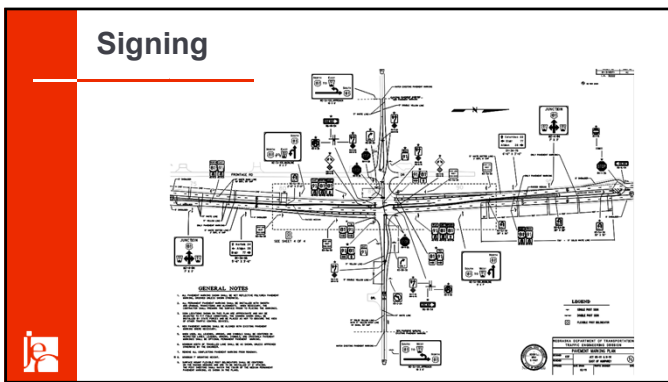


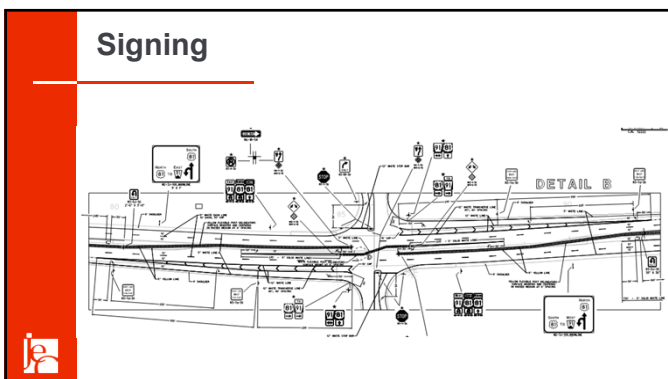


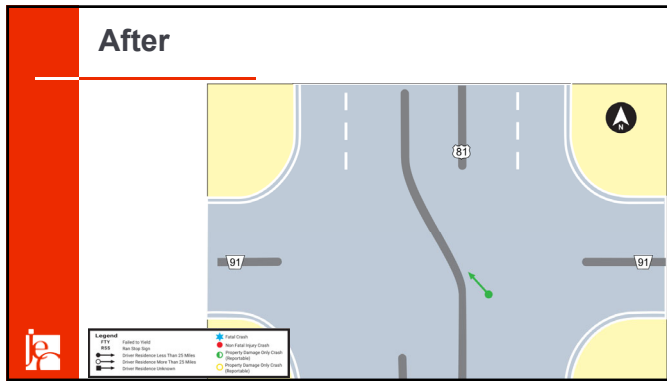


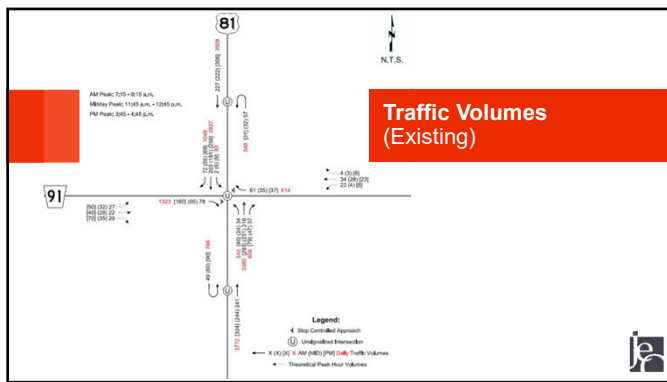


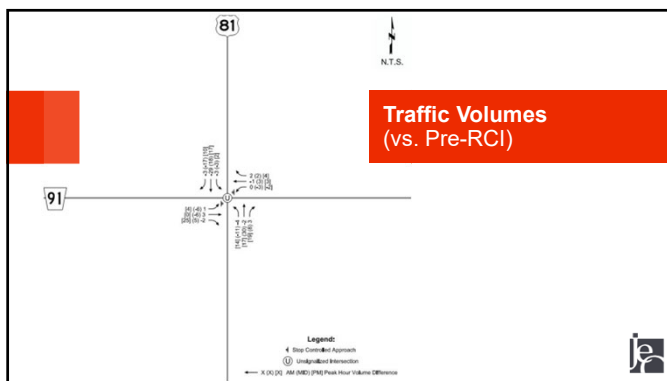


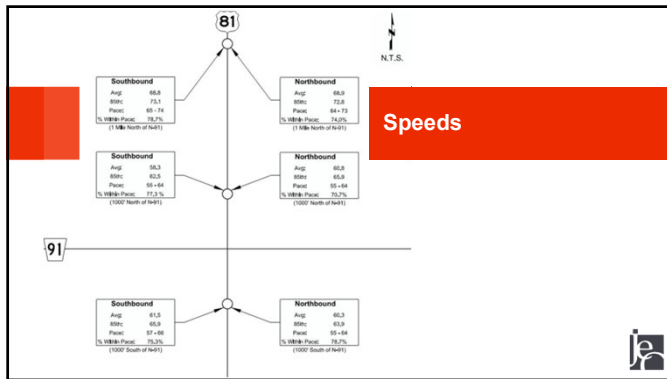












Peer DOT Review

- Research, Design Guidance, Lessons Learned
- A Proven Safety Improvement
- Name is Key
- Community Engagement
- Design Approaches Vary
- Standard Signing
- Stand Strong & Don't Give Up!




