



## Evaluating the Roadway Alternatives

### The South Options (W. Vine Street to W. Adams Street)

#### South Option West:

This option shifts the proposed road's centerline approximately 20 feet to the west. New southbound lanes will be built to the west of the existing lanes.

- Is anticipated to have the second highest construction cost of the three south alternatives.
- Is anticipated to have the highest right-of-way (ROW) acquisition costs of the south alternatives.
- Is anticipated to have the second highest cost associated with temporary pavement to accommodate traffic during construction.
- Environmental impacts between this option and other south options are similar.
- Anticipated total project cost: \$15.7 to \$16.7 million\*

#### South Option Middle:

This option keeps the proposed road's centerline in the middle of the existing lanes. New northbound and southbound lanes will be centered on the existing pavement.

- Is anticipated to be the highest construction cost of the three south alternatives.
- Is anticipated to have the lowest ROW acquisition costs of the south alternatives.
- Is anticipated to have the highest cost associated with temporary pavement to accommodate traffic during construction.
- Environmental impacts between this option and other south options are similar.
- Anticipated total project cost: \$15.9 to \$16.9 million\*

#### South Option East:

This option shifts the proposed road's centerline approximately 20 feet to the east. New northbound lanes will be built to the east of the existing lanes.

- Is anticipated to be the lowest construction cost of the three south alternatives.
- Is anticipated to have the second highest ROW acquisition costs of the south alternatives.
- Is anticipated to have the lowest cost associated with temporary pavement to accommodate traffic during construction.
- Environmental impacts between this option and other south options are similar.
- Anticipated total project cost: \$15.4 to \$16.4 million\*

### The North Options (W. Adams Street to Hwy. 34)

#### North Option West:

This option keeps the roadway on its current alignment.

- Would have the highest vehicle noise for residences along the existing NW 48th Street.
- Would have the highest ROW impacts of the three options to land not owned by the Lincoln Airport Authority.
- All three north options seek to minimize impacts to historic and 4(f) properties.
- All three north options will have similar impacts to streams and wetlands.
- Anticipated total project cost: \$25.4 to \$26.4 million\*

#### North Option Middle:

This option shifts the roadway over a block to the east north of West Adams Street and jogs back to NW 48th Street just south of West Cuming Street.

- Provides reduced vehicle noise to the neighborhood.
- Provides additional traffic benefits at Arnold Elementary by taking traffic to Mike Scholl Street off of the new arterial roadway.
- Would have similar impacts to Lincoln Airport Authority land as North Option East.
- All three north options seek to minimize impacts to historic and 4(f) properties.
- All three north options will have similar impacts to streams and wetlands.
- Anticipated total project cost: \$24.6 to \$25.6 million\* (includes an allowance for rehabilitating portions of the existing NW 48th Street that will remain in place)

#### North Option East:

This option shifts the roadway over two blocks to the east north of West Adams Street and jogs back to NW 48th Street just south of West Cuming Street.

- Provides reduced vehicle noise to the neighborhood.
- Provides additional traffic benefits at Arnold Elementary by taking traffic to Mike Scholl Street off of the new arterial roadway.
- Would have similar impacts to Lincoln Airport Authority land as North Option Middle.
- All three north options seek to minimize impacts to historic and 4(f) properties.
- All three north options will have similar impacts to streams and wetlands.
- Anticipated total project cost: \$25.2 to \$26.2 million\* (includes an allowance for rehabilitating portions of the existing NW 48th Street that will remain in place)

\* Costs are preliminary and subject to change based on final ROW, utility, and drainage costs.

