



Frequently Asked Questions

Q. What work is included in the project, and when will construction begin?

A. Currently a two-lane roadway, NW 48th Street will be designed as a four-lane divided road between West Holdrege Street and Highway 34. South of West Holdrege Street, the road will be designed with three northbound lanes and two southbound lanes. A third southbound lane will be added at West Vine Street to match the Nebraska Department of Roads' (NDOR) proposed interchange project.

Design of the project has begun and will be substantially complete by the end of 2014. Construction for the segment between West Vine Street and West Adams Street (including the West Adams Street intersection) is tentatively scheduled to take place in 2015, depending on completion of the right-of-way acquisition process. The segment between West Adams Street and Highway 34 is not scheduled for construction at this time, but preliminary design plans and environmental reviews will be completed.

Q. How is the project being funded?

A. The project is locally funded through a combination of impact fee revenues and wheel tax dollars.

Q. Is the public involved in this process, and how can I get involved?

A. Public involvement and feedback is highly encouraged throughout the design process. Four public open houses have been scheduled, with the remaining meetings tentatively set for December 2013 and early 2015, along with dozens of individual meetings with project stakeholders.



More information on ways you can participate can be found on the www.nw48street.com

website's Public Involvement page. Please don't hesitate to contact the design team at any time during the project with comments or questions. Contact information can be found on the website's Contact Us page. You also can follow project progress by following @nw48thstreet on Twitter or by signing up for our RSS feed on the project website.

Q. What did you hear as the key concerns at the first public meeting?

A. Feedback was received on a variety of subjects at the public meeting, including roadway access, safety, intersections, construction and construction access, preference for different

alignments, the current road condition, drainage and flooding, sidewalks, pedestrian accommodations, trails, and roadway aesthetics.

Key concerns included the following:

- Timeliness: Many are anxious to get project construction started and would like initial project construction to be extended north of West Adams Street.
- Access during construction
- Safety for both drivers and pedestrians
- Drainage

Q. Have you asked the school or others in the area what they think about the design options? Are you coordinating with the airport and utilities?

A. Yes, we have met one-on-one with many stakeholders on this project, including Arnold Elementary School, the Lincoln Housing Authority, the Lincoln Airport Authority, Lincoln Fire and Rescue, StarTran, multiple property owners and developers, businesses, utility representatives, and elected officials.

Q. How will you select which of the alternatives to construct? When will this decision be made?

A. The alternatives will be evaluated on multiple criteria that include: environmental impacts, ROW impacts, constructability, access during construction, cost, and public input. The City hopes to pick a final alignment soon after the public meeting's comment period ends. Watch the project website for updates, as we will update the site when a decision has been made. If you provided your email address when you signed in, you will be notified of a decision via email.

Q. Why is initial construction stopping at West Adams Street?

A. The Lincoln Metropolitan Planning Organization developed seven goals for the 2040 Long Range Transportation Plan. (A link to this plan is provided on the project website.) All segments included in the City's Arterial Street System were prioritized using those seven goals and NW 48th Street from West O Street to West Adams Street ranked as the next segment needing to be constructed.

The remaining section of NW 48th Street to the north of West Adams Street is further down on the priority list, but preliminary design plans and environmental reviews will still be completed at this time to provide better project coordination between the segments and also with future development plans for the area. The City also is exploring possible options to mill the existing surface between West Adams Street and West Fletcher Avenue and overlay it with asphalt as a separate project.

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Frequently Asked Questions continued

Q. How do you determine where traffic signals will be placed?

A. Multiple criteria are evaluated to determine the need for a traffic signal. These criteria, or warrants, are set at a national level by the Federal Highway Administration and are provided in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic study is typically performed to evaluate the nine traffic signal warrants, including warrants based on traffic volumes, pedestrians, crash experience, and traffic progression. Satisfying a warrant does not always require installing a traffic signal; the traffic study also should indicate that installing a traffic signal will improve the overall safety and/or operation of the intersection or roadway corridor. Periods of high delay or stacking vehicles do not necessarily justify a traffic signal.

Q. If one of the shifted North Options is selected, what will happen to the current NW 48th Street?

A. If the roadway shifts, the current NW 48th Street would become a neighborhood street. One section of the current NW 48th Street may be removed to help with traffic calming, drainage improvements, and maintenance. The City would evaluate the appropriate rehabilitation/reconstruction options.

Q. If the roadway shifts, won't this hurt emergency response?

A. Our design team has met with Lincoln Fire and Rescue. They are comfortable with all three options and are confident that all service will be maintained at a high level.

Q. Does this project include the Diverging Diamond Interchange design for the I-80/NW 48th Street interchange? When will that project be under construction?

A. No, the interstate interchange is an NDOR project, and the NW 48th Street roadway project is a City of Lincoln project. They are separate projects, but we are coordinating with NDOR. The interchange is currently scheduled to be under

construction in 2014 and completed in 2015, while the NW 48th Street project begins construction in 2015. NDOR's project schedule depends on the availability of funds for the project. If you have further questions on the NDOR project, please contact Brian Johnson, NDOR project manager, at brian.johnson@nebraska.gov or 402.479.3990.

Q. How will this project affect my access to my home or business?

A. The project will be designed with the goal of minimizing access disruptions during construction. Since NW 48th Street is a major arterial street with limited detour options, the design team will look at maintaining traffic and access during construction using the existing and/or temporary driving lanes. At times, however, access restrictions may be required.

Q. When will the public and businesses know about property acquisition and easements?

A. The City plans to have preliminary right-of-way and easement needs identified by December 2013. This information will be available for review and discussion at the open house currently scheduled for that time. One-on-one meetings also can be scheduled to discuss any impacts to specific properties. The City plans to finalize the right-of-way and easement needs by January 2014 and begin the appraisal process. More information on the acquisition process is available in the Right-of-Way Acquisition and Your Property pamphlet on the City's website. Business owners may also refer to *Coping with Construction: A Guide for Lincoln Businesses*.

Tentative Schedule - *Subject to Change*

January 2013

Project kicks off; survey and field work begin.

February 28, 2013

First public meeting is held to gather initial public feedback.

March 2013

Engineering design begins.

June 2013

Second public meeting is held to present alignment alternatives and receive public comments.

December 2013

Third public meeting is held to review project progress, present final roadway alignment, and show right-of-way and easements that will need to be acquired.

2014

Complete right-of-way appraisals, negotiation, and acquisition.

End of 2014

Design and right-of-way acquisition is substantially complete; city advertises for construction bids.

Early 2015

Contractor is selected.

Early 2015

Fourth public meeting is held to review construction phasing and final plans.

Early 2015

Construction for the segment between West Vine Street and West Adams Street begins.

End of 2015

Construction for the segment between West Vine Street and West Adams Street is substantially complete.

TBD

Construction for West Adams Street to Highway 34 begins (funding dependent).

Please note: All dates are estimates at this time and are subject to change.