Technical Memorandum

To: Highway Construction Section


From: Mark A. Blevins, P.E.

Subject: Restricted Crossing U-Turn (RCUT) - Design and Implementation Guidance

(Signature)

The Technical Memorandum represents the TxDOT staff position on the subject matter and is not intended to be used as a basis for legal action. The TxDOT staff position is subject to change without notice.

Recommendations Moving Forward



Recommendations Moving Forward

Conduct Peer
Exchange

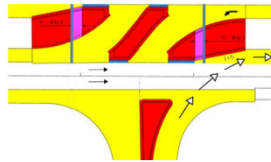
Identify RCI as the
Preferred Form of
Traffic Control

Adopt Formal
Guidance



Peer Exchange

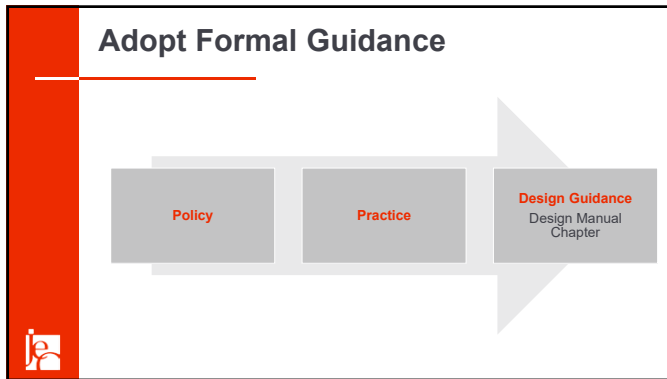
- Lots to Learn and More to See
 - Georgia: 45+ Intersections
 - Minnesota: 52
 - Missouri: 27
 - North Carolina: 200+
- Element-Specific Observations
 - U-Turns without Loops
 - Direct Access to U-Turn Left-Turn Lane from Minor Road
 - Pedestrian Operations
 - Higher Traffic Volume Locations



RCI = Preferred Form of Traffic Control

- Supported by Traffic Study or Satisfaction of Adopted Criteria
- Rural/Suburban Settings
- All Multi-Lane (Mainline), Median-Divided Highway/Highway Junctions
 - Other Intersections are Determined by Traffic Study





Public Survey

"Attitudes have changed."

Drivers change opinions on RCUT

Survey shows people more favorable

Attitudes have changed. When the Nebraska Department of Transportation (NDOT) proposed something called an RCUT (Restricted Crossing U-Turn) intersection for Highway 8191, most people thought it would not work. After it was built in 2020 and people had a chance to drive

through it, opinions have reversed. The NDOT conducted a survey to learn what drivers thought of the RCUT after having had time to get used to it.

Sarah Soula, NDOT External Affairs Manager, said in e-mails, "We're happy to report we received considerable positive feedback. Based on the information we received, there is an increase in satisfaction from the community on the functionality of the intersection since the RCUT has been implemented." The success of the RCUT and

the public's overall approval of it, gives the NDOT another option for similar traffic issues. "The information we learned from the survey will not only help guide future design but allow us to communicate the community of Humphrey's reaction before and after the RCUT was completed."

"The NDOT has been working closely with the city and school board of North Bend who has requested NDOT evaluate an intersection improvement, similar to the 8191 intersection. The RCUT is an option being con-

sidered. The NDOT is planning to hold a public meeting this fall to discuss the RCUT further with the community," Soula said.

In 2020, the NDOT built the RCUT at the intersection after it was identified for study and safety improvements based on recurring right-angle crashes.

Following the intersection's implementation, NDOT was interested in studying how the RCUT has performed through an evaluation of safety, operations and design features in addition to gathering stakeholder input. Based on an analysis of the project scope, a public survey was mailed to area "stakeholders" and also was made available on the NDOT website.

"Following construction, NDOT was interested in, not only understanding how the RCUT has performed through an engineering evaluation, but knowing the public was concerned prior to construction, we felt it was important to get feedback from a user perspective. We reached out to the community via mail and web outlets requesting input," she said.

-See SURVEY, Page 9

Contact

Alan Swanson, PE
 402.479.4594
alan.swanson@nebraska.gov

Mark Lutjeharms, PE, PTOE
 402.440.7943
mlutjeharms@jeo.com

www.jeo.com

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