# NW 48th Street Project

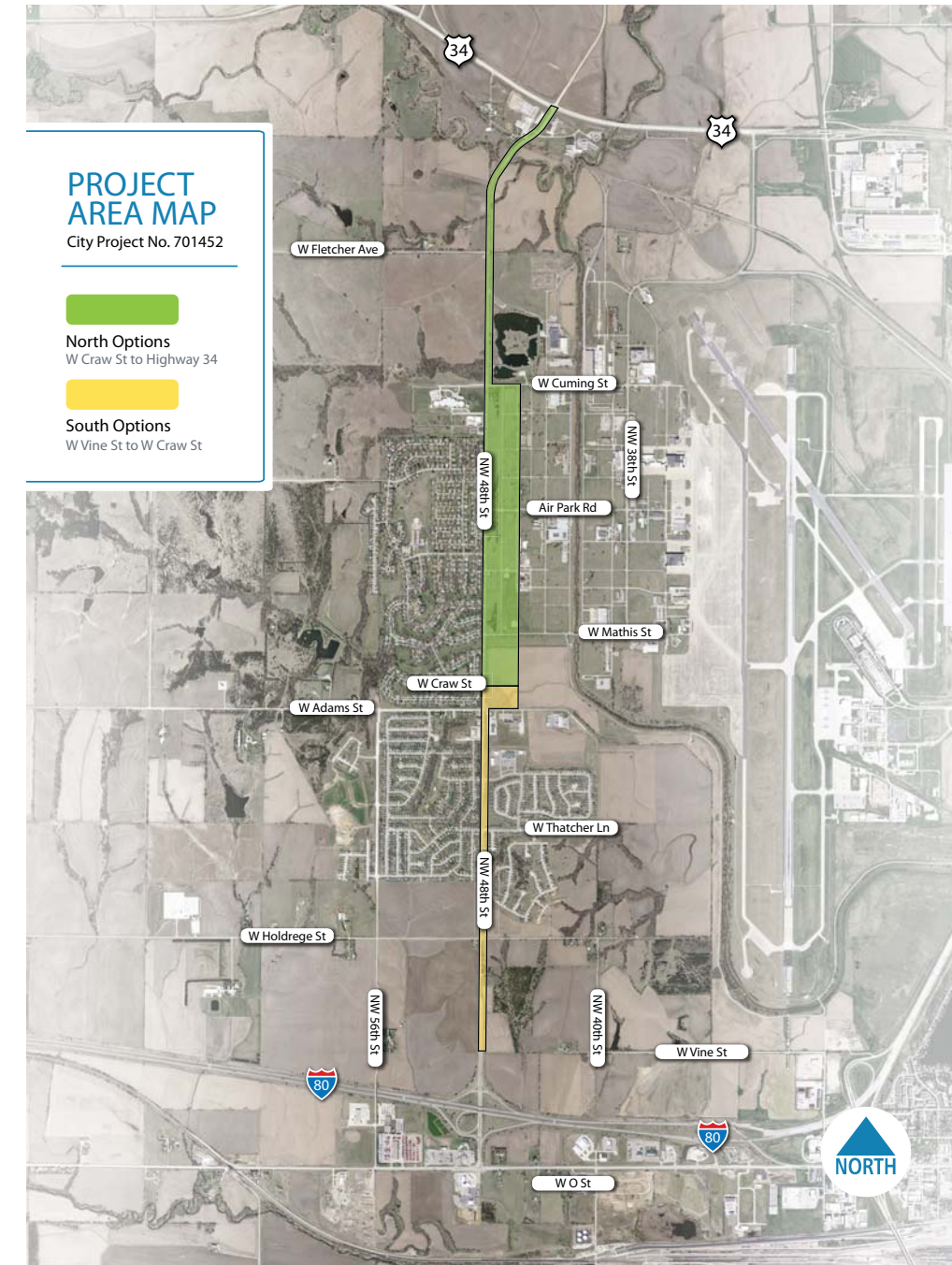
Public Meeting #2 - June 4, 2013

## Welcome!

We received great feedback from our first public meeting (held in February) that we used to create the design alternatives that are shown here tonight. Your concerns for the roadway's condition; flooding problems in the corridor; and safety for drivers, pedestrians, bikers, and children were summarized and played an important role in the decisions that were made leading up to these options. Since the last meeting, our design team has also met individually with many stakeholders and business owners in this corridor to gather additional feedback.

At tonight's open house we are presenting several alignment options — three for the south half and three for the north half. Please view the displays, ask questions, and provide your feedback to the design professionals here tonight or provide feedback via the comment form.

Please share your thoughts tonight, as it will help us continue to develop and select the best option for roadway users and area residents.



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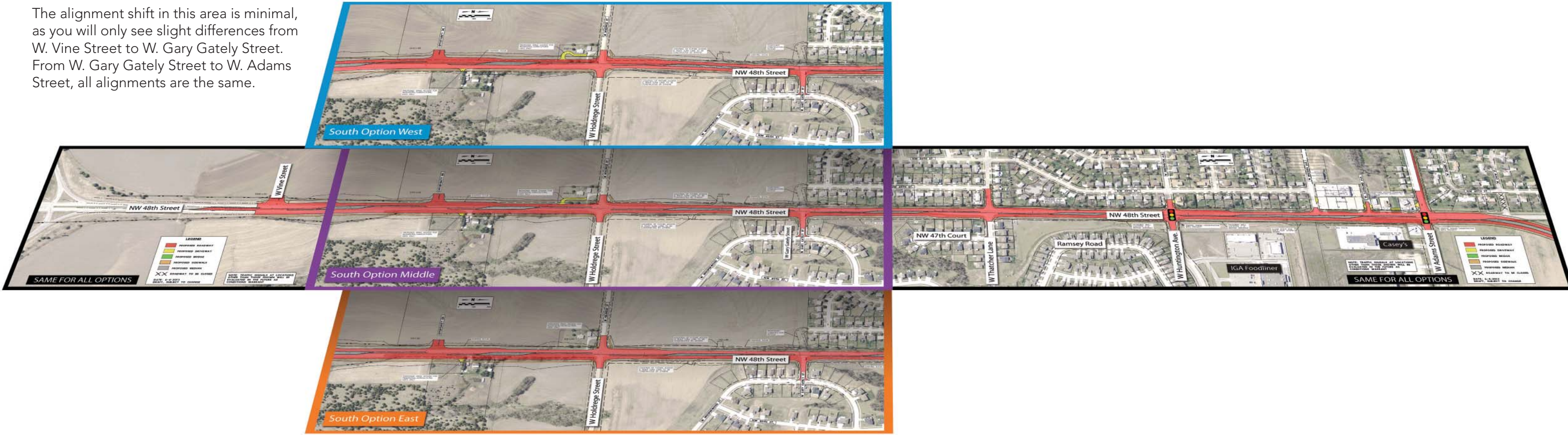
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NEBRASKA

**NW 48<sup>th</sup> STREET PROJECT**  
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## The South Options (W. Vine Street to W. Adams Street)

The alignment shift in this area is minimal, as you will only see slight differences from W. Vine Street to W. Gary Gately Street. From W. Gary Gately Street to W. Adams Street, all alignments are the same.



## The North Options (W. Adams Street to Hwy. 34)

