

VIRTUAL
PUBLIC INFORMATION MEETING

Q Question
A Answer

Frequently Asked Questions

Q

What is the purpose of this study?

A

The purpose of the study is to evaluate potential improvements that would preserve the transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public.

Q

Why is the study needed?

A

The study is needed to reduce congestion, improve safety, and improve the efficiency of through traffic and truck traffic.

Q

What is to be evaluated?

A

The planning study includes the evaluation of intersection alternatives, as well as evaluating access restrictions. Other reasonable alternatives that become evident during the study would be considered as well. The analysis would consider at a minimum the operation, safety, and cost effectiveness of each alternative.

Q

Who's funding the project?

A

Nebraska Department of Transportation (NDOT).

Q

What does the total project cost?

A

This is a planning level study costing approximately \$150,000. The cost of the preliminary engineering and construction would be determined in later phases of the project delivery process.

Q

What is the total length of the project?

A

The study corridor is approximately 7.25 miles in length along US Highway 81 (US-81) starting just south of Interstate 80 (I-80) at mile marker (MM) 57.75 (CR-9/50th Street) and extending north through the north junction of US-81 and US Highway 34 (US-34) at MM 64.00. The project includes an evaluation of 17 intersections.

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Does the project take into consideration future development in this area?

A

The project would utilize the City of York's Comprehensive Plan, which identifies land uses within the study corridor as commercial and residential. The project includes a future year analysis that accounts for increased traffic from to-be-developed parcels of land along the corridor.

Q

Would the acquisition of property rights be part of this project?

A

This project is in the planning stages and it has not been determined if the acquisition of additional property rights, such as new right-of-way (ROW), control of access (CA), permanent easements (PE), or temporary easements (TE), would be required. This would be determined in a later phase of the project delivery process.

Q

Would access to my business/residence/property change? What is control of access?

A

It has not been determined if this project would require the acquisition of additional property rights. If your property would be impacted by this project, then you would be contacted by a representative once the design footprint has been established. All acquisitions of property would follow the Federal Uniform Relocation and Real Property Acquisition Policies Act ("the Uniform Act"). Control of access pertains to the regulation of access to and from properties abutting a highway by NDOT. This regulation of access is an important consideration in highway planning, design, and operation because it allows for a higher quality of traffic service and improved safety.

Q

When would this project be constructed?

A

A construction date has not been determined. The results of this planning study, cost of the preferred alternative, and available funding would determine a construction year for the project. The project would need to go through several more phases including environmental review (per the National Environmental Policy Act [NEPA]), design, permitting, right-of-way acquisition (if needed), and utility relocation before construction begins.

Q

How long would the road be closed during construction?

A

Construction phasing, including road closures and detours, would be determined during the preliminary and final engineering phases of the